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# rupanews



**Journal of the Retired United Pilots Association**



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**E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

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## PRESIDENT'S LETTER

I was searching for a topic to write about for the October issue when I received a letter from Mr. Charles Lane who lives in Notre Dame, IN. He has no airline affiliation but he is very concerned about the effects of High Altitude Radiation on commercial pilots. Mr. Lane has graciously given his time and compassion to one of our own. Al Menting took early retirement in 1981. His initial diagnosis was dementia. Recently, his doctor attended a meeting in London on the effects of HAR on the SST crews. The Doctor realized that these were the same symptoms exhibited by Al.

Mr. Lane has been reading to Al and attending to his affairs. He is one of the "unsung helpers" out there who have been assisting our incapacitated members. If you know of any other helpers, please send me their names along with a brief description of how they are helping. Also, if you come across any articles or have information about HAR, please contact Arvid, our webmaster. If we get enough material, we might be able to set up a section on RUPAWEB.

My original topic was going to be on our diminishing attendance at our Nat'l events. I will save that discussion for a later issue. In the interim, I hope you will give careful consideration to the Mediterranean cruise that Rich and Jerry have come up with for next Sept. As for a convention in 2011, I would like you all to think about holding it in Portland, Maine. UAL flies to PWM out of ORD and IAD. There is also plentiful bus service from Logan airport in Boston. The leaves are beautiful at the end of Sept. to mid Oct.

Aloha, *Ron*

### **IT IS OCTOBER!!**

Fifty+ emails were sent using current database information – delivery to six failed because the “owners” did not give us an updated email address – thought we “would know”??  
We are good, but NOT that good!! Only co-pilots read Captains’ minds!!

**The Directory is useless if you don’t keep us updated!!**

Give us your changes – if you don’t remember sending them to us, send ‘em again!!

**Do it now!!**

The November 30, 2009 deadline is firm!! No Directory changes after that date! Sorry.

Email or USPS is fine – but NOW!! If you’re in arrears, dues, too!!

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

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

**RUPANEWS Editors--- Cleve Spring & Bruce McLeod ---E-mail: rupaed@gmail.com**  
1104 Burke Lane, Foster City, CA 94404 Telephone: (650)349-6590 (C) or (650)712-1532 (B)

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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**

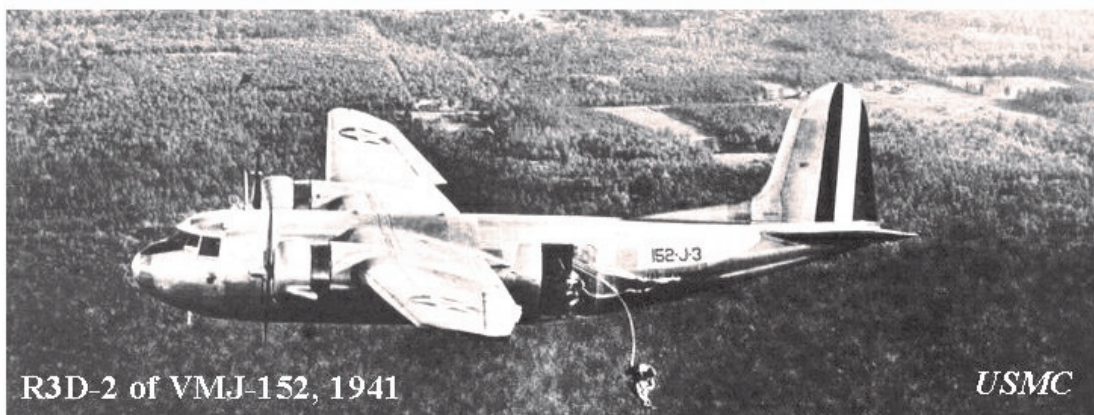
**Check your RUPA Directory and make sure we have the correct information listed for you.**

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## ABOUT THE COVER

The cover photo is of an Anacostia based Navy Douglas R3D-1, the military version of the commercially unsuccessful DC-5 short haul passenger transport. It sits at Corry Field, NAS Pensacola, late in 1940, during a visit by VIPs from Washington. Pilots found it very easy to land with a nose wheel and it had the same honest flight characteristics as all Douglas transports. An orphan overshadowed by the R4D (DC-3) and R5D (DC-4), the aircraft became obsolete so fast few people knew it existed. When it showed up on the ramp during a cross-country flight it was always the subject of conversation.

The DC-5 was developed in 1938-39 to fill a potential gap in the market, for an aircraft smaller and cheaper than the DC-3, but with a similar performance. This aircraft had a similar configuration to the Douglas 7B, which would evolve into the A-20/ Boston/ Havoc,



and was designed by the same team at El Segundo. The DC-5 was a high-wing twin-engine monoplane, with nose wheel landing gear and a fully retractable undercarriage, capable of carrying sixteen passengers in comfort, or twenty-two in a more cramped configuration.

The prototype made its maiden flight in February 1939. KLM ordered four, Pennsylvania-Central airlines ordered six, the Columbian airline SCADTA ordered two, British Airways ordered nine and the US Navy ordered seven. Of these aircraft only the KLM and US Navy aircraft would ever be built.

The DC-5 ran into problems during its flight tests, and by the time they had been fixed the outbreak of the Second World War had forced Pennsylvania-Central, SCADTA and British Airways to cancel their orders, as large parts of the world became closed to airline traffic. The KLM and Naval aircraft were delivered during 1940, and no more aircraft were produced. Even the KLM aircraft would eventually be called up to serve in the military. Having found their way to Australia, in 1944 they were utilized by the USAAF as the C-110, and used by the 374th Troop Carrier Group.

**R3D-1** Three DC-5s were ordered for the US Navy and given the designation R3D-1. These aircraft were powered by two 1,000hp Wright R-1820-44 radial engines, and were used as sixteen-seat personnel transports. The first of the three crashed before delivery, but the other two reached the Navy in the second half of 1940, and remained in use until January 1946.

**R3D-2** Four more aircraft were ordered for the Marine Corps as cargo transports. Like the C-47 they had a reinforced cabin floor and a larger cargo door, and could carry complete aircraft engines. They could also be used to carry twenty-two paratroopers. The four aircraft were delivered in September and October of 1940. Two were on Hawaii at the time of the Japanese attack on Pearl Harbor, but survived, while one was shot down by a Japanese submarine operating off the Australian coast. The three surviving aircraft remained in use until October 1946.

**R3D-3** Even the prototype DC-5 eventually ended up in US Navy service. In April 1940 it had been sold to William E. Boeing, the founder of Boeing. In 1942 it was utilized by the US Navy, and operated alongside the two R3D-1s.

### R3D-1 Specifications

Engines: Wright R-1820-44x2  
Power: 1,000hp each  
Wing span: 78ft  
Length: 62ft 2in  
Height: 19ft 10in

Empty weight: 13,674lb (13,863lb on R3D-2)  
Loaded weight: 20,000lb  
Maximum speed: 221mph at 5,800ft  
Service ceiling: 19,000ft  
Maximum range: 1,400 miles (934 miles on R3D-2)

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## THE CLEVELAND CRAZIES (August)

Nine Crazies and their wives and sons gathered at TJ's on Thursday, August 20 for the monthly session. We were joined by former Cleveland pilot Hal Bradley and his wife Ann, now residing in Ft. Collins, CO and passing through the area on a motor trip. It was a pleasure having Kenny Wheeler's son Bill in our midst.

There must have been a lot of hot air passing through the turbines as the luncheon did not break up until 3:45. This we know, there was a considerable din even after the food was served, always indicative of a good time for all. Everyone seemed to be on heightened awareness, could have been the Margaritas. Round engines came back to life with a variety of throttle, prime, and mixture control settings with varied results according to the story tellers. Ahh the days of the -6's, -7's and Convairs.

A host of funnies as always; the CEO who fired the guy making \$400 a week, handing him \$1,600 in cash to get out only to find out he fired the pizza delivery person. Kenny Wheeler, our resident storyteller, leaned on us with the story of the older woman married 4 times, once to a banker, a second to a theatrical producer, the third an obstetrician and the fourth an undertaker: one for the money, two for the show, three to get ready and four to go.

George Bleyle continued our ground schooling on becoming train engineers for the Cuyahoga Valley Railroad and Don Karaikos gave us a look into the history of Pan American. All in all a very pleasant afternoon.

In attendance: Dick and JoAnne Orr, Harold and Ann Bradley, George Bleyle, Rip Curtis, Bill Dilzell, Jim and Monica Burrill, Ken Wheeler, Bill Wheeler, Don Karaikos and interim scribe *Dick Sanders*. (We'll do it again on Thursday Sept. 17, 1:00, TJ's in Wooster. Join us if you can.)

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## HAWAIIAN ONO NENE'S RUPA LUNCHEON

Thursday September 10th, we met for lunch at the Mid Pac in Lani Kai. Present were: Diane & Larry Becker, Alice & Buddy DeCosterd, Yasuko & Yuz Morita, and Jim Sorensen.

A regular menu lunch was available instead of a buffet, so we all enjoyed something new. We were all glad to have the DeCosterds back from the Bay Area.

Next month on the 8th we will meet not on the windward side. Hope to see you there. Aloha, *Jim*

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## RUPA CRUISE NEWS

Talk about the power of the internet and word of mouth; we already have thirteen cabins booked for next years RUPA cruise and the announcement in the *RUPANEWS* hasn't reached all our readers as I write this. The original intent of this cruise was to have a ten day cruise through the eastern Mediterranean to visit Croatia, Greece, Turkey and Italy, but it lends itself so well for an extension to the western Mediterranean with stops in Monaco, Spain, Tunisian and Sicily that many people are interested in the 20 day option. If you have visited the eastern portion of this itinerary, you may board the ship in Rome for just the western half of the trip. Holland America has pre- and post-departure tours available if you have not seen the many treasures of Rome and the Vatican: St. Peter's Basilica, the Vatican Museum and Sistine Chapel; and don't forget the Coliseum, the Spanish Steps and Trevi Fountain. And shopping...remember, Christmas will be following shortly after our return home. Let's get the word out...since we didn't have a Convention this year, this would be a perfect opportunity to get together and tell all those wonderful stories we've been saving-up. There are already 27 cabins sold. Check this months prices against last months as some have changed. For more detailed information give Jerry Poulin a call at **1-800-309-2023-Access Code 33** or give me a call. Feel free to pass this information on to your family and friends as they are all welcome to join us. If you are a single traveler and want to avoid the single supplement, let us know and maybe we can get you in touch with another single to share a cabin. *Rich Bouska 925-443-4339*

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# **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 \$1,499**

**Outside Cabin from \$1,599**

**Verandah from \$2,249**

**Suite from \$2,907**

**Deluxe Suite from \$3,849**

**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 access code #33**

**1-508-829-3068**

**gpsp@aol.com**

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**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**

<b>Inside Cabin</b>	<b>from \$2,499</b>
<b>Outside Cabin</b>	<b>from \$2,799</b>
<b>Verandah</b>	<b>from \$3,699</b>
<b>Suite</b>	<b>from \$4,899</b>
<b>Deluxe Suite</b>	<b>from \$6,299</b>

**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 access code #33**

**1-508-829-3068**

**gsp@aol.com**



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## INTREPID AVIATORS OF SOUTHERN OREGON LUNCHEON August 20

Greetings to all from Southern Oregon. We gathered at the Pony Espresso in Jacksonville with, for us, a large group. Some 13 folks showed up including Steve and Leann Fusco, Dave and Joanne Ellis, John Cairn, Michael Bennett, Art Lumley, Bob Keasby, Rob Miller, George Elliott and his daughter and Bob and Marty Niccolls. This was a first for George, having just moved to Ashland to be with his daughter and her family and we look forward to seeing him again next month.

Interesting in the connections of the group, as in most of the other lunch groups I imagine. I had flown with Steve (who retired in 1984) close to 30 years ago on the 8, and further back he had flown with Dave on the old Boeing to the Islands when he was a junior reserve F/O. Dave, now 97 (and who looks and acts more like 57) came with United in 1936 as a mechanic, followed up as a Flight Engineer and fondly remembers the 247 days, Pat Patterson, the early Boeings and Douglas aircraft. His brother, now deceased, came to United in 1928 and for many years was the most senior of the United family. We had a delightful time with many great stories, laughter and shared memories. Whenever in our neighborhood, please come on out to the Pony Espresso in Jacksonville (it an historic town and worth visiting) and join us, noonish, the third Thursday of each month. Cheers, **Bob**

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## THE SEATTLE GOONEY BIRDS LUNCHEON (August)

The Seattle Gooney Birds assembled for lunch at the SEATAC Marriott on a beautiful summer day, Aug, 20th. There were 19 of us, including Bob Reid and Frank Carpine, who we haven't seen for a while and Scott Bauman, who joined us for the first time. After the usual soup and sandwich lunch we celebrated Neil Johnson's 88th birthday. We should all be so chipper at that age. The host couldn't get anyone to tell a joke so he told one that brought some laughter. All in all, we had a good time and look forward to next month. If you live in the Seattle area and haven't been to one of our lunches, come on out next month, you'll enjoy it. In attendance: Frank Carpine, Bob Reid, Scott Bauman, Dan Jessup, Neil Johnson, Fred Sindlinger, Gere Pryde, Herb Marks, Jack Brown, Dave Carver, Bill Lamberton, Jim Bleasdale, Dick Anderson, Chuck Westpfal, Jim Barber, Tom Smith, Ray Hanson, Ray Dapp, and **Bill Brett**.

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## THE SEATTLE GOONEY BIRDS LUNCHEON (September)

The Seattle Gooney Birds met for lunch today, September 17, at our usual place and time, 11 AM SEATAC Marriott. There were fifteen present for lunch and conversation and after lunch the jokes came forth without prompting from the host, some real good ones and some a little lame but nevertheless entertaining. Nothing serious today, just a good time.

In attendance: Jim Bleasdale, Tom Smith, Don Anderson, Herb Marks, Al Teel, Gerry Pryde, Fred Sindlinger, Jim Barber, Chuck Westpfal, Dick Anderson, Ray Hanson, Bob Reid, Vince Evans, Frank Carpine, and yours truly, **Bill Brett**.

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## THE SAN FRANCISCO BAY SIDERS LUNCHEON

The second Tuesday in September happened to be the day after Labor Day, so we had no idea what kind of a turnout we would have at the Bay Siders Luncheon. We were pleasantly surprised when many of our regulars and a few newcomers showed up ready to share lunch and laughs.

We took the opportunity to present our outgoing RUPA President, Larry Wright, and his lovely wife, Pat, with an engraved plaque thanking them for their service to RUPA over the past two years, and the years before he was president.

Rich Bouska gave us a brief update on the 2010 RUPA Cruise. The details of the cruise are on pages 5 through 7 of this issue. If you are a single traveler and have an interest in going on the cruise let him know and he may be able to put you together with another single. It's less expensive than going by yourself.

Those in attendance were: Floyd & Charlene Alfson, Bob & Roz Clinton, Sam & Billy Cramb, Neil & Tammy Dahlstrom, Bob Downs, Bob Ebenhahn, John Gordon, Barry & Ginny Hamley, Dick & Jeri Johnson, Bob Lawrence, Norm Marshall, Bruce McLeod, George Mendonca, Jay Plank, Walt & Mary Ramseur, Bill Smith, Cleve & Rose Spring, Gene & Carol Walter, and Ron Weber. Cheers, **Cleve**



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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

It was another plus 100 degree day in the valley and the smell of smoke from the Station Fire in the mountains bordering the east end of the San Fernando Valley was no longer in the air. The Station Fire consumed more acres than any other fire in the history of Los Angeles County.

The following 18 braved the heat to attend the September 10th luncheon: Gene Biscailuz, Susan Biscailuz, Jim Day, Herb Goodrich, Tom McQueen, Bob Mosher, Jack Moore, Joyanne Moore, Marv Jeffers, Russ Maddox, Ray Engel, Rex May, Don McDermott, Gloria McDermott, Mike Herriott, Doug Bielanski, Doug Rankin, Marcene Rankin.

Don McDermott welcomed us all and then asked Doug Bielanski for a report. Doug said there was nothing new from the PBGC. Doug then proposed that we start a "flower fund". It would be funded by adding \$2 to our Luncheon price of which half would go to the flower fund. When people arrive at the luncheon they sign in on a numbered roster and this number would be put in a pot and our waitress would draw a number and that lucky winner would get the other half of the pot. At the end of our Sept 10th luncheon the number 8 was drawn and Bob Mosher was signed in next to number 8.

Doug went on to say he was researching information about Charles Lindbergh and wondered if anyone had any information about a Speed & Drift meter. He said he had checked many sources and could not get any information.

Don McDermott then updated us on the latest from the line passed on to him by his son, a United pilot, such as all contracts being up for renewal Dec. 31st, and the company is asking for bids from Boeing & Airbus for planes to replace the long haul not the short haul.

Rex May said he had an appointment at the Hacienda to discuss arrangements for the Christmas Luncheon, which he is hoping will be Thursday, December 10th.

Jim Day brought some interesting photographs of his days over Europe flying B-17s and he answered questions as to what airbases he flew from and whether he had a bombardier or toggler on his aircraft. He said that he flew lead ship on his raids and therefore he had a bombardier on board.

Come join us for our next luncheon at Mimi's on Thursday, November 12th and maybe you too could go home a lucky winner! Til then, *Doug & Marcene Rankin*

## LAX RUPA CHRISTMAS LUNCHEON

MARK YOUR CALENDARS NOW!!

We will be having our annual holiday luncheon at the *Hacienda Hotel* again this year on Thursday, December 10th. It is a no host bar at 1100 followed by a sit down lunch at noon. The Hacienda is located at 525 North Sepulveda Blvd. in El Segundo. This is one mile south of LAX.

The cost is \$26 per person payable in advance. The price seems to sneak up \$1 per year. Please make the checks payable to me, Rex May.

Mail to: Rex May

6677 Vista del Mar

Playa del Rey, CA 90293-7545

We have to pay in advance so the checks must reach me by Dec. 5th.

All RUPA members, active pilots, and former flight office personal and active or former flight attendants, widows, widowers, spouses and friends of any of the above are invited.

We are extending an invitation to the clipped wings members again. They really added something to the party last year. This brought the total up to 97 people attending.

Parking is \$3.00 with validation.

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The North Bay RUPA group September, 2009, luncheon was held at the Petaluma Sheraton's Tolay room on the first Wednesday, September 2nd. The weather Gods smiled, and Cort de Peyster was able to fly into the local airport to attend...(surface transportation by Leon, of Vineburg!)..Welcome, Cort!

Greetings to the group, from those unable to attend, were announced, and a card was sent to Norm DeBack, recovering from surgery..hurry back, Norm! A birthday card was also sent to UAL retiree Don Barnhart, a former steward in 1942, and later a dispatcher, in honor of his ninetieth! Some 1940's pictures of Don were posted, and Leon related just some of Don's history with UAL.

Among the items of discussion were: uaua continuing to outsource flying, how to properly fly the flag on 9-11, some great tales of flying..(and laying over!)..with some of SFO's "Good Guys", and a proper amount of "Hangar Flying" ...The Board had some old UAL ads posted,pictures of the AA aircraft damaged on pushback at LAX earlier this year, and misc airline-related articles.

Health and Welfare Chairman George Hise brought a new study that claims up to 28 drinks a week may be beneficial to one's health..studies are continuing! Also, another study that claims daily aspirin may not be the panacea seen in the news lately, and may be harmful to some.

Rick "Norton 1" Saber provided some interesting pictures of his excursion to the "Burning Man" festival held in the Nevada Desert, and Leon gathered most of the group for a picture..in a natural setting..the Bar... Gardner and Bill Smith were late, so they were not in the picture. Regulars missing were Tom and Joyce, Ken and Shirley, Wayne, Bob G, SMIF, and Al.

Attending were: Bill Smith, J.R. Hastings, George Hise, Larry and Dee Whyman, Gardner Bride, Dick Smith, Don Madson, Bill Greene, Barney Hagen, Rick Saber, Randy Hinz, Woody Lockhart, Dan Bargar, Jim Mansfield, Deke and Merle Holman, Sam and Mickie Orchard, Bill McGuire, Jules and Sybil Lepkowsky, Cort de Peyster, Leon Scarbrough, Bob and Doris Donegan



**Front Row L to R:** Sam Orchard, Woody Lockhart, Randy Hinz, Bill McGuire, Don Madson, Rick Saber, Jules Lepkowsky.

**Back Row L to R:** Bob Donegan, Jim Mansfield, Cort de Peyster, Larry Whyman, Leon Scarbrough, George Hise, Bill Greene, Deke Holman, Barney Hagen, Dan Bargar.

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## DANA POINT RUPA LUNCHEON

Cleve/Bruce; Great day to be at the Harbor. All the guys had found good seating on the top deck -- under the blue umbrellas. Many of the tourists had left so parking was good. Weather was just as perfect as it ever gets in this area, about 80° with a light breeze. I arrived a bit late.....had to come in from Denver. Believe it or not, my wife and I got F/C coming and going. Even got meals that were hot and tasty. Travel on Tuesday or Thursday and you can still find a seat!

John Arp, who lives up at Big Bear, joined our group for the first time. John retired from UAL June of 2007. Since his retirement he has stayed busy on restoration on a Constellation in Switzerland and a fire-fighting C-130. Hope you can visit us again John. Maybe I can get a full story from John on his continuing pursuits. I looked up Constellation/Super Constellation in Google. Only 2 are actually flying today. Some UAL employees are spearheading restoration of a NASM super Connie at the UDvar-Hazy Museum (Jan 2008).

Great Picture of our Dana Point RUPA Group taken by Bruce Dunkle **Standing L to R**; Park Ames, Bob Fuhrmann, Bruce Dunkle, Don Morgan, Bill Stewart, Rick Hoefler, Al Preglar, Jerry Meyer, Bill Rollins, Ted Simmons, Al Hooper, Joe Udovch. **Seated L to R**: Rudy Loftin, Ed Judd, Glenn Schwartz, John Arp, Bob McGowan, John Grant, Rudy Haluza. Next meeting Oct 20<sup>th</sup>. Best to all, *Ted*



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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

It was another plus 100 degree day in the valley and the smell of smoke from the Station Fire in the mountains bordering the east end of the San Fernando Valley was no longer in the air. The Station Fire consumed more acres than any other fire in the history of Los Angeles County.

The following 18 braved the heat to attend the September 10th luncheon: Gene Biscailuz, Susan Biscailuz, Jim Day, Herb Goodrich, Tom McQueen, Bob Mosher, Jack Moore, Joyanne Moore, Marv Jeffers, Russ Maddox, Ray Engel, Rex May, Don McDermott, Gloria McDermott, Mike Herriott, Doug Bielanski, Doug Rankin, Marcene Rankin.

Don McDermott welcomed us all and then asked Doug Bielanski for a report. Doug said there was nothing new from the PBGC. Doug then proposed that we start a "flower fund". It would be funded by adding \$2 to our Luncheon price of which half would go to the flower fund. When people arrive at the luncheon they sign in on a numbered roster and this number would be put in a pot and our waitress would draw a number and that lucky winner would get the other half of the pot. At the end of our Sept 10th luncheon the number 8 was drawn and Bob Mosher was signed in next to number 8.

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Doug went on to say he was researching information about Charles Lindbergh and wondered if anyone had any information about a Speed & Drift meter. He said he had checked many sources and could not get any information.

Don McDermott then updated us on the latest from the line passed on to him by his son, a United pilot, such as all contracts being up for renewal Dec. 31st, and the company is asking for bids from Boeing & Airbus for planes to replace the long haul not the short haul.

Rex May said he had an appointment at the Hacienda to discuss arrangements for the Christmas Luncheon, which he is hoping will be Thursday, December 10th.

Jim Day brought some interesting photographs of his days over Europe flying B-17s and he answered questions as to what airbases he flew from and whether he had a bombardier or toggler on his aircraft. He said that he flew lead ship on his raids and therefore he had a bombardier on board.

Come join us for our next luncheon at Mimi's on Thursday, November 12th and maybe you too could go home a lucky winner! Til then, *Doug & Marcene Rankin*

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### MONTEREY PENNINSULA LUNCHEON

Another perfect weather day at Quail Lodge in Carmel Valley. We had a modest, but colorful, turnout including the following: Connie & Beth Ege(who hosted), Barry & Sharon Nelson, Milt & Sunee Jines, Jack & Diane Emerson (Jack had the oldest retiree "honors"), Lee Casey, and Phil McClain. Donna Walmsley attended without Pete, who was engaged in an elimination match on the Quail links (we are not authorized to report who was eliminated!).

Lots of great stories shared by all, especially Jack Emerson and Milt Jines.

Next lunch scheduled again at Quail on October 12. Our erstwhile leader, Phyllis Cleveland, should be back home by then. *Connie Ege*

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### THE CLEVELAND CRAZIES LUNCHEON (September)

The Cleveland bunch gathered round about at TJ's for our session. Beautiful fall day in Ohio and a swell turnout. Eighteen Crazies and their wives having such a good time. Len Chamberlain, John Pinter and Bob Fielder motored in from Vermilion. All the other points of the compass, North, East, and South were also represented including Pete and Annie Granata from Wellington, Florida, here visiting their daughter.

Must have been a good time. Generally when the food is brought to our tables the conversation quiets down. Today the stories roared on even with a sandwich in front of everyone. Resident storyteller, Kenny Wheeler, laid a grand Jim Bob and Bubba story on the assembly to uproarious applause. John Pinter did about as well as he regaled us with the heist of Joanne's fur(s). Funny tale with a twist for an ending. And on and on.

A somber note in our day was the news of our colleague Bill Dilzell's flight west on Wednesday the 16th. Always a regular at our gatherings, we toasted Bill and his wife Nancy and their family. Bill Christie read a eulogy previously delivered for one of our Crazies, Capt. C. Ciuca, that had stayed fresh in his mind through the years and seemed so appropriate for Bill. On the ground, after landing, we would listen for our clearance to a gate. Paraphrasing just a bit we might hear this transmission for Bill: "Come in Captain Dilzell, your gate is open." Our room was silent and prayerfully tearful.

Assembled: Dick & Joanne Orr, Rip Curtis, Al & Dannie Cavallaro, Jim & Monica Burrill, Harv Morris, Ed Griffith, Pete & Anne Granata, Len Chamberlain, Ken Wheeler, Bill Christie, John Pinter, Bob Fiedler, Joe Getz and interim scribe *Dick Sanders*

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### Golf Quotes

The only sure rule in golf is - he who has the fastest cart never has to play the bad lie.  
~ *Mickey Mantle*

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## THIS IS IMPORTANT IF YOU TRAVEL

You recently received a letter from Marc Ugol, Senior VP Human Resources Personnel Department, UAL. It was dated August 31, 2009. Like a lot of us, unless the envelope has a “glass” address window, possibly containing a check, it goes straight to the round file!! Anyway..... I have cut out “fluff” and left “beef”. I/we know nothing beyond what arrived in the letter. It follows:

\*\*\*\*\*

As a retiree or travel eligible of United, you are now a member of International SOS.

International SOS services include:

- Access to its web site for real-time travel information
- Assistance with finding nearby, reliable medical services
- Travel health information
- Medical and dental referrals
- Out-patient case management

International SOS has a worldwide network of 26 alarm centers and 28 clinics in 70 countries. Professional service teams operate 24 hours a day, 365 days a year, all over the world. Details regarding International SOS are available on the Travel page of SkyNet under Travel Information. There you'll find a membership card that you can download and take with you as you travel. A list of frequently asked questions is also available online. You can visit the International SOS web site at [www.internationalsos.com](http://www.internationalsos.com) for more information. To access the member's section of this web site, enter member ID number: 11BYCA000027.

We hope you will find this service from International SOS to be a source of comfort, providing you with a higher level of confidence and security as you travel. Sincerely, Marc L. Ugol

\*\*\*\*\*

**PLEASE NOTE:** The letter assumes all have access to the internet – HAH!! I called the Benefits Center. They did not “generate” the letter, so they know nothing about it. The “advice” I received suggests you write and ask for your membership card and information. The address:

Marc L. Ugol, Senior VP Human Resources  
The United Building,  
77 West Wacker Drive, Chicago, IL 60601

If we hear more, we will let you know, *Bruce & Cleve*

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## BOARDING PASSES GO PAPERLESS

By Rachel Gordon San Francisco Chronicle staff writer

San Francisco International Airport has become the first airport in the Bay Area to allow paperless boarding passes on a limited basis.

The experiment may go a long way to reducing the anxiety for air travelers who fear losing their boarding passes.

As part of a pilot project, Continental Airlines passengers passing through SFO can receive their boarding passes electronically on their cell phones, BlackBerry or similar mobile device that has Internet access. The system is aimed at travelers who check in before arriving at the airport.

Bar codes, displayed when the e-mail is opened, then can be scanned by security agents at the airport check-point, eliminating the need for paper boarding passes. Air travelers still must show their government issued identification, such as a passport or driver's license, to clear security.

The federal Transportation Security Administration has sanctioned the technology, said Ed Gomez, the agency's security director at SFO.

Four carriers in addition to Continental Airlines are using the technology domestically: American, Alaska, Delta and Northwest. Electronic boarding passes are in use at 30 airports in the United States, Gomez said.

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In California, cell phone check-in is in limited use at John Wayne Airport in Orange County, San Diego International Airport and Los Angeles International Airport.

The airlines pick up the cost for installation. Each kiosk, about the size of a parking meter, costs about \$2,000.

"It's probably going to be the wave of the future," said SFO spokesman Michael McCarron. "It's the next thing in airline technology."

McCarron said other airlines at SFO have expressed interest in starting the paperless boarding.

About 100 customers a day have been using the system at the San Francisco airport since its quiet startup a month ago, said Jared Miller, senior director of customer self-service for Continental Airlines.

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## **SAILING THROUGH CUSTOMS AT SFO**

By Mike Rosenberg

### **Kiosks help travelers bypass lengthy lines**

On August, 24 Savvy international travelers flying into the Bay Area began zipping through customs inspection at San Francisco International Airport with the aid of a federal government program.

The Department of Homeland Security opened its Global Entry kiosks at the airport, one of 13 airports nationwide to receive funding for the timesaving program. The U.S. Customs and Border Protection pilot program allows preapproved members to bypass the typical customs process when arriving at a U.S. airport. Passengers can sign up ahead of time by submitting an online application, then provide digital fingerprints and complete an interview at a participating airport.

If approved, international travelers can then insert their passport or lawful permanent resident card into an airport kiosk, provide a digital fingerprint, answer customs declaration questions on a touch screen and give their receipt to a border protection officer.

The process is supposed to cut the time it takes to navigate through customs by 70 percent, and more than three-fourths of Global Entry members finish the process in less than five minutes, according to the Department of Homeland Security.

Since the government launched the program in June 2008, about 16,000 members had used the kiosks more than 51,000 times at seven airports.

In addition to saving passengers time, airport and government administrators said the program should allow Customs and Border Protection officers to expend more resources on higher-risk threats and improve customer service.

The initiative follows in the wake of the Clear program, a private company that ceased operations in June after providing preapproved, paying members with fast lanes through security at airports such as SFO.

Global Entry applications are available at [www.globalentry.gov](http://www.globalentry.gov) and cost \$100. Membership is available to U.S. residents 14 and older and is valid for as much as five years.

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## **Health Benefit Information**

At the Eddie O'Donnell quarterly luncheon, the question of our UAL Medical Benefits came up. We were told back in 2005 the Sec. 1114 (Medical Benefits) agreement reached, with approval of the bankruptcy court, would run "through 2010". The question raised today had to do with our benefits after 2010 and the effect the Health Care Reform Act being debated in Congress. I do not know and no one else stood up to answer the question.

What I do know is the Retired United Airlines Employee Association (RUAEA) is the only organization now poised to provide any representation for UAL Retirees. About six years ago, they decided to take a more aggressive role for retirees and it has worked as leadership maintains contact with UAL Management. A recent indicator of the success they have had working with United Management is the restoration of our BP-6 boarding priority.

So, this is a sales pitch for RUAEA. The membership numbers they represent will enhance whatever influ-

ence they have with UAL. There is a one time “good deal airline discount available this year only”.... three years for \$60. If you do not know anything about RUAEA, go to their website [www.ruaea.org/about.asp](http://www.ruaea.org/about.asp). For that one person out there who will be ready to jump at this, I am not advocating a RUPA **or** RUAEA choice. It is a RUPA **and** RUAEA suggestion.

Fraternally  
E.K. Williams  
DCA RUPA Representative

*The RUPA Editors whole heartedly agree with E.K.. Keep in mind that RUAEA is ten times the size of RUPA and has many members who were in management and may still have some valuable connections in the company. Consequently, the RUAEA organization has much more “horse power” than does RUPA. We’re sure we have a lot of talented people in RUPA who could lend a hand to the RUAEA organization. Contact us if you have any suggestions, questions, etc.*

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## US Airline Pilots Association Sues PBGC

*Lawsuit Seeks Removal of PBGC as Trustee of US Airways Pilots' Pension Plan and Requests Appointment of Temporary Trustee to Investigate Claims of Fund Mismanagement.*

CHARLOTTE, N.C. - September 2, 2009 - The US Airline Pilots Association (USAPA) today filed a lawsuit against the Pension Benefit Guaranty Corp. (PBGC) in federal court seeking the removal of the PBGC as trustee of US Airways pilots' pension plan and requesting the immediate appointment of a temporary trustee to perform the investigatory functions that the PBGC has refused to perform on behalf of pension plan beneficiaries since 2003.

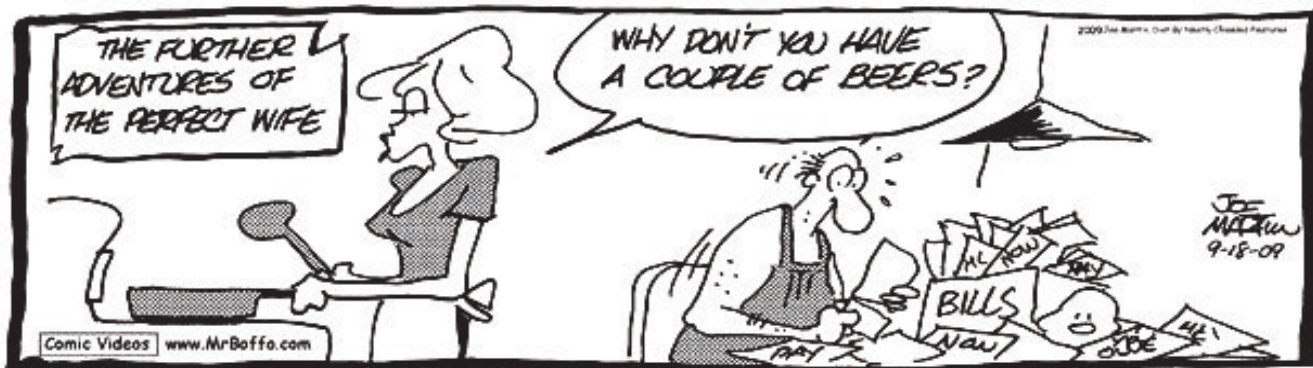
USAPA asserts that the PBGC breached its fiduciary duty to the fund and its thousands of beneficiaries by failing to comply with its duties required under the Employee Retirement Income Security Act of 1974 (ERISA). The suit also requests the U.S. District Court for the District of Columbia to immediately appoint and empower another trustee of the Retirement Income Plan for Pilots of US Airways Inc. to perform the statutory and fiduciary duties required under ERISA and to investigate the plan's financial affairs. These are actions that USAPA believes the PBGC failed to take as required by federal law.

"The PBGC has not fulfilled its obligation as trustee of our pilots' retirement fund," said Captain Mike Cleary, president of USAPA. "Our own investigation has uncovered a number of questionable circumstances surrounding activities and investments of our retirement fund prior to its termination. Our request to the PBGC for a thorough investigation has fallen on deaf ears, so we are asking the court to appoint a trustee who will do its due diligence in this matter and investigate the management, or perhaps the mismanagement, of our pilots' retirement fund."

The PBGC assumed control of the pilots' pension on March 31, 2003, when US Airways terminated the plan during its bankruptcy proceedings over the objections of the pilots.

Headquartered in Charlotte, N.C., the US Airline Pilots Association (USAPA) represents more than 5,000 US Airways pilots in seven domiciles across the United States. For more info go to <http://tinyurl.com/njdmyd>

**-Today's Mr. Boffo feature-**





## United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

*The "Original Eight" Stewardesses - Photo: Cheyenne, Wyoming May 15, 1930 - Ellen Church, Cornelia Peterman, Margaret Arnott, Inez Keller, Alva Johnson, Harriet Fry, Jessie Carter & Ellis Crawford.*

July 1930 - Dr. Walter Kleffel, German aeronautical authority, recently made a trip between Oakland and Chicago, flying to Salt Lake City in a 40-B and on to Chicago in an 80-A. Dr. Kleffel commented upon the excellent type of aircraft being operated on our lines, stating that he felt the 80-A was the sturdiest ship he had yet encountered. Dr. Kleffel expressed interest in the new stewardess idea and asked that after a three or four months' trial, he be given the company's candid opinion in regard to this feature.

Two new names have been added to the stewardess personnel, those of Miss May and Miss Novelli.

We hear good reports of the conduct of Miss Stuart, stewardess of 224 and Co-Pilot, Elrey Jeppesen, for their "coolheadedness" and assistance in the changing of mail and passengers after an accident at Sacramento.

Ev Carr, Oakland's P.A.T. & B.A.T. traffic agent, made a trip to Cheyenne a week ago. The time for a trimotor's departure came and no stewardess had arrived at the field. It developed that the stewardess had not received instructions for transportation to the airport.

With a load of passengers booked through to Chicago, something had to be done, so Ev en-planed and presided at the urn all the way to Cheyenne. The mechanics did their best to find a dress for him, but none was available.

September 1930 - Someone should warn Miss Church, who is chief stewardess, or she may run afoul the law which says ladies mustn't work over eight hours a day, or 48 hours a week. We never did count the hours or days she works, but she's on the job all the time.

Two new stewardesses are on the line, Miss Evans and Miss Kuel.

November 1930 - Stewardess Evans is resigning in order that she may attend a sister who is very ill. On this account Stewardess Hasle is being transferred to the

Oakland-Salt Lake run and Miss Ratcliff is being employed for the Cheyenne-Salt Lake run.

Compiled by Marvin Berryman from the UAHF collection of *The Boeing News*. Note: The July 1930 issue contains the first *Boeing News* mention of stewardesses.





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## Old United Post Card



AT YOUR SEVICE ALOFT –1 These thirteen young women, chosen from 500 applicants, are stewardesses on United Air Lines 11-passenger, multi-motored planes on the Chicago-Kansas City-Tulsa-Oklahoma City-Fort Worth-Dallas route. They serve refreshments aloft, supply reading and writing material, provide blankets and pillows at night, give information on the interesting points along the course, and to the passengers' comfort and entertainment in other ways. A United Air Lines also offers stewardess service on the Chicago-California division of its "Coast-to-Coast" service.

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### ONE OF UNITED AIRLINES FIRST STEWARDS

Dear United Friends, Don Barnhart will celebrate his big "9-oh!" on September 1<sup>st</sup>.

It has been two years since his ATV roll-over on the farm. His health is excellent now but his walking is limited due to a balance problem. The ATV has been banished but the Kubota riding mower is in the domain of activities he still enjoys on our 20 acres in La Center, his hometown.

La Center is in the midst of celebrating its 100<sup>th</sup> birthday since incorporation. Don is not far behind! He gets around the house on "Nellie" his electric scooter with a maximum speed of 4 mph.

Don was hired by United on January 20, 1941, as one of two stewards who flew from Portland to Boise from the airport at Swan Island. He retired from Dispatch on May 31, 1982 from SFO. I recently found two old photographs of him in his United steward's uniform. One shows him under a propeller of a United airplane and the other atop a ladder between the propeller and the nose of United aircraft #942. The uniform was very smart looking. It also had a cape – but Don said he never wore it. His long time friend, Curt Miles, was the other steward. They may have been hired the same day. Curt, who also later worked in Dispatch, passed away some years ago.



We both read the *RUPANEWS* and continue to find enjoyment in its contents. The color cover is great and it is so nice to see the old photos. I am mailing Don's renewal check this afternoon. Our best wishes to all at United. Sincerely, **Barbara G. Barnhart** Email [BGBlLaCentr@tds.net](mailto:BGBlLaCentr@tds.net)

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## Boeing fix-it guy leads airliner unit

By Dominic Gates Seattle Times aerospace reporter

Boeing has replaced Commercial Airplanes CEO Scott Carson with Jim Albaugh, head of the company's military unit, continuing a shift within the company toward leaders drawn from the defense division. By replacing Commercial Airplanes CEO Scott Carson with Jim Albaugh, head of the company's military unit, Boeing continues a shift within it toward leaders drawn from the defense division.

The new head of Seattle based Boeing Commercial Airplanes, who takes over today, has no experience with airline customers or with the marketing side of the civilian aircraft business. But the delays with the 787 Dreamliner are at the root of the appointment. Boeing's trouble isn't with selling the 787 — it's with getting the pioneering plane built and delivered.

"There is a trend here of bulking up on engineering at Boeing Commercial Airplanes using defense-side people," said aviation-industry analyst Richard Aboulafia, of the Teal Group. Aboulafia said the performance of the commercial unit over the past five years has been excellent in marketing and selling jets, but problematic in terms of engineering. "Bringing an engineering culture back, this might be the way to start".

Yet a leadership change alone won't fix the problems with the 787. And another analyst, Cai Von Rumohr, of Cowen & Co., said Carson's stepping aside suggests Boeing still has far to go. "It doesn't give one confidence," von Rumohr said. "If you really thought you were over the hump, you'd wait around for the victory lap."

Albaugh and Carson were not made available to the media. But in a conference call Monday, Boeing Chairman and CEO Jim McNerney said Albaugh was chosen because Boeing needs to focus on fixing the Dreamliner program's technical problems. "Albaugh represents the deepest and most varied experience we have in running programs, often very technically complex," McNerney said. "Jim is a technical guy himself and has a deep appreciation for the kind of oversight we need to blend into our development efforts here."

Carson will step down as of today and will retire from Boeing at the end of the year, the company said. Carson, 63, in an internal message to employees Monday, said the revised timetable for the jet means "the new leader will have a clear path forward." Reacting to the obvious suspicion that Carson was pushed out over the latest Dreamliner delay, McNerney referred several times Monday to "Carson's decision to retire" and insisted Carson had asked to step down.

The full Boeing board met last week in Everett and reviewed the new plan to fly the 787 by the end of the year. They also discussed Carson's departure and approved his replacement. McNerney said the board was "very confident in the direction that the new schedule represents and in the management change we are describing here today."

Albaugh, 59, in his own message to commercial-airplane employees Monday, reached for an inspirational goal of restoring engineering leadership. "In its soul, Boeing has always been and remains an engineering company," the message read. "As an engineer, I look forward to learning from and working with you. The heart of this company is the skilled machinists, technicians and mechanics — true craftsmen and wizards — who deliver on their promises every day. "Boeing is truly an iconic company, and I believe we have the opportunity to change the 21<sup>st</sup> century just as we have changed the last one," Albaugh wrote. "The 787 is the starting point."

A few years ago, the Integrated Defense Systems (IDS) unit — with Albaugh at the helm since 2002 — was in disarray after several military-procurement scandals, including one that lost Boeing the original Air Force tanker contract and led to a record \$615 million fine in 2006.

Boeing's center of gravity shifted toward the successful commercial-airplane unit as the 787 Dreamliner's sales skyrocketed. But the supply chain and technical problems that have now delayed the 787 by more than two years have arrested that swing.

Albaugh's appointment comes after the 2007 transfer of Pat Shanahan from Boeing's Missile Defense to take over the 787 program. Last December, Shanahan was elevated to run all the commercial-airplane programs,

and another IDS manager, Scott Fancher, came in as head of the 787.

Yet, some analysts questioned whether Albaugh is the man for the job. Rob Stallard, an investment analyst with Macquarie Securities, cited "the less than perfect track record that IDS has had in program execution and wins over the last couple of years under [Albaugh's] leadership." On Stallard's list of problems:

- The Wedgetail airborne early-warning aircraft, delayed more than two years at a cost of hundreds of millions of dollars;
- Repeated technical problems and delays on military-satellite programs, including the Air Force GPS system;
- Ballooning cost overruns on the Army's high-tech tactical radio program;
- The loss of the initial Air Force refueling-tanker contract to a competing Northrop Grumman bid that used an Airbus jet.

On the other hand, some of the defense unit's biggest current headaches can be blamed on shifting Defense Department requirements, von Rumohr said. One example is the Pentagon's reduction of Boeing's role in the Army's Future Combat Systems, a multibillion-dollar program to create a series of ground vehicles and weapons systems linked by a sophisticated communications and data network. Aboulafia said that despite some exceptions such as Wedgetail, the defense unit under Albaugh has a record of executing most programs well, including its C-17 military cargo jet and F/A-18 jet fighter programs.

Dennis Muilenburg, 45, one of Albaugh's key lieutenants in the defense division, will succeed Albaugh as president and CEO of Boeing's IDS unit.

Albaugh was born in Richland and began his career as a project engineer for space-rocket developer Rocketdyne at the nearby Hanford nuclear reservation. Although he is now based in St. Louis, the new boss of the division headquartered here stressed his Pacific Northwest roots Monday.

"Growing up in Eastern Washington, I remember watching the contrails from 707s and B-52s flying overhead. As I grew older, I recognized the great significance of these aircraft. To this day, I believe Boeing did more to change the 20th century than any other company on Earth," Albaugh wrote. "Much of this was done in Puget Sound."

In July, at the rollout of the P-8A Poseidon anti-submarine jet in Renton, Albaugh made a point of recognizing "the men and women of Puget Sound" who had built it, and even gave a special thanks to union leaders in the audience. That elicited a welcome Monday from Machinist union district President Tom Wroblewski. "We were encouraged by his comments," Wroblewski said in a statement. "The Machinists union looks forward to building a strong relationship with Jim Albaugh."

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## 45 lessons life taught me!!!

Written By Regina Brett, 90 years old, of The Plain Dealer, Cleveland, Ohio

1. Life isn't fair, but it's still good.
2. When in doubt, just take the next small step.
3. Life is too short to waste time hating anyone.
4. Your job won't take care of you when you are sick. Your friends and parents will. Stay in touch.
5. Pay off your credit cards every month.
6. You don't have to win every argument. Agree to disagree.
7. Cry with someone. It's more healing than crying alone.
8. It's OK to get angry with God. He can take it.
9. Save for retirement starting with your first paycheck.
10. When it comes to chocolate, resistance is futile.
11. Make peace with your past so it won't screw up the present.
12. It's OK to let your children see you cry.
13. Don't compare your life to others. You have no idea what their journey is all about.
14. If a relationship has to be a secret, you shouldn't be in it.
15. Everything can change in the blink of an eye. But don't worry; God never blinks.
16. Take a deep breath. It calms the mind.
17. Get rid of anything that isn't useful, beautiful or joyful.
18. Whatever doesn't kill you really does make you stronger.
19. it's never too late to have a happy childhood. But the second one is up to you and no one else.
20. When it comes to going after what you love in life, don't take no for an answer.
21. Burn the candles, use the nice sheets, wear the fancy lingerie. Don't save it for a special occasion. Today is special.
22. Over prepare, and then go with the flow.
23. Be eccentric now. Don't wait for old age to wear purple.
24. The most important sex organ is the brain.
25. No one is in charge of your happiness but you.
26. Frame every so-called disaster with these words 'In five years, will this matter?'
27. Always choose life.
28. Forgive everyone everything.
29. What other people think of you is none of your business.
30. Time heals almost everything. Give time time.
31. However good or bad a situation is, it will change.
32. Don't take yourself so seriously. No one else does.
33. Believe in miracles.
34. God loves you because of who God is, not because of anything you did or didn't do.
35. Don't audit life. Show up and make the most of it now.
36. Growing old beats the alternative -- dying young.
37. Your children get only one childhood.
38. All that truly matters in the end is that you loved.
39. Get outside every day. Miracles are waiting everywhere.
40. If we all threw our problems in a pile and saw everyone else's, we'd grab ours back.
41. Envy is a waste of time. You already have all you need.
42. The best is yet to come.
43. No matter how you feel, get up, dress up and show up.
44. Yield.
45. Life isn't tied with a bow, but it's still a gift.

# LETTERS

**GARY ALBON**—Kansas City, MO

Dear RUPA. Dig the cool stationary? (Seaside Hotel)

Retired three years and sure miss the layovers and family vacations there-Honolulu.

Enclosed is 2 years worth of dues for a splendid publication; my wife Susan, a B.S.N., loves the articles on health and medicine.

We all have a duty to keep in touch with each other and boost each other up and the profession.

Bob Haygooni, what are you doing? Hello to George Cline too.

Yours, *Gary* IADFO

**M H "Andy" ANDERSON**-Henderson, NV

Once again I'm late. Sorry! Had my left hip replaced. Now I really set off alarms at the airports.

Things are going well with the family this year. No big problems, which makes it nice.

Been retired 10 years this July. Seems just like last year. (Time sure flies)

Yours, *Andy*

**RICHARD A ANDERSON** – Seattle, WA

Aloha from sunny Seattle.....Just finishing my 22nd year of retirement and still enjoying it!

Laurie and I have managed to keep quite busy with the house on Maui for winter use and were fortunate we missed out on the worst winter in Seattle history by being on Maui! And then, this summer Seattle broke all heat records with 100 degree plus temperatures.....and we missed out because we had gone back to Maui! Go figure!

We're now back in Seattle for what we hope will be an outstanding season for the U of W football team. It can only get better after the last few years.

We did go on a cruise last spring.....Celebrity "Nautica" from Hong Kong to Athens - 35 days - Viet Nam, Thailand, Singapore, India, Oman, Egypt, Jordan, Suez Canal. We were very well protected by a NATO convoy and British helicopter when going through the canal and didn't see any pirates. So, we crossed that off our "bucket list." After leaving the ship, we flew home via Frankfurt to

SFO then to Seattle which made it around the world westbound.

Plan to fly to Singapore in December to board the "Nautica" again (we absolutely had a ball with that captain and staff!) and will cruise down the east coast of Australia....another "bucket list" item.

Would also like to say how much we enjoy the new "format" for the *RUPANEWS* and, as always, appreciate the good work that all of you do for all of us! Mahalo, *Dick Anderson*

**TOM BALBONI**—Huntley, IL

September is my birthday month, so here's the renewal check plus extra for whatever.

I am not "retired", quite yet. My dad was a long time RUPA member and when he passed away in Sept 2007 I joined RUPA. I hope to hang it up in a couple of years.

I can't remember, but have the feeling I didn't send dues last year? There's no renewal date on the address label (Mailing Co goof), could that be why? Just in case, or in any event, here's for last year, this year, or next year, or.

Thanks, *Tom*

**DON BARNHART**—La Center, WA

Good morning! Leon, I mailed a check to you yesterday for Don Barnhart's annual RUPA dues -- he will be celebrating his 90th birthday on Tuesday. And I have attached copies of the two photos I mentioned in the letter Don asked me to write. We continue to enjoy RUPANEWS. Don used to help with "folding and stuffing" when we were still living in the San Francisco Bay Area.

Best regards, *Barbara Barnhart*

**LOIS F. BENEDICT**—Glen Ellyn, IL

Widow of Ross Benedict.

I am unable to write a nice "happy news" letter this year

We have a daughter who is terminally ill and I and the rest of the family are taking care of her 24/7. Our beautiful daughter, Carrie, age 48 had brain surgery in February and a very large cancerous tumor on the back of her brain was removed, but the surgeon was unable to reach and remove several tumors in the front of the brain.

Carrie is in God's hands now. We are praying for a miracle. *Lois*

**WALTER BOHL**—Fountain Valley, CA  
Hello to all, Fifteen years of retirement that is still being enjoyed by both of us.

In November, we did our semi-annual trip to Australia. We had seven days in Sydney. In August, we spent six days in Honolulu. Coming back on August 25<sup>th</sup> there were 88 non-rev standbys for LAX and over 100 for SFO and ORD. Only three SAs made the flight to LAX. We had one B777 economy plus seat and one first class seat. It was Marnie's turn for the first class seat. We did not make our trip to New Zealand's South Island this past year. Hope to do that trip within the next six months. Sometime after that trip, a tour to Darwin Australia is in the plans.

Thank you to all that put out the *RUPANEWS*. By snail mail is a check for \$35.00 postage plus some to help for the kitty. We are on time for the ninth year in a row. *Marnie & Walt '55-'94*

**JAMES A. BURRILL**—Wooster, OH  
What would we do without those people who make the commitment of time to turn out *RUPANEWS*?. Thanks to you all.

No flying this year but lots of enjoyable driving, first a scenic trip to New Orleans, to help with the rebuilding still going on, followed by another meandering tour to Wyoming and back. A great way to see this beautiful country.

The weather was outstanding on both jaunts. The ranger said the Badlands were the greenest they had been in thirty years. The same went for all the summer crops between the Devil's Tower and Wooster. We hope to get to drive to the east coast this fall to visit family along the way.

Fourteen years and counting, hopefully for another fourteen. *Jim*

**HAROLD F CAMPBELL**-Weaverville, NC  
It has been a quiet year, no travel. Added a grandchild. Son now has a boy and a girl and daughter has not added any to her 4 girls and 1 boy! Fortunately neither family has lost their jobs!

Pat and I have become serious about duplicate bridge since she can't play tennis anymore and I'm through with golf. It's been fun taking it up again after 25 years, although we never played duplicate before this year. It's a lot more fun and very com-

petitive. We play twice a week with two groups of as many as 80 players.

I stay busy still being on the BOD and treasurer with our home owner's association. Can't seem to get away from it as no one else has any financial background it seems. We're finally finished at 130 members; only 25 when we moved here 15 years ago. Doesn't seem possible.

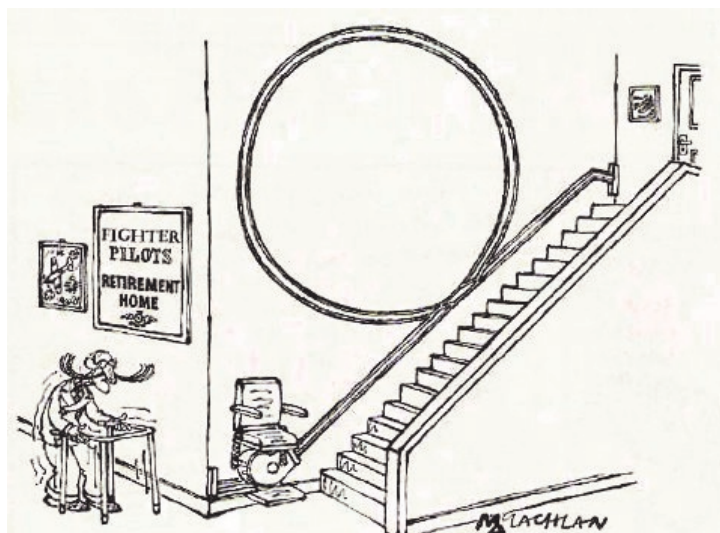
Some good news on the health front. My back and Pat's foot problems seem to be responding to a European approach that I can only describe as deep tissue manipulation using acupressure on the "Tender Points". Nothing else has helped and we've tried everything out there. It's only been about 6 weeks, but both of us are seeing improvement.

Haven't traveled on an airplane in 2 years. I sure feel sorry for those still working. I keep wondering how many airlines will survive this "depression".

Keep up the good work everyone; your efforts are much appreciated. *Hal* ORD-CLE-ORD '66-'93

**STUART CARLSON**—Palm Desert, CA  
On August 31, I will turn 78 years old. Where has the time gone? For my age, I am doing a little of everything, but not much of anything. After being diagnosed with failed kidneys last year, I have been staying at home doing dialysis treatments twice a week, and playing lots of Bridge.

Annie and I just returned from a 7 day cruise to Alaska, which was nice to get out of the heat in the Desert. (Yesterday the temperature hit 118 degrees) September 1st, we plan to drive our Bus down to San Diego for a month and a half, where I can get dialysis treatments down there. We were there last



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year and enjoyed the RV park on the ocean.

Incidentally, we had to fly from LAX to YVR on our way to the cruise, and back from Anchorage through Seattle. We did not see a United airplane in any of the spots we landed at, not even Seattle. Alaska Airlines does a good job, and looks to be taking over the flying on the West Coast. We hadn't flown since 2001 so we saw a big change. Security was a headache, and the airline seats were miserable. The Alaska crews were very professional and every flight was on time.

That's about it for now. I want to thank all of the volunteers for their work on the RUPA magazine, and especially like the new cover. Have a good day. A couple of retired UALers, *Stu & Annie*

**JAMES K. (JIM) DAVID** - Fort Myers, FL  
August 17 was the 64th Anniversary of my first day with United. I am enclosing copies of my "Statement of Earnings" covering the period 08/17 through 10/15/45. You may publish these if you would like. The deductions for F.O.A.B. are for Federal Old Age Benefits. My total income the first 12 months was \$2,690.08. This should be Positive Proof that I had nothing to do with United's Bankruptcy and current financial problems.

I WILL BE 90 on October (10th) and the only aircraft part I still use is a Vertical Stabilizer. Most people refer to it as a cane. My sister is already 97 and my mother lived to 95 so I don't plan to make reservations for a Flight West anytime soon. I do plan a Northbound flight to North Carolina in October for a big birthday bash. A Great Grand Daughter will pick me up at the Charlotte Airport.  
*Jim*

**JIM DOWNING**—Crystal Lake, IL  
The renewal check should have arrived by now, a few bucks extra to help with the postage. And less than a month late!

After 4 years of retirement, my 45 year (36 with UAL) aviation career seems like a story that happened to someone else. Lots of good times, some bad times, but it's all history now.

If the regs had allowed me to fly to 65, I certainly would have done so because of the pension termination. But now, noticing how much healthier and happier I feel, I'm glad they forced me out. Stories

from the pilots still working are pretty ugly. By the end of this year, it looks like United will be almost down to the same number of pilots (6,000) they had when I got hired in 1969.

It's discouraging to see how few of the post-2001 retirees have joined RUPA. United may be a sewer but the pilots I flew with were some of the finest professionals I've ever met, sorry to lose touch with so many.

Joani and I have pretty much decided to stay in our house of 28 years. Both daughters live in Chicago, no grandkids yet. Winters are a pain but we rented a condo in Florida last February and plan to do it again. Travel time (car) and stops with friends get us into the warm weather for six weeks total. Florida condos are cheap now but the ownership expense hasn't dropped much, the break-even point seems to be 3 months/year or more.

We continue to take several Corvette road trips each year, recently returned from two weeks covering the Black Hills, Theo Roosevelt Nat'l Park, Glacier Nat'l Park, Yellowstone, and Nebraska sandhills. Good fun! We also flew to Geneva for the family reunion of one of our exchange students; had a wonderful time but getting home SA was tough, had to take a train to FRA and wait for 2 days. Also still doing some instructing for my old police department, they want me to get fully sworn in again but I ain't falling for it.

Thanks for keeping the spirit alive!  
*Jim* [jdowning72@comcast.net](mailto:jdowning72@comcast.net)

**BILL ENGEL**—Easton, PA

Sorry to be late. Here is a check to keep the *RUPANEWS* coming.

At age 89, not many names are identifiable, but I enjoy the stories, health news, and other enlightening news.

Health wise, I'm using Merlin Exray equipment for all the reading I do. Every morning I do exercises and walk about 2 miles during the day and this is just the way it is. Oh, and I don't drive a car anymore as of 2004.

Here is wishing God's blessings to everyone.

**KENNETH ERNST**—Martinsville, NJ

Thanks to all involved with the publication. I like the new format.

All is well in our household, everyone is in good

health, and we have a huge fruit set at the apple orchard.

At the lake house for the summer. Have been active with the yacht club race committee, in fact got promoted to Vice-Chair last year. One of our members, a FedEx pilot, who sails Stars has the top slot at the next Olympics.

Traveling quite often, Italy, Colorado, California, Florida and off to Germany in September to run the Porsche at Nurburgring. Travel is still tight, but if you pay close attention to SkyNet it works.

The troops on the ground are under the same pressure as the pilots. Because of this, everyone appears to be sticking together, and seems more understanding then when I was flying the line.

Fraternally, *Ken* 65/97 EWR JFK CLE LAX

**DOROTHY GATES** - Pleasantville NY

Just checking in and remembering Bill's 80th birthday, October 1st. 11 years now since his passing.

I enjoy reading *RUPANEWS* especially the medical advice and suggestions. \$35.00 dues check in the slow mail. Regards to all. *Dorothy*

**CHARLES H. GEORGE**—Camano Island, WA  
Well, here it is my birthday month again.

Sort of an interesting year this year. I had open heart surgery to replace my Aortic Valve in September. Since they were giving me a complete tune up, they also added a Pacemaker. Seems that my Aortic valve had a genetic defect. Mine only had two of the normal three flapper valves in it. I seem to have slipped by the doctors on those three physicals a

year for all of those years. They took out my Gall Bladder in August, and did a Catheter Ablation procedure on my heart somewhere in there. (They thread an RF probe into the heart and zap the places that cause your heart to beat at abnormal rates.) Mine was only partially successful, so they did more during the open heart tune up, and sewed a small pocket inside my heart closed while they were at it.

I'm giving serious consideration to trying out for the part of the Frankenstein Monster if they ever do another remake of the movie. My wife is getting pretty sick of hanging around hospitals, so I think she's just going to call me a taxi next time.

Oh yes, for those of you into that sort of thing, my new valve is made from cow parts. Quite a MOOOVING story don't you think? *Chuck*

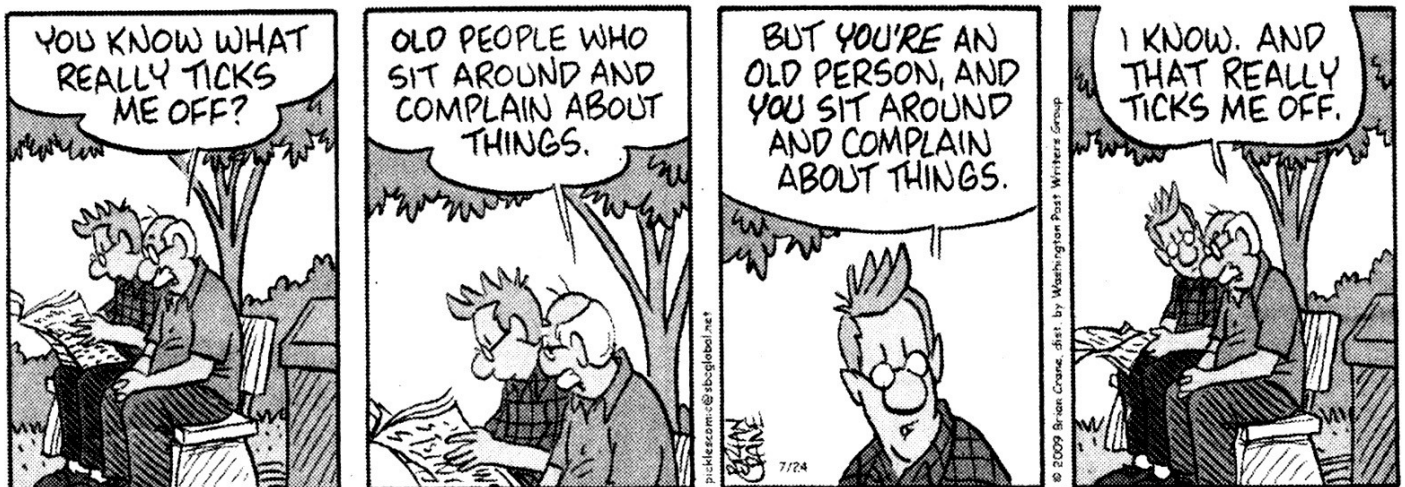
**ROBERT S GOETZ** – Phoenix, AZ

Having grown up in Green Bay during the Vince Lombardi era, we have pretty much subscribed to his philosophy of life: God, family, and the Green Bay Packers.

My wife Nancy and I are both active in our church, we live six doors down from our daughter and her husband, who are both deaf, and have 3 hearing kids who bring us much joy. And through Directv and NFL Sunday Ticket we still watch the Packers.

The summers in Phoenix are brutal so we escape to San Diego and visit our other daughter when we can't take the heat anymore. Southwest has become our airline of choice. I know it doesn't sound very "pilot-like" to buy a ticket, but we plan in advance

**Pickles/Brian Crane**





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to get the cheap fares or last minute we do the senior fare. It sure beats sitting in the boarding area wondering if you are going to get on. *Bob*

**JIM GUEST**—Oro Valley, AZ

Dear Cleve/Bruce, Thanks for your monthly RUPANEWS! I really enjoy reading your news articles and letters from fellow retired UAL pilots.

Thank you retired President Larry Wright for your great two years as RUPA President. Welcome new President Ron Jersey.

I just completed 72 years of life yesterday after surviving some very tough issues, probably like so many other retiree's.

This month I am returning to Canada to attend a Navy reunion in Halifax, NS. There will be other retired pilots there.

Thank all you officers, BOD and committee Chairmen for your volunteer contributions to RUPA. Adios Amigos, *Jim* DCA, SEA, LAX SFO

**ROL HAMELIN** - Vail, CO

Another great year with four months in Europe, mostly Italy, with one more new "Italian car" from Maranello. Ingie thinks we should sell a couple, but then that is a woman rationalizing.

Fabulous ski season in Vail last winter as "global warming" seems to increase moisture to already wet areas. 63 "powder" days! Still took time out to ski Lech, Austria. May and June in Maui and now golfing here in Vail. Last evening Ingie went to the garage to find a large brown bear inspecting two of the Ferraris! She screamed, the bear seemed puzzled?

We return to Europe in Sept. till Thanksgiving and again late March. Fortunate for good health. Ingie's labrum repair in Feb. did not work so had a hip replacement in July that seems a much better way to go!

Hope everyone's 201 is returning to a 401K! Enjoy reading all the letters, even from guys I don't know. Ciao, Servus, Hej da, etc., *Rol*

**CONRAD HAMILTON**—Gulf Breeze, FL

Year number eight away from slaving over four hot throttles. I was one month shy of 36 years with United when I retired September 10, 2001. A wonderful career; never had to work for a living. Still

many great memories of all the wonderful people I had the opportunity to work with.

Enjoying life and the most enjoyable part is having the opportunity to watch my 14 year old daughter grow up. Still living in Pensacola, Florida (Gulf Breeze, actually) and loving it as well. A few United guys around and lots of Marines and former Marines.

Thanks to all of you who keep RUPA alive and well. *Conrad*

**BARNEY HIGGINS**—Bernville, PA

Check is in the snail mail for dues and doughnuts as of 9/9/09. Last year I was early; this year I am just on time. That probably means I shall be late again next year. I did notice that there is no due date on my snail mail address label, so I assume that the renewal is still our birth month.

As the years slip by and the ageing process proceeds, we are thankful for our blessings and bitching about our illnesses. I seem to be doing well, with only a three year old pace maker. Rie, on the other hand, is becoming the bionic woman. So far she has a total knee replacement and a total reverse ball and socket shoulder job - both very successful. Next will be her back when the specialists decide what to do. She can't go through the metal detector at the airport anymore for fear of being stuck to one side by the electromagnets.

When I tried to obtain a Class III FAA medical certificate two years ago, one year after the pace maker for A-fib, I jumped through all the hoops only to have my petition denied in Oklahoma City. Recently, my cardiologist commented that he and his people had not seen any ischemic damage, and he wondered how the Feds had seen it. So once again, with a cover letter from my doctor, I shall pursue the medical certificate. With a little luck, the first guy may have retired or moved on, and the new staff may approve me. We'll see.

Fraternally, *Barney*

**JIM HUFF**—Vancouver, WA

Here's my annual update. This summer I had a visit from my ex-San Mateo landlord/roommate in '56-'57 (Walt Ramseur SFOFO, ret.) Walt flew UAL to PDX and we went to the Evergreen Air Museum at McMinnville, OR, for Walt's "Flying Octogenarians" meeting. Using my auto GPS I managed to

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overshoot the museum by several miles (too much talking, not a sterile cockpit!) but we did arrive in time for lunch and the tour. I convinced Walt to spend the night at our home here in Vancouver (WA i.e., not BC) and provided him with a queen size inflatable mattress on the floor of our den, which slowly deflated during the night. I had done a poor "pre-flight" and discovered I had not sealed the exhaust valve properly!! Served him right for the exorbitant rent he charged in San Mateo.....something in the neighborhood of \$50 or so! We all had a really good time re-hashing "old times"!

Anyway, 20 years after leaving the best job in the world finds Vera and me in good shape (for the shape we're in). Winters on Molokai, annual June trout fishing on Hebgen Lake in MT, summers playing golf here at Fairway Village in Vancouver. Son is in Reno, daughter in Hillsboro, OR, granddaughter a sophomore at U of O in Eugene (and she's doing just great with her transplanted liver received 9-11-07.)

Thanks for keeping the RUPANEWS coming Checks "in the mail". *Jim Huff*, class of '55

**HOWARD HUNTER**—Tucson, AZ  
Always enjoy the *RUPANEWS*.

Nothing new or exciting to report this year. Still enjoying my new life at Santa Catalina Retirement Center, here in Tucson, with lots of activities. Always try to keep busy and healthy.  
Best to All, *Howard*

**THEODORE J KESKEY** – Lake Ann, MI  
Cleve and Bruce, Another year has gone by and not too much has changed for us except the rapid passage of time. I've been retired now for 8 years (9/1/01).

We still live on Ann Lake in the Traverse City area of the north western part of the lower peninsula of Michigan. I'm still hunting, fishing, and boating. Joni is still doing her art work and doing some art teaching.

In January we attended my mothers 100th birthday in Camarillo Calif. About 120 people were there to help celebrate.

In about a month we'll travel to the far western end of the U.P. of Michigan (Ironwood) for my 50th

High school class reunion. Shortly after that, Joni and I will celebrate our 47th wedding anniversary. Who ever is responsible for the passage of time in this great cosmos deserves a "down" for excessive rate and speed.

The kids and grandkids are doing fine. They all spent some time with us this summer on the "lake." Thanks again for all the work and effort it takes to put out the *RUPANEWS*. *Ted & Joni*

**DONALD KYTE**—Asheville, NC  
Hi Cleve and Bruce, I really like the new format. You guys have taken the *RUPANEWS* to a new level.

First item is a request for a pair of uniform pants. Any size. My good friend, Tom Hillier, in Modesto, CA has a private Aviation Museum on the airport with four of his fleet of six or seven immaculate private planes on display, as well as a wall or two of display cases and pictures. I donated my old uniform and some other memorabilia. He has a number of mannequins wearing uniforms of pilots from WWII and earlier, as well as some from various airlines. I donated my old United uniform, but couldn't find any pants! Tom hasn't been able to locate any that match my blouse. Perhaps one of you has a pair you would like to donate! It is a Private Museum, so any donations are NOT tax-deductible, but Tom's Museum has been a big boost for aviation in the Modesto area. He regularly hosts bus-loads of students from the surrounding Schools for Field Tours.

If one of you have a pair of uniform pants you could donate, contact me at: [dvkyte61@yahoo.com](mailto:dvkyte61@yahoo.com). (I would hate to have my mannequin standing there in boxer shorts).

We purchased a condo here in Asheville, NC last fall for a place to get out of the heat and humidity of Ft. Myers Beach, FL during the summers. We had a shock when we arrived here in May to find that our condo had been flooded all last winter by a leak in the ice-maker line to the refrigerator in the condo above ours. The ceiling in the kitchen had fallen down; all the floors and carpets were ruined and there was mold everywhere. It took nearly a month to dry it out and replace everything. Fortunately, it was all covered by insurance but we lost the use of it and are still working on some upgrades we de-

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cided to do while everything was gutted out.

By mid-June it was livable, but we still had to wash dishes in the bathroom because it took another month to get the new countertops and sink installed. Still have some painting to do but now we have a nearly new condo.

By the time you read this our fall colors should be in full-swing that we hope to enjoy before returning to Florida.

**Don**, SEA; ORD; SEA; SFO (And S.E. Alaska via Seabee)

### **SKIP LA ROCQUE** – Hobe Sound, FL

Year 15 of retirement was the year of “the good, the bad, and the very ugly!” We did get through hurricane season unscathed. In Nov we went on a cruise on the Crown Princess. Then things started going downhill.

Jeanne decided to have arthroscopic surgery on her right shoulder. She took a heart stress test as part of her pre-surgery physical, which came back “abnormal”. In early December she had an angiogram that showed an artery 90% blocked. When the doctor was putting the stent in place, he ruptured the artery, and had to repair the rupture. In the evening when they removed the catheter from her femoral artery, she had excessive internal bleeding. Two hours later she got sick and vomited which created a pseudo aneurysm in the artery. They had to give her a shot of coagulant to solidify the blood and seal off the aneurysm. A week later she was back in the hospital with cellulites (staph infection) in her right leg. She finally came home on Dec 24<sup>th</sup>. Good friends were gracious enough to invite us to spend Christmas Day with their family.

On Dec 29<sup>th</sup>, I was trimming some palm trees and discovered an aluminum ladder has negative lift aerodynamically. I fell 8 feet and ended up with skin tears in both arms and legs; other than that I was all in one piece – no broken bones.

The next “good” thing that happened was an April cruise on the Emerald Princess to celebrate our 53<sup>rd</sup> wedding anniversary.

The end of June I had my SUV at a local repair shop for an anti-freeze leak. That night 5 vehicles were broken into. They broke the windshield on my SUV and stole a priceless one cell flashlight. We got on the road for our annual visit up north on June 29<sup>th</sup> – 300 miles up the road I discovered my feet

were in water. The A/C evaporator water was coming into the driver’s side of the SUV – now 98 degrees and no A/C. Got the bad repair job fixed in Virginia, and billed the local repair shop. We had a “good” visit with our daughters and grandchildren in Virginia and Maryland. We spent a week in North Myrtle Beach – “bad” – too hot –too many people –no recession there.

The pain in Jeanne’s right shoulder was getting worse by the week, so she went to see her orthopedic doctor. Her shoulder had deteriorated so much in 9 months, it had to be replaced. On Aug 13<sup>th</sup>, she had reverse total shoulder arthroplasty. The ball and socket are reversed, enabling the new artificial joint to function when the rotator cuff is absent. She is now in physical therapy for 6 to 8 weeks.

I’m finding that being chief cook, bottle washer, and man servant takes 25 hours a day of my time. I still consider myself lucky to be running around a tennis court for 2 hours, 3 days a week.

Til next year, our best to everyone. For you former fighter pilots - check six!

Tail winds, *Skip & Jeanne*

### **WILLIAM W. LAWRENCE**, SR-Snohomish, WA

Just a note to let any old friends, who're still around, that I passed my 92nd birthday Aug.3rd and still vertical. Biggest medical problem is my eyes, they’re failing but the Doc says they'll outlast me. So with that happy news I'm still on the range each Wed. Even shoot an occasional good target.

Oneida, my beloved wife of 66 years, still has 20/20 vision but one ailing hip that has slowed her down a bit. It’s put a stop to her driving because that very sore hip impedes her braking ability.

So aside from a few other minor glitches all goes well and I should be on hand to write another letter next year.

Keep up all the good work you do. Regards, *Bill*

### **DAVE MANZEL**—Southport, NC

Well, the check is in the mail. Almost.

Not much change for Pat and me as I check the news. The Cubs folded mid-season, Michigan State blew it in the 4<sup>th</sup> quarter, Da Bears failed to show up for another night game, and my golf game is random as ever. Peace to all. *Dave*

**HERBERT C. MARKS JR** - Federal Way, WA  
Twenty- two years and still hanging in there. Well, parts and pieces are starting to show signs of wear, like a couple of arthritic knees making walking difficult. Seattle area has experienced a very warm and dry summer and it's nearly unheard of around here to hear people asking "when will it ever cool off and give us a good rainstorm!" Not to worry, I say, it'll come soon enough.

At our last retired pilots luncheon the conversation turned to one of my favorite topics: the DC-3. Fortunately we still have a number of our attendees who remember the airplane and we related several stories of occurrences that we'd experienced with that dear old airplane. Mine concerned a time when we called back for a couple cups of coffee. The reply was from a very angry stewardess who said we'd get it when she had time. Seems she was in the midst of a food service (remember when we had those??). Some time later she stormed through the door and abruptly handed us our coffee and said not to bother her any more. The captain (forgot who) looked across at me and shrugged. As she turned to go back he slid his side window open. It's a little known fact that doing this creates a considerable low pressure in the cockpit. When the girl got to the door she found that it would open only a couple inches and no further. She pushed harder and harder, then got back a couple steps and rushed toward the door. The captain slid his window closed and the last we saw of her she was tumbling awkwardly down the aisle. Needless to say we didn't call back for any more coffee.

As those of you know that flew the DC-3, there are many, many more stories, some of them true, that have occurred during its lifetime. Remember telling a new stewardess about flushing the toilet after someone had used the blue room. That involved rushing to the cockpit and pumping that little handle by the copilot's seat. It was actually the fuel wobble pump used during engine start.

These were great stories and it happily occurred back when United was a real airline with a management that respected their pilots. Mr. Pat Paterson was the basic person behind that.

This will do it for another year. Hopefully the economy will recover and what's left of our 401k's and IRA's will still be there and that PBGC will still make the monthly deposits to the bank. Also our

health and drug plans, too, will still be around.  
Best Regards, *Herb & Ruthann*

**DICK MC CORMICK**—Surprise,AZ  
Thanks to all for the GREAT RUPANEWS.

Not much exciting going on, but we are keeping very busy. The wife, aaaaaaahh Pat and I are doing much better health wise than we are in the stock market, but that is a good thing.

Last July we spent a week in Victoria and another week at Whistler, BC. A beautiful place to visit in the summer. Looking forward to watching the Olympics from there in the winter of 2010 (on TV).

In Whistler we tried ZIP LINING, it's a blast. We are snowbirds and are spending NOV-MAY in Surprise, AZ. Then back to Napa, CA for the summer.

Thanks to UAL for surplusing me out of DCA in 1980. Our son, Dan, just shipped his youngest son off to Notre Dame to follow in his fathers footsteps. Sure glad his father is paying the bills. Dan is still with GE (29 yrs) and heading up the GE engine program for the F-35 joint service fighter. Have not heard much lately but with the cut back in building the F-22, the F-35 (at half the price) should be on solid ground.

Golf and tennis are what you would expect from a 73 year old. Still flying the C-185 as often as I can. Enjoy doing the ANGEL FLIGHT'S that I have mentioned before. A great organization and a chance to help people who are really in need.

Well that about does it. Good health to all. Talk to you later. *Dick*



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**WALT MC NAMARA**—Trent Woods, NC  
It's been a while since I've reported in but I've been enjoying my monthly copy of *RUPANEWS* thanks to the efforts of all involved. We all appreciate your good work.

My two daughters, Betsy and Jill, married a couple of pretty interesting guys (their husbands didn't do too badly either). Betsy and her husband Dan Habib, have two sons, Isaiah and Samuel. Samuel was born with cerebral palsy. Dan, who is an award-winning photo journalist, has made it a priority to see that Samuel is included in every facet of life that a little boy growing up would normally be doing. It does get more difficult as Samuel gets older, for instance Samuel can hit a tee ball but not a thrown ball. So the opportunities for him to be included in typical activities don't come easy.

By way of exploring how to improve Samuel's chances for inclusion in the daily activities of any boy his age, Dan Habib has created a documentary titled "Including Samuel" which has won numerous awards. "Including Samuel" will be shown on PBS in most markets throughout September and October. If you have a disability, or know someone who is disabled or think you may become disabled in the coming years, I think you will find Dan's documentary heart-warming and informative (you'll also get to see my good-looking grandsons and daughter in action).

Jill, my younger daughter, is married to Ty Bachmann who is a USMC Major and F-35 test pilot. He is the first Marine (also the second serviceman and fourth person) to fly the F-35. I had the privilege and pleasure of taking a bunch of Ty's test pilot buds along with their wives and kids for rides in my Seabee on several occasions. These guys are good! Their training, talent too, gives them the ability to fly diverse types of aircraft with precision and ease. It's humbling to watch these test pilots jump in an airplane, that I feel I fly pretty darn well, and see them fly it better than I do in their first ten minutes at the controls. Afterwards, they presented me with an autographed, framed picture of them in front of some of their squadron aircraft. That's now hanging on my office wall.

Lorraine and I continue in good health. Our nine grandsons including the five offspring of her two daughters keep us busy keeping in touch. Even so, we managed to take a half dozen trips a year that

don't involve family. The best one this year was two weeks in Oregon with a six day drive down the coast. We also saw Crater Lake, Mt Hood, the Columbia River Gorge, Mt St Helens, the Portland Rose Gardens with beautiful weather in early June and very few other tourists. A real surprise was the city of Bend, OR. Who knew such a delightful place existed out there in the middle of nowhere..... only all the lucky people who live there for starters. We spent a couple of days at a resort on the river while we took in the sights. One of the highlights, just south of Bend, was the High Desert Museum. We were at the Museum over half a day and could have been there longer, to do it justice.

When I put my Seabee in for its annual I had no idea that I would learn how expensive four little words can be. Those words: WHILE WE'RE AT IT. The dollars started flying after I asked my IA, "When was the last time anyone looked at the main spars on this sixty-two year old airplane?" If you want to inspect the spars, the engine has to come off. WHILE WE'RE AT IT lets do a top overhaul. WHILE WE'RE AT IT, new instrument panel, etc., etc. You get the picture I'm sure. She's going to be a beauty. Maybe Oshkosh in 2010.

I hope you're all doing fun interesting things. *Walt*

**DONALD R MERUCCI** – Pleasanton, CA  
Hard working RUPA Editors:

Not much earth shattering news. We are still going strong. One thing is new, Don's right hip. Finally getting the kinks out of it. There appears to be a new left one in store next year. Oh well, it certainly could be worse. Stay tuned next October to see how it turns out.

Thanks for all your efforts for RUPA. *Don*

**JERRY NANSEL**—Wellington, NV

Really enjoyed the Electronically Challenged Seniors article. How was I able to herd a 747 to far corners of the world and not know how to take and transmit pictures on my cell phone?

Still kicking at 75 and general health is better than at retirement. Mental health has deteriorated from CRS to CRAFT.

Almost forgot my birthday. My wife still remembers things like that.

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**PIERRE NEY** - Winchester, VA

Looking back on the year, I have come to the conclusion that nothing earthshaking took place in my limited sphere of activity. We took one trip to Seattle with non discount tickets on Alaska Airlines. Being addressed as Mr. & Mrs. Ney rather than: Hey you two, I'll call you if your miserable number comes up, makes the enterprise much more tolerable. Good flights both ways. The entire experience was fine with the exception of Typhoid Mary's relative, power sneezing without covering her nose in Anthony's seafood restaurant in the SEA Terminal. Miserable woman was atomizing her germs and viruses like an actress in a Department of Health public service TV commercial. That was capped by a psychotic nicotine starved woman screaming at the top of her lungs that she needed a cigarette, while 22 rows back of the forward exit door at DCA while trying to deplane. No wonder Net Jets is so popular with the Haves of this country.

As mentioned earlier, Lisa and I traveled to SEA for a medical check for her. All good reports allowed us to enjoy tasty Halibut Cakes at Chinooks and Salmon at McCormicks and Schmiks with reckless abandon. I have been exploring new highways and byways in Virginia, West Virginia and Maryland on the old Harley Davidson. Old, is a key word, as it is getting some high mileage updating to keep it purring a bit longer. The same with me. Last January I had an arthroscopic midlife overhaul on my right shoulder. Rotor cup touched up, bone spur removed and whatever else was needed. Turned out better than I expected. No chance of pitching for the Mariners, but very serviceable for an old guy.

Lisa has been very busy with her role as Chief of the Docents at the Hirshhorn Museum on the Mall in D.C.. She is enjoying the challenges and intellectual rewards very much.

I took a solo trip to the Barber Motorsports Museum in Birmingham, Alabama. 1,500 motorcycles representing 114 marques. Fantastic museum, I recommend it highly.

I am very impressed with the New Look of our *RUPANEWS*, and thank all of our leaders and editors for jobs well done. Sincerely, *Pierre*

**BOB NICCOLLS**—Medford, OR

Once again, greetings to all from Southern Oregon.

All in all a wonderful year since I last wrote, both enjoying the beauty of the Rogue Valley, the beach at Brookings and the camp on the Chetco River...and, along the way taking our Grand Drive around the country. All those places we had wanted to go to and see, plus those we wanted to visit again we plotted on a map....then, connected the dots in a counterclockwise drive around the US. Took a couple of months and many miles but we visited such disparate sites and all the great military aviation museums (Pensacola, Ft. Rucker, Udvar Hazy, Wright-Pat, Nags Head and the Wright memorial), Key West, many parks, Civil and Revolutionary War battlefields, some Lewis and Clark and sites of the mountain men on the Missouri, great homes including Mt. Vernon, Monticello, Montpelier, Fallingwater and so much more. Ended with a few days enjoying the Yellowstone and the Tetons. This completed our planned and hoped for trips of wanderings of Alaska, Canada and the US. And so we are once again back to our Oregon and ready to enjoy the beauty and wonder of the transition of Summer to Fall to Winter.

The kids are doing well, although Scotty will apparently be furloughed from Alaska Air in October. Grandkids also prospering, but growing far too quickly. We enjoy the local RUPA lunch on the third Thursday of each month at the Pony Espresso in Jacksonville, Oregon, around noon, and invite all to join with us there. Though a small group we have a good time and would love to have any and all join us. We've been doing this for many years but I don't always get a note announcing it to the *RUPANEWS*....sorry about that.

In closing I note how many really good guys we have lost. They will be missed and I am most appreciative to have been able to work with and share time with them.

Cheers to all, **Bob** 1961-1994

**ROBERT E NORRIS** – Redwood City, CA  
My deepest gratitude to the Board of Directors, Committee Chairman and those individuals who make the *RUPANEWS* available. I look forward every month to the updates on members and the many interesting articles.

The last sixteen years have flown by without too many dead moments. Last two granddaughters graduated from high school so Dee and I were off to Italy, France and Croatia for their graduation trip

including a twelve day ship cruise around Italy, Royal Caribbean line...great ship.

Expert witness work continues with a lot of report reading an occasional deposition and trial.

Still flying the Fleet 16B biplane on the average of twice a week. As a member of the local EAA Chapter, I get to fly the youngsters twice a month in the open-cockpit biplane, which gives them quite a thrill.

Son Craig moved back to the left seat of the Airbus for UAL, son Bruce has a C-195 which we all enjoy flying and oldest son Dan got his Private license.

Dee is very busy with her art projects, attending the junior college and Chaplain at the county jail, and when it's not to cold flies the Fleet with me.

Gave up trying to fly standby, only fly when we pay the market price...thanks again UAL for another benefit...NOT!

I wish all good health, a good tailwind and soft landings...*Bob & Dee*

**NED W. RANKIN, JR**—Sparta, NJ

Enclosed \$ for dues and postage or whatever. We are all well and celebrate our 50<sup>th</sup> wedding anniversary July 17, 2009. *Ned*

**MIKE REILLY**—Pembroke Pines, FL  
Gents, here's the renewal. A little late, but I'm still flying in Panama for COPA Airline. Got 2 more years available to fly and hope to enjoy them as much as I have so far. *Mike*

**C.A. RYAN** - Coeur d Alene, ID

25 years out and still flying the Cessna and enjoying the West Coast fly-ins with the United (no connection with UAL) Flying Octogenarians. One of the members celebrated his 90th birthday by flying his Cessna 172 under a bridge in Oregon. Who shows up but the FAA and pulled his license. What they should have done was awarded him a longevity medal for being one of the few remaining WW II pilots who are still actively flying.

Best regards to the old gang from the good old days of flying the Connie and Viscount out of MSP and the Convair and 727 out of LAX.

*C.A. Ryan '49-'84*

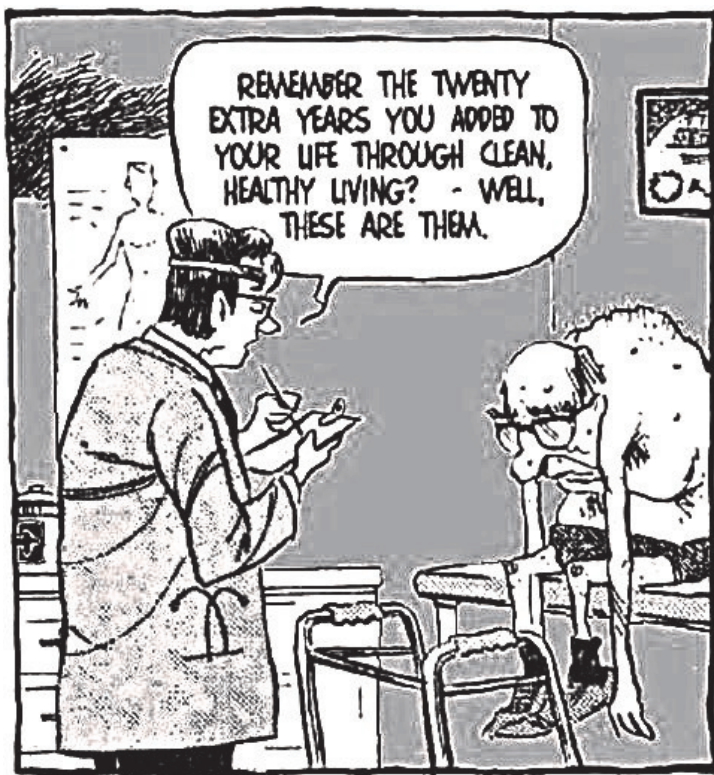
**LEON SCARBROUGH**—Sonoma, CA

Like all, it has been a very interesting 2009 for your Sec/Tr. Life has been good; we spent a number of weeks in HNL with kids and grand kids in January and March, and in August spent our normal week at Kill Devil Hills, NC with my side of the family.

The condo is in sight of the Wright Brothers Memorial, which is always interesting to go and visit with the East Coast kids. And we just returned from a long weekend in BOS and Cape Cod. Short and sweet and very nice out there, and knowing someone that lives there and has a boat ain't all bad.

I purchased an Aeronca 7-EC Champ in August of 2008, and have put a lot of time in it, flying friends and family around the valley, and even ventured out into the Big Valley, visiting some of our RUPA friends. This is the same type of airplane that I learned to fly in back in college in the ROTC FIP (program), and when first looking at the airplane, I realized that the tail number was my birth year and the wife's birth year. Now how odd could that be?? And she said that meant we had to buy the airplane. Some friend later asked how much it cost to change the N number? Smart A\_\_.

The Sec/Tr job has been very time consuming, as Bruce said it would be, but it has been fun learning the "ropes", and meeting new and old members. I also feel that the "new" magazine, with the color and tremendous articles are a boon for our mem-



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bers. And as you notice, our Flown West column has members names each month, so RUPA started mailing copies of the News to the different domiciles, in hopes of letting the active pilots know about RUPA.

It will be about 2.5 years before the age 65 rule starts hitting the active pilots, and the company is not helping out with names of retiree's. Wish that would change.

So keep those cards and letters and CHECKS coming. *Leon*, SFO

**ROY SCROGGS**—Sun City, AZ

We live in a wonderful full time care center, but Roy is in the nursing home, part of our situation and is not likely to return to our garden home.

Soooooooooooo---I am having to handle finances now and don't know what I am doing yet. Therefore, you haven't received Roy's dues and I am wondering how I shall remember next year??

This aging business is neither "awesome" or "cool" as our great grandchildren would say.

*Lois Scroggs*

PS. Ray does still enjoy the *RUPANEWS*.

**C STAN SHEETS** – Kula, HI

Fellow Retired Pilots, Aloha from Ulupalakua, Maui

Seven years retired and this is my first letter. (guess I don't like to write.)

Well retirement started great! Nice Q, NQ and B. This is what I had worked for. Then comes Tilton and the pillage of our pensions. At this same time I had started a complete remodel of our beach condo. The plan was I'd be the general contractor and hire all the work to subs. With not much of pension left this plan was quickly scrapped, and I became the framer, plumber, electrician and painter. Having been a builder all my life this looked easy. I found out fast that building is work for the young. After two years of being on a ladder, my knees or my belly, it was finally finished the end of 2008.

With the economy the way that it is and the fact we will be off island for most of the winter I'm offering this newly remodeled condo to my fellow retirees for \$125.00 a day. (About 50 to 100 \$ less that the going rate) The unit sleeps 4 to 6 (depending upon age). It is located in South Kihei, 250 steps to one of Maui's premier white sand beaches and snorkel-

ing. Restaurants, shopping and tourist activities are all within walking distance. Whale watching is at its best November through March.

Now that the project is finished I'm trying to act retired again and live on the PBGC hand out. As I write this letter I'm getting ready to float the Yellowstone River while my wife fly-fishes. I hope she doesn't catch the back of my head!

Fifty dollar dues to follow real early by snail mail.

Thanks to ALL! Aloha, *Stan*

EWR, CLE, SFO, LAX, HNL '69 to '03

Anyone interested in the condo e-mail sheetshawaii@yahoo.com

**WILLIAM E. SMITH** -Belvedere, CA

[Where ever that is?]

Actually, it is a small snooty town just north of San. Fran., that has the distinction of being the only town in Northern California with a fire department with an unlisted number!

Anyways, I don't think I've ever written one of these since I've become retarded.

So, anymore, its been 14 years already, and my bride,[42 years] Pat, [who lives on the tennis court] and I, are in great health, and in shape. [Round is a shape, isn't it]? I still have my Stearperson, my "hog", and am playing the trumpet in three bands and baritone saxophone. I play on street corners once in awhile to supplement my retirement income. [they pay me *not* to play!]

We still enjoy socializing with the RUPACROWD as much as we can, cruises, Petaluma lunches, etc.

Keep the baby, Faith! Frats! *Bill/Pat*

**BILL TREICHEL**—Green Valley, AZ

I have completed 74 orbits of Sol in the Via Lactea Galaxy, 51 with my wife Barbara. Health is good. Wealth is good. Life is good.

Cheers; *Bill* 1958 – 1995

YIP ORD DEN LAX

**DONALD N. WEBER** - Federal Way, WA

Hi Cleve & Bruce; This year marks 13 years since I last set a real parking brake. Hard to believe where the time has gone.

I'm still working at Boeing and this marks my 11th year. Our flight training is now limited to mostly



foreign carriers, some speaking very little, to no English at all. I'm still training in the B777 & B747-400, but hope to expand that to the 787 sometime in the future. Before year's end the 747-800 will be test flying. For those who flew the 747-400, you won't believe how upgraded this version will be, more glass and a new wing. On the darker side, we have stopped hiring but that might change when the 787 finally gets certified.

Vicki and I were blessed with our 5th grandchild this year. It's our 4th female grandchild and only 1 boy. Kate will be 6 months old this month. Vicki is still keeping busy volunteering at a local hospital and enjoying her free time.

We had a wonderful 14 day Alaskan cruise in the spring. It's much better than the standard 7 day cruise, which we feel is over before it starts. This cruise includes more small ports and extends to Kodiak Island. Heading to Maui later this month & that's it for recreation 2009.

My thanks to everyone involved in putting out our magazine. It's my only tie to those few who still remember how great an airline, United, once was.

*Don*

## IN MEMORIAM

### **CHARLES WILLIAM ("Bill") BLAIR**

Captain Charles William ("Bill") Blair died on September 30, 2008. Born on January 17, 1919, he lived in Clarksburg, WV until moving to Denver, and later to Chicago to fly for United.

Early in his career, Bill started flying the DC-3, which is where he met his wife of 62 years, Lois Ann Blair. He enjoyed his career with United, flying the Caravel, DC-8, DC-10 and later retiring on the 747. During his career he worked with ALPA to help improve flying conditions for the pilots, and he worked with the grievance committee to help pilots work through their problems. He later worked with the ASRS program, helping to put information together to make the airline industry safer. His love of flying, his compassion for his fellow pilots and keen interest in safety made him a valuable asset to United Airlines and the airline industry.

He is survived by his devoted wife Lois Ann and his four sons, Ric, Greg, John and Dan Blair.

### **HENRY F. (HANK) GILBERTSON**

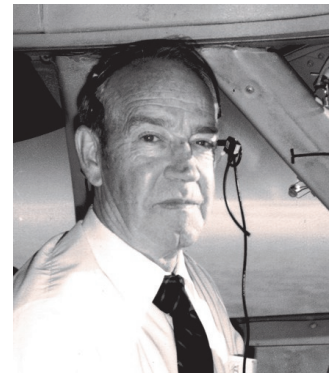
Hank Gilbertson, 88, of Puyallup, WA, passed away May 27, 2009. He was born January 27, 1921, in Oshkosh, Wis. He served in the U.S. Air Force, and was a decorated World War II veteran, receiving the Air Medal and the Distinguished Flying Cross several times. He was a Burma/India/China "Hump" pilot, and had over 27,000 hours flying time. Hank was a member of the EAA, and was taught to fly by Steve Whitman. He started his career with Capital Airlines and retired in 1981 as a captain with United after 30 years of service.

He was involved in many service organizations and was a 32nd Degree Mason, a Shriner, and also gave service to the U.S. Coast Guard Auxiliary, Angel Flight and the First Congregational Church.

Hank was preceded in death by his wife, Virginia, of 46 years. He is survived by 3 daughters, 2 sons, grandchildren and great-grandchildren

### **O. FOSTER STURDEVANT**

Captain O. Foster Sturdevant, 91, of Pinehurst, N.C., died early August 15th, 2009 while convalescing from a stroke. His daughter, Janis, found all flight books buried in a cabinet together with many scrapbooks his wife created.



During his college years at the University of Colorado, he learned to fly in the CAA flight training program at the Boulder County Airport in a Waco UPF-7 and Piper Cub J3F500. His love of flying won out over his Engineering degree and a potential professional golf career. In his last semester, United Airlines hired Foster as a student pilot.

In 1941, he attended the Boeing School of Aeronautics at the Tracy, CA Air Force Base. After the attack on Pearl Harbor, he helped move the Tracy School to Reno and then to Cheyenne and graduated in 1942. His "Tracy Aces" graduating class photo was published recently in *RUPANEWS* before he "Flew West."

He then flew out of Denver as a co-pilot until 1944 on DC-3's and B-247's. Elrey Jeppeson, of Jeppeson Navigational Systems was often his Captain.

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During WWII, he was a Captain in the USAAF Air Transport Command from Denver to Seattle/Portland and Alaska. Following assignments in Seattle and San Francisco, he moved back to Denver as an instructor at UAL's military training school.

In early '45, he was promoted to Captain, flying from Seattle, Portland, Salt Lake City and San Francisco. In June, 1945, during one of his flights, he met UAL stewardess, Barbara Jeanne Jessup. Story has it, she accidentally spilled coffee on his back in flight. Fearing for her job (it was her first flight), she asked if she could take his uniform for dry cleaning. He asked her out instead. A year later, Barbara retired her wings, and on June 14, 1946, Foster and Barbara were married. Eventually they settled in the Chicago area in 1949, living in LaGrange, Hinsdale and Glen Ellyn and raised their 3 children.

During Foster's 36-year career he flew most of UAL's propeller aircrafts, the B-720, DC-10, ending his career flying B-747's to Honolulu. He also flew the inaugural passenger flights of all airlines of the DC-10 and B-747 and was the featured Captain of United's "The Story of Flight 120". He retired in 1977 with seniority #52 and is listed in the Smithsonian Museum's Wall of Honor in Washington D.C. for RUPA.

In the early 60's, Foster's love for speed expanded to sports cars, racing a 1959 E-Production Elva Courier out of the Sports Car Club of America's Chicago Region. An accident ended his racing days early, but he went on to become President of the Chicago Region SCCA, a Chief Steward for Elkhart Lake's Road America race course, a member of the National Competition Board, and a National Chief Steward.

Foster & Barbara moved to Pinehurst, NC in 1985 where he enjoyed golfing, music, going to plays, musicals and socializing at The Pinehurst Country Club.

He was preceded in death by his wife, Barbara in 1994. In 1999, he remarried to Lydia Currie Nunno.

Foster is survived by his wife, Lydia, two sons, a daughter, grandchildren, a sister and a brother.

A memorial service will be held at Waterstone Community Church, Littleton, CO on September 19 and at a later date at Community Presbyterian Church in Pinehurst, NC.

## **ROGER C. TAYLOR**

My father, Roger Taylor, died August 15, 2009 at age 86.

He learned to fly in the Army Air Corps during WW2. After the war he founded Quakertown Airport with a few other pilots. I believe he was the last surviving plank owner from that airport.

He was hired on April 14, 1949, by Capital Airlines. While flying with Capital, he met his wife, Ellen Maguire. They remained married for over 54 years until Ellen's death on April 14, 2005.

Dad truly enjoyed his time in the golden era of aviation, with 2 great airlines. He enjoyed the people he worked with, and the equipment he flew. On more than one occasion he told me that he actually looked forward to going to work.

My dad was a gentleman sportsman, and an avid bird shooter (though he never liked the "left wing"). After his retirement in 1983, he co-founded The Guntraders in Reading, PA with two partners. At the gun store he was able to combine his love of firearms with his gift for story telling. Dad also made several trips to Scotland, and South America, hunting everything from dove and duck, to his favorite, grouse. He moved to Florida in 2005, where he spent the last years of his life close to myself, and his grandchildren.

It's only fitting that I finish with a little story about my dad. Around 1988-89 I was a Navy flight instructor in Beeville, TX. One Friday afternoon I went to a winging at the O'Club. I met the dad of one of the aviators getting winged that day. He was a United Pilot, I believe his name was Capt. Hansen. He pulled me aside and told me that he had flown with my dad at UAL. He said that my dad was not just a great pilot, but a great captain as well. That unsolicited comment from a coworker, pretty much sums it up.

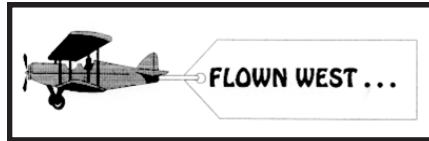
He is already deeply missed, and is survived by his 2 sons, 1 daughter, and 2 grandchildren.

Sincerely, *Jim Taylor* (Southwest Capt.)

## **MARTY MOREHEAD**

Marty, widow of Capt. Barker "Moose" Morehead passed away Sept. 13, 2009 in Boca Raton, FL.

She had been a Pennsylvania Central Airlines Hostess until her marriage to Capt. Morehead in 1947. She is survived by her son, Jim Morehead, a retired UAL Captain.



CHARLES WILLIAM (BILL) BLAIR	Sept 30, 2008
HENRY F. (HANK) GILBERTSON	May 27, 2009
*ROBERT CHAMBERLAIN	July 04, 2009
*JOHN L. MORAN	Aug 19, 2009
*ROBERT ADICKES	Aug 30, 2009
*Clay W. KLABO	Aug 31, 2009
TOM E. WILLMAN	Sept 21, 2009
*WILLIAM T. DILZELL	Sept 16, 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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Vineburg, CA 95487-0400

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**RUPANEWS Deadline: 3rd Thursday at 4pm PST Each Month**

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## RUPA's MONTHLY SOCIAL CALENDAR

### Arizona

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

### California

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