
rupanews



Journal of the Retired United Pilots Association



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RUPA, PO BOX 400, VINEBURG, CA 95487-0400

E-mail: rupa.sectr@yahoo.com

Change your mailing address for any reason, permanent or temporary, advise RUPA at the above address or email. You can even phone: 707-938-7324

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

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PRESIDENT'S LETTER

This past month has been very busy for me. I have traveled to the Maine-Canadian border, to Las Vegas, and to Houston on family business. In the midst of all this, I managed to attend the New York Skyscrapers Luncheon in Portsmouth, NY. The attendance was large and boisterous as they only meet twice a year. Lots of catching up to do. Pete Sofman does a great job as coordinator and host. He always manages to get a great variety of prizes to raffle off. Over the past years, the luncheon has raised quite a bit of money for the Retired United Pilots Foundation which brings me to my next topic.

RUPA received a letter from Cliff Sanderson who is President of Retired United Pilots Foundation. He is asking for help either through donating or volunteering. During these harsh economic times, many of our retirees and widows need help. If you know of any families who are in this position, or would like to donate or volunteer, please contact Cliff at clifford@sanderson.net.

Chuck Lane, the unsung helper I wrote about last month was quick to point out that Montel Menting, Al's wife, has been taking care of Al since 1981. She sees that he gets to Mass every noon and visits him from 4-5:30pm every day. She has also lined up volunteers to spend 2 hours every week helping Al's group of 10 patients make ball point pens encased in exotic woods, work puzzles, etc. Thank you Montel for your love and devotion to one of our own. Keep those stories coming folks. *Aloha, Ron*

THE 2010 DIRECTORY DEADLINE: NOVEMBER 30, 2009

Any changes to your: NAME – SPOUSE - ADDRESS – TELEPHONE – EMAIL since 12/31/2007

SNOWBIRD??

Special Deal: Which address do you want in the Directory and which is current mailing one.

It is YOUR Directory so make sure that YOU are right!

PARANOID?

Special Deal: We don't share contact information with anyone! But, we could leave you out!

Need something else "Special" – just ask!!

Email or USPS – NOW!! If you're in arrears – you know what to do!!

RUPA.Sectr@yahoo.com

or

RUPA, PO Box 400, Vineburg, CA 95487-0400

Do not send money here, letters only, please

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Address changes, Snowbirds & Others:

The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

A MESSAGE FROM YOUR RUPA SEC/TREASURER

Each month, I send out about 40 "Happy Birthday" reminder letters to members who have forgotten to send their dues. Always check the "XPD date" on the label of your *RUPANEWS*, which is your birthday date. The cost of postage really adds up over a 12 month period, and it is a needless expense to RUPA. In an effort to economize, we will begin using E-mail for these notices whenever possible, and those who do not have E-mail will get the standard snail mail. We ask those of you with E-mail to be sure that we have your current E-mail address and that our messages will be accepted. As Bruce "Pops" McLeod says, who knows how many go into the spam filter, and make sure we are on your "let 'em through list". If you're not sure we have your correct E-mail address, just send me an E-mail update to confirm it to: **rupa.sectr@yahoo.com**. Thanks.

Help us and you save the Association money by sending in your renewal dues on your BIRTHDAY.

Elsewhere in this month's issue you will find a letter from the *United Retired Pilots Foundation* telling exactly what they do and, like everyone else in this world, we are helping our own. Short story: Maybe 8 years ago, a fellow retired pilot I know was on the BOD of the Foundation, and they found, here in Sonoma, an old retired United pilot with a very meager pension. I mean he was grubby, and dirty, and was just going nowhere. To the best of my knowledge the Foundation helped him out. When I was working, I did the dues check off, for a small amount, and I just started doing the same this month of October. Doing it through on-line banking is really easy, and it doesn't have to be a large amount, and mine certainly isn't, but anything will help the Foundation to help others.

I recently opened an envelope, and inside was a check for \$1,535, \$35 for dues and the rest for the Foundation. Wow!! We and the Foundation thank that gentleman very much.

So remember, (Birthday ?), send in your dues. Thanks from the Secretary/Treasurer. *Leon Scarbrough*

CLEVELAND CRAZIES MONTHLY LUNCHEON

Gathering once again, as we do on the third Thursday of the month at TJ's Restaurant in Wooster, our group included Ed Griffith, Joe Getz, Robert Curtiss (that's two ss's), Vic Popelars, Don Karaiskos, Jim Burrell, Joann and Dick Orr, Kenny Wheeler and son Bill, and myself.

With the cooler weather coming as it does, the snowbirds were discussing the various benefits of the east coast of Florida, the west coast of Florida, the no coast of Arizona, versus the North Coast of Ohio. Quite a discussion ensued with the outcome left at the point that those of us who remained behind to tend the home fires, didn't have enough sense to know better.

Kenny Wheeler was back from his rousing success in southern Ohio playing and singing with his barbershop quartet and once again left us with a chuckle with his Kennyisms and stories.

All in all, most of us in as good health as can be expected for a group of elders (except for Joann of course) and looking forward to the fall colors and family and friends over the holidays. To all Cleveland Crazies out there, a very happy Thanksgiving from all of us.

To the rest of you unfortunates, well Happy Thanksgiving anyway..... Our best, *Richard McMakin*

NORTH SAN DIEGO COUNTY LUNCHEON GROUP

The North San Diego County guys met at the San Marcos Country Club on the second Tuesday as usual.

Present were Bob Bowman, Bill Pauling, Paul Whitby, Don Trunnick, and myself, Bob Harrell. We were met with hugs by our favorite waitress Michelle.

Our usual variety of subjects were discussed while we enjoyed a nice lunch. Surprisingly, the conversations spilled over to talk about grandchildren as well as lots of hangar flying and some jokes.

Soon we may get some snowbirds visiting along with their wives. Come join us at noon some second Tuesday. For directions and other information, call me at 1-760-480-7420. Due to an area code split, we must use the 10 digit numbers for ALL calls, even local. Yers trooly, **Bob**

LOS ANGELES SOUTH BAY LUNCHEON

Had eight people attend today. 74 degree temperature, clear skies and a 5 knot ocean breeze must have kept the others away.

50 years ago this month the first jet Airliner operated out of LAX. It was an American Airlines B-707.

We had a delightful lunch and great conversation. Those present were: Charles Raphael, Walt Albright, Trudy Buck, Norm Marchment, Marcene & Doug Rankin, Loyd Kenworthy and me.

Hope to see you at the December 10 holiday get together. *Rex*



SEATTLE GOONEY BIRDS LUNCHEON

There were 18 retirees out for lunch on October 15th at the SEATAC Marriott. Ray Dapp showed up late but because of his Co. Seniority (1942) we forgave him.

The stories and tall tales were really going strong when all checks were paid and the host rang his water glass with his fork. Fred Sindlinger reported that Gerre Pryde had suffered an accident and was recovering at home with a broken leg. Here's to a speedy recovery. After some prodding we heard a couple of jokes, followed by one from the host. Everyone seemed to enjoy the luncheon.

In attendance: Ken Case, Jack Brown, Mark Gilkey, Frank Carpine, Chuck Wespflhal, Al Haynes, Bill Stoneman, Bill Stewart, Don Anderson, Fred Sindlinger, Jim Barber, Herb Marks, Dave Carver, Pat Williams, Al Teel, Howard Holder, Ray Dapp, and *Bill Brett*.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Monday October 12th was cooler, and not being patio weather, we gathered indoors for our monthly luncheon at Edgar's. Within the next 24 hours our area experienced the first big storm of the season dropping 4½ inches of rain with winds of over 40 MPH which caused numerous power outages throughout the Monterey Peninsula that in some areas lasted for days.

Those who joined us for the first time were Gene Brown and Bill Madsen. Other regulars were Barrie Nelson, John and Jane Rowbottom, Deryl Moses, Pete and Donna Walmsley, Carlos Quintana (Judy was playing in a golf tournament), Milt Jines, Lee Casey, Phil McClain, Beth Ege, and yours truly. A number of people called or emailed that they were out-of-town or dealing with health issues – I guess we are of age!

Six of our small group has already booked reservations for the 2010 RUPA Roman Empire Cruise! Talk about an inviting opportunity! Many thanks to Rich Bouska for setting this up!

It is hard to believe that our first Monterey area RUPA luncheon was September 22nd 2008 – one year! Our first planned Christmas lunch is December 7th at 11:30 a.m. at the Monterey Peninsula Country Club “Beach House” – hosted by members Judy and Carlos Quintana. The “Beach House” is situated directly on the bay – steps from the surf – with beautiful expanses of ocean and shoreline views. This will be a reservation only luncheon since the “Beach House” has limited seating and is not a restaurant - this is a catered event. There will be no other local RUPA luncheons scheduled for December.

Thank you Pete and Donna for hosting our Quail experience again! Thanks also to Connie and Beth for hosting our September luncheon and writing the October *RUPANEWS* report. *Phyllis Cleveland*

S.E. FLORIDA GOLD COAST LUNCHEON

We were expecting a small turnout for our first RUPA lunch of the season as many of our Snowbirds have yet to head South. Boy were we surprised when we had 19 RUPA members at our October luncheon!!

This was the first RUPA lunch since our old meeting place, The Flaming Pit, went out of business. We all met at the Pompano Beach Elks Club. Since we usually have no more than nine or ten members at the first lunch we planned on sitting around a round table near the back of the bar. It ended up that we took over the round table and the back of the bar. We ordered from the menu and our waitress took good care of us--- boy we kept her busy!

Our November meeting will be on the 2nd Wed. November 11th.

Joining us at our meeting today were: J.T. Palmer, John Pinter, Paul Livingway, Ed Wheeler, Murray Warren, Jack Wink, Jim Good, Bob Engleman, Les Eaton, Duane Harrison, Bill Garrett, Jerry Bradley, Mike Warde, Art Jackson, Jim Morehead, Stan Blasche, Jim Carter, Bartlett Rolph and (filling in for Ned Rankin)

Dick Bodner

NOVEMBER CRUISE NEWS

We have had an outstanding initial response to our 2010 Mediterranean cruise offering. If we had a like response to our 2009 Convention announcement, it would not have been cancelled. As I write this, we have thirty-seven cabins booked for the RUPA Cruise. They are not all RUPA members, the majority are, but the list also includes friends and family's of members. Twenty-one cabins are booked for the full twenty days of the cruise. In addition, eleven cabins are booked for the first ten days of the cruise and five cabins are booked for the second ten days of the cruise. So you see, no matter which portion of the cruise you book, you will have plenty of friendly faces to keep you company, but you have to book early to assure the cabin of your choice. Also keep this in mind. We are getting a two cabin up-grade with this pricing; you pay for a lower category but actually get a cabin two grades up.

Each Month for the next several months I will try to highlight two or three of the port cities along the route of our cruise.

The first port after departing Rome is Dubrovnik on the coast of the Adriatic Sea and is often described as the "Pearl of the Adriatic". It is truly a stunning city with its amazing Old Town, which became a UNESCO World Heritage site in 1979. Old town and its many sights are enclosed within the walls of the city. Dubrovnik became an important Mediterranean Sea power from the 13th century onwards. It was severely damaged by an earthquake in 1667, but has managed to preserve its beautiful Gothic, Renaissance and Baroque churches, monasteries, palaces and fountains over time.

The second port of call is Corfu, a Greek island in the Ionian Sea. It is the second largest of the Ionian Islands, and its northern part lies off the coast of Albania from which it is separated by straits varying in breadth from 2 to 15 miles. You will not know what to admire first: the natural beauty of the island, the picturesque city and villages or the wide variety of the magnificent bays and beaches. But Corfu also has more to see: several museums and Byzantine churches, archaeological monuments and Venetian fortresses.

The third stop is Katakolon, also a seaside town on the Ionian Sea and the gateway to Olympia, where the ancient Greeks flocked every four years for more than a millennium to celebrate the sacred games dedicated to Zeus. You can visit the ruins of the Sanctuary, with its athletic quadrangles, stadium, temples and treasures; then browse in the modern Archaeological Museum, a treasure house of Archaic, Classical and Roman sculptures, including the famous Niki Winged Victory.

The tour information above was taken from several Google sites.

If you are a single traveler and want to avoid the single supplement, let me know and maybe I can get you in touch with another single to share a cabin.

Submitted by *Rich Bouska* 925-443-4339 rbouska1@comcast.net

2010 RUPA Roman Empire Cruise

*******There are 3 itineraries*******

1st 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 8, 2010
Depart Civitavecchia (Rome) with stops at; Dubrovnik, Croatia; Corfu, Katakolon, & Santorini, Greece; Kusadasi (Ephesus) Turkey; Piraeus (Athens), Greece; Messina, and Civitavecchia (Rome) Italy

2nd 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 18, 2010
Dept Rome; Livorno (Florence), Italy; Monte Carlo, Monaco; Barcelona, and Palma de Mallorca, Spain; Carthage/Tunis (LaGoulette), Tunisia; Trapani, Naples, Civitavecchia (Rome) Italy

All prices are for double occupancy and include the \$260 port charges and fees imposed by the cruise line
1st 10 day cruise taxes are \$78 per person, are not included and are additional
2nd 10 day cruise taxes are \$108 per person, are not included and are additional

Cabin prices are the same for both 10 day cruises

Inside Cabin	from \$1,499 per person
Outside Cabin	from \$1,599 per person
Verandah	from \$2,249 per person
Suite	from \$2,907 per person
Deluxe Suite	from \$3,849 per person

The 3rd itinerary combines both 10 day cruises into a 20 day cruise

All prices are for double occupancy and include the \$520 port charges and fees imposed by the cruise line
20 day cruise taxes are \$164 per person, are not included and are additional

Cabin prices for the 20 day cruise

Inside Cabin	from \$2,499 per person
Outside Cabin	from \$2,799 per person
Verandah	from \$3,699 per person
Suite	from \$4,899 per person
Deluxe Suite	from \$6,299 per person

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 for the 10 day cruise and \$425.00 per person for the 20 day cruise 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

gpsp@aol.com

Check out deck plans and staterooms on the Internet

www.hollandamerica.com, Click on Holland America Cruises, ms Noordam, ms Noordam Deck Plans

TUCSON RUPA LUNCHEON INVITATION

Hello to all who may be in the Tucson area on Tuesday, January 26th, 2010.

At this year's annual Tucson luncheon we will have guests with a lot of knowledge about our retiree benefits. If you or your spouse has tried to figure out how to get a letter to travel on Southwest, solve the mysteries of ZED Fares and off line travel benefits, wonder about our health benefits, insurance claims, the security of our retirement checks from the PBGC, or almost anything else, our guests will try to answer your questions.

As usual the luncheon will be held at the Tucson Country Club. It will start with a "no host" bar anytime after 11:15 and the lunch will be served at noon. I will do my best to keep the costs about the same as last year (\$17.00 pp including entrée, dessert, beverage, tax and tip!) You will have four luncheon choices. Spouses are invited.

If you think you would like to come to the luncheon please contact me by email, randyryan40@msn.com; by phone, 520-797-3912; or by U.S. mail, 5930 E. San Marino, Tucson AZ 85715. I do not need a firm commitment at this time but for planning purposes some indication of interest would be appreciated.

Of course those of you in the Phoenix area are also invited to attend. Just let me know and I'll provide you with details.

We hope to hear from you soon and, of course, see you at the luncheon. *Randy Ryan*

NW ILLINOIS RUPA LUNCHEON

On Tuesday Sept. 8th the Joe Carnes NW Illinois RUPA lunch was held at the Warsaw Inn, McHenry IL. We had a nice group of 65 of Ruparians and guests. Milt again was unable to attend so we had to provide our own entertainment which consisted mostly of war stories, hanger flying and other lies. But the company and food was good and all in all well worth while.

In attendance were: Don & Joan Anderson, John Anderson, Leroy & Eva Bair, Ken & Muriel Bergsma, Ted & Dolores Bochniarz, George Bracke, Neil Bretthauer, Jim & Jane Burnham, Lyle Burry, Carl Bye, Phyllis & Phil Capuzelo, Tom & Barb Conley, Cheryl Depner, Jim Downing, Jerry Drommenhausen, Marty Gallagher, Tim Gallagher, Jim Gesler, Don & Katie Gregg, Dave Harris, Mike Hepperlen, Buck Hilbert, Bob & Carolyn Kelly, Les A Kero, Dick Kuhn, Rob McCutcheon, Bob Moncur, Will Murray, Claude Nickell, George Pylawka, Bill Silvester, Ole Sindberg, Bernie & Rachel Sterner, Jerry Westfall, Ron Wilson, Tom Helms, Marjorie & Howard Nelson.

Think we had a couple more but they did not sign in or I could not read the name. *Claude Nickell*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

In spite of what the SF Chronicle called "An October storm unlike any other in the Bay Area in nearly half a century," 29 intrepid Bay-Siders slogged their way to the monthly luncheon at Harry's Hofbrau in Redwood City. They were rewarded for their efforts with a hot meal, warm camaraderie, and a soupçon of dry humor. Larry Wright reported on the United Airlines Historical Foundation at DENTK and Cleve noted the sad passing of Wally Blasek. We all agreed to bring new, unwrapped toys for Toys-for-Tots to the December Luncheon. We strongly urge other groups to do the same for children in need in their local areas.

The brave souls in attendance were: Bob Ahrens, Floyd & Charlene Alfson, Marty Berg, Jo Bernard, Rich & Georgia Bouska, Ken & Marian Breitschopf, Sam & Billy Cramb, Rich Erhardt, John & Rita Gordon, Barry & Ginny Hamley, Dick & Jeri Johnson, Howie Jundt, Tom Kirby, George Mendonca, Norm Rupp (*a first time attendee*), Cleve & Rose Spring, Gene & Carol Walter, Ron Weber, and Larry & Pat Wright.

We meet the second Tuesday of each month at Harry's Hofbrau, 1909 El Camino Real, Redwood City at 11:00am. Please come and join us, no reservation necessary.

Cleve has turned over the job of scribe to me as his workload already keeps him busy enough. Cheers, *Rose*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The October meeting of the North Bay group was another rousing success except for the fact that our Fearless Leader, Father Don, was taken ill and had to bail out. Leaping into the void was Barney Hagen to try to maintain good order and discipline. As this group is the poster child of couth and decorum, the job was made easy.

We had a guest speaker, one Tim Delaney, who gave a presentation on his views of the present financial markets.

Bob Lang was gracious enough to bring some of his wine to the meeting for our tasting. These were a Zinfandel and a Sauvignon Blanc. Both were well received, Thank You Bob.

At the end of the lunch we paused for a moment in memory of Wally Blasek who flew west recently.

In attendance were Barney Hagen, John Baczynski, Tom & Joyce Grey, Jim Mansfield, Gary Koverman, Larry Whyman, John & Sharon Candelo, Bill Greene, Dan Bargar, Deke & Merle Holman, Bill McGuire, Jim McBride, Al Milotich, Ken & Shirley Corbin, Norm De Back, Bob Lang, Dick Hanna, Tim Delaney, Jules & Sybil Lepkowsky, and Dick Lammerding. Scribe: *Barney Hagen*

THE DENVER GOOD ol' BOYS

The October meeting of DEN Good ol' Boys came off swimmingly under the direction and guidance of Tom Johnston, who managed it magnificently. Happy hour was its usual rousing success and the wine sommeliers and the zymurgists were at their best. The summons to the buffet occurred in a timely manner, and the cuisine met with general approval. (We ate good!)

Tom noted the first attendance of Ray O'Shea, and we hope he'll become a regular.

There was a notification that Russ Wright was in the hospital, cards appreciated, mail to his home address in the Directory. His daughter will see that he gets them. No other new reports of infirmity were forthcoming.

The program on this occasion was delivered by Susan Hytinen, who retired most recently. She told of how things have changed at our former employer and her presentation was well received and enjoyed by one and all. She also modeled for the group the leather jacket which has become an optional part of the uniform. In all candor it looks pretty sharp. In response to a question, Susan stated that although she had been eligible to work until 65, she elected to retire at 60, as her "fun meter" was pegged-out. Many could empathize.

The meeting adjourned at a convenient hour.

Those present included: Tom Hess, Curly Baker, Phil Spicer, Bill Hoygaard, Ted Wilkinson, Bob Blessin, Denis Getman, Ed Riehl, Bernie Stoecker, Bill Hanson, Jack Davis, Duane Searle, Maury Mahoney, Jim Hixon, Tom Johnston, Fritz Meyer, Casey Walker, A.J. Hartzler, Dick Kobayashi, Al Dorsey, Susan Hytinen, Stanley Boehm, Ray O'Shea, Bill Fife, Greg Fife, Barry Edward, and Rick Bebee.

Scribe: *Ted Wilkinson*



Updated Pass Travel Information



MEC Pass Travel Update



By: Captain Pat Palazzolo
MEC Pass Travel Coordinator

*Editor Notice: This report has been edited with an axe – down to one page in our format ---hopefully all “essential” info remains – Cleve won’t let me take out any more! Oh yes! ----- before I forget ----- a big THANKX to Cap’n Pat! **Bruce***

Pat said: “I’d like to address some of the more common emails I’ve received in this update.”

Flyzed.com - Many people tried the flyzed.com web site for checking loads and listing on offline travel. Requires a sign on and password. Ours: **UAL** and **016**. Can be found in the travel section of SkyNet.

Retiree Pass Travel - In the past the company had wanted to offer higher boarding priority BP-7 travel as rewards for performance. ALPA (as well as the AFA) has strongly opposed this type of travel because it abrogates our seniority. (*History, observations and comments removed – except mine, of course!*)

In a related complaint, some employees felt it was unfair for retired employees to board ahead of active employees..... the ability of all employees – retired and active – to use years of service for pass travel, continues to be jealously guarded by all the employee groups. Our “gold watch”.

The Standby List - United says they are working to enable employees, retirees and their eligibles to view the stand by lists on any United flight in SkyNet. When it becomes available, it should be viewable on home computers as well as portable devices that can now access SkyNet such as iPhones and Blackberries. (*RUPA -don’t call and ask us if it’s working -- you can watch SkyNet, too!! **Ed - Bruce***)

Baggage and Other Fees for S/A Travel - S/A’s bags “fly free?” USUALLY – except United does charge S/As and revenue customers alike for baggage types they want to discourage such as overweight and oversized checked baggage, and revenue customers for checking more than two bags.

Additionally, they should not charge fees for unaccompanied minors. They have been charging fees for pets. UA is reviewing the pet policy.

Enrolled Friend issues - A common question: “when will enrolled friends be able to travel off line?” The company would like to expand it to other airlines and they say they’re working on it. (*That applies to current employees only – so wait and see? **Ed***)

Pass Travel Tips:

Two web sites that may be useful to travelers:

Seats: - www.seatcounter.com will give you the number of seats remaining for sale on all airlines on any route. Note: If it says “9,” it means “9 or more.” You can generally ignore all the letters except F (First), C (Business Class) and Y (Economy).

Hotels: - www.tripadvisor.com probably one of the best web sites for finding hotels. Hotels in almost every city and town in the world are ranked by travelers like ourselves with detailed reviews, maps photos, etc. Prices and availability are also shown.

Notice: Effective October 1st **Southwest Airlines** no longer accept checks for payment of NRSA tickets. (*Does anyone know if they will accept cash? **B***)

YOU DON’T HAVE A COMPUTER?? DON’T GIVE UP!!

Not yet...there is hope really? Yep, **REALLY!!** But, these days, just about everything about “UAL” refers to “SkyNet”.....the website. That is a picture of the SkyNet “front page” on the next page. Wow! Links to everything!

If you don’t have internet access, that can be frustratingSo how about a couple of suggestions on how you may be able get there?

Some of you have “kids & grand-kids” that have already “fixed you up” with email to keep in touch. The internet and access to SkyNet is only one more step! Ask them to give you a hand setting up your computer for access. No? How about they set-up a link on their PC and you can tell them what you need to know from SkyNet. No?

There is always some “kid down the street – the geek” who would love to help!! Be careful, just be with him when he signs on for you.....

Then again, how about a trip to the local public library – they will gladly help – all you need is the website address which is:

<https://united.intranet.ual.com>. That, with a piece of paper with your File Number, Date of Birth, Seniority Date, and usual ID on it will allow you to setup a USERID and password. Don’t forget to write them down and keep them for your next visit!! That is what they do at the

library and would definitely prefer you to somebody in a raincoat surfing the porn sites!!

On the lower left of the pictured “front page” you can see a section titled “QuickHits” -- each one of those is a one or two click link to another part of SkyNet or another website – you don’t even have to remember its address!! The main one used is “WebList” (the bottom one under the **QuickHits** menu on the left) – where S/As list for the flights they want!! Just a thought.

Finally, maybe some of our less computer literate members will share with us other ways on how they manage to get to SkyNet and meet their needs.

A look at airlines' debt picture

By The Associated Press as of June 30, 2009

AMR CORP, parent of American Airlines:

Long-term debt and capital lease obligations (includes principal amount of airport facility tax-exempt bonds and present value of aircraft operating lease obligations): \$14.2 billion

CONTINENTAL AIRLINES INC.:

Long-term debt and capital lease obligations: \$4.96 billion

DELTA AIR LINES INC.:

Long-term debt and capital lease obligations: \$14.8 billion

UAL CORP., parent of United Airlines:

Long-term debt and capital lease obligations: \$6.8 billion

US AIRWAYS GROUP INC.:

Long-term debt and capital lease obligations (net of current maturities): \$4.07 billion

ABOUT THE COVER

Another Boeing aircraft at the Museum of Flight Restoration Center at Paine Field, Everett, Washington is the Boeing 247D painted with a United Airlines color scheme. The first restoration of this aircraft was funded by the Boeing Management Association.

After a seal failure in the LH landing gear oleo of the Boeing 247D after its last flight, the Museum of flight asked some Boeing landing gear designers to take a look at the gear and advise as to a course of action. Their immediate reaction was this gear was no longer airworthy (but we had been flying with it for some ten years with no problems).

The Museum provided them with copies of the original 1933 drawings for their review and subsequently they received an OK from their management to do some redesign on their own time using today's design tools. A new set of drawings was produced to the same form factors but with a more modern seal design. After soliciting some bids and the Museum receiving a grant from Bill Boeing Jr., the new design was let to Island Machine, Inc. at Paine Field and the new oleo parts are now in the works to restore the airplane to flying condition once again. Assembly and testing of the new landing gear oleo assemblies will be accomplished by Aero Controls, Inc. in Auburn, Washington. Aviation Technical Services (ex Goodrich) at Paine Field has also contributed some hardware required for assembly. Frank Leathley, Crew Chief Model 247D - email: frank247d@verizon.net

Without donations of this kind, the aircraft would have been a static display and the Crew of the Boeing 247D is very grateful to have it airworthy again. TC Howard - email: tch727@aol.com.

The following compiled by Marvin Berryman from the UAHF collection of Boeing News

Becoming effective in 1934, the proposed CAA Regulations prohibiting single engine aircraft and requiring two pilots for air carrier passenger aircraft were, no doubt, a contributing factor to development of the '247. The single engine Boeing Monomail aerodynamics and construction techniques led to the twin engine YB-9 "bomber." Inspired by the success of the "Monomail" and the possibilities of the twin-engined YB-9, the design-development of the "247" was logical. In fact, the transport design was almost completed before the bomber had yet flown.

With design details circulating secretly around the Boeing Air Transport System, subsequently United Air Lines, a decision was quickly made to completely re-equip all lines with the new Model 247 as soon as possible. An order for 60 was placed while the new transport was still in the "mock-up" stage. First delivery was to the eastern division of UAL in April, 1933 and the entire fleet was delivered and in service by September of that year. (*WOW!! Ed*)

As the first low-winged, all-metal, twin-engined air transport on the scheduled airlines - seating arranged for 10 passengers, a crew of 3 including a "comely" stewardess and stowage for some 400 lbs. of baggage-cargo - its speed, comfort and safety created quite a furor in airline circles and also were the reasons for its quick public acceptance. Suddenly all other air transports became obsolete and the Boeing "Model 247" was the "Look of the Future."

What made it so different? The "247" had an internally braced cantilever wing, retractable landing gear; the twin engines were cowled with low-drag speed-rings and mounted on nacelles built into the wing's leading edge. The smooth all-metal structure promised efficiency, safety and durability. As the first airliner to be powered with supercharged engines (the 247 mounted two of the new Pratt & Whitney "Wasp" S1D1 rated 550 h.p. at 5,000 ft.) turning 3-bladed fixed-pitch propellers a top speed of better than 180 m.p.h., it soon earned the title of "three-mile-a-minute-transport." Retrofitted Hamilton Standard 2-bladed variable-pitch propellers raised cruising speeds by nearly 10 m.p.h. and improved the all-round performance.

These are some of the "specs" of the '247: Two "Wasp" S1D1 engines rated 550 h.p. at 5,000 ft. Leading dimensions: length overall 51'4"; height overall 12'6"; wing span 74'0". Weights: empty wt. 8,370 lbs; gross wt. 12,650 lbs; useful load 4,280 lbs.; payload with 250 gal. fuel 2,155 lbs. (10 pass. and 455 lb. mail-baggage). Max. speed (5,000 ft.) 182 m.p.h.; cruising speed (5,000 ft.) 161 m.p.h.; landing speed 58 m.p.h.; Cruising range at 60 gal. per hour = 600 miles. Price approx. \$50,000 at factory field.

The main cabin section had 5 seats on each side and a seat for the stewardess at the end of the aisle. The cabin walls were sound-proofed, insulated and upholstered in gray-green fabric. The passenger chairs were

upholstered in green whip-cord and had reclining backs. Twenty feet long and six feet high, the main cabin was equipped with heating and ventilating vents at each seat, also ash trays, dome lights and reading lamps. A lavatory and stewardess' pantry, stocked to serve light meals while in flight, were just opposite and aft of the main rear-door entry. All windows were of shatter-proof glass; the last window on the left side was also a knock-out emergency exit panel.

The pilot's compartment, distinguished by its forward-slanting windshield, seated a pilot and co-pilot, and provided dual controls; seats were adjustable and side windows slid open. The rudder elevator, and aileron used the then-novel trailing edge flaps (trim tabs) for "trimming" the airplane during flight. Both elevator and rudder had off-setting aerodynamic balance to lighten control forces at pilot's wheel. The 247 was equipped with two-way radio gear, the latest navigational devices, night-flying equipment and various mechanical and aerodynamic aids to lighten the pilot's chore.

From the time the "Model 247" was designed, built, and put into service, the state of the art had moved forward fast enough to make last year's airplanes nearly obsolete by comparison. The competition had immediately started building "bigger & better." In less than 2 years' time the 247 found itself in the peculiar situation of being made almost obsolete. Luckily, the basic "247" design could still be altered enough to keep it competitive. The evolution into the "Model 247-D", had newly-developed supercharged and geared engines, mounted in larger, more streamlined nacelles, and encased tightly in deep-chord NACA engine cowlings. Hamilton-Standard "controllable pitch" propellers allowed better utilization of engine thrust. These changes alone added over 20 m.p.h. to the cruising speed with better economy, allowed safety margins for operating better out of smaller airfields, and allowed a half-ton increase to the gross weight. Standard equipment on the 247-D was comparable to that of the Model 247 except where replaced with accessories of more recent design and manufacture. The Sperry auto-pilot and Goodrich de-icer boots were optional. Now the 247-D was at least on a par with the best. Although only 13 examples of the new "Model 247-D" were built, it was fortunate that the "247s" already in service were easily updated to the new specifications and thus could hold their own in transcontinental competition for several more years. By 1937 many of the 247-Ds (modified) were leased or sold to the smaller airlines that were tickled pink to get them. (*Sounds familiar?*) In 1942 some 27 of these were pressed into military service as the C-73, but by 1944 most were returned to former owners or found their ways into foreign countries by various routes.

The pinnacle of international achievement for the "Model 247-D" came just after its introduction. That was its entry in the famous MacRobertson Race of 1934, a race from London to Melbourne that traced a torturous course of 11,300 miles across the face of 3 Continents. The 247-D placed 3rd behind a special British race-plane and a powerful Douglas DC-2. This airplane, known as "Adaptable Annie" for awhile, was re-tired to the National Air Museum (Smithsonian Institution) in 1953. Other 247-D's, tired but still willing, were still in service as late as 1964.

A last note: the first coupled auto approach and landing took place in the UK in October 1944. The aircraft was the only Boeing 247-D on strength of the RAF during WWII. During the war "DZ203" carried standard RAF camouflage and markings as used by the Blind Landing Experimental Unit at Martlesham Heath.



United Airlines' makeover aims to refresh and renew

By Dan Reed - USA Today

CHICAGO - Jamie Baker may as well have thrown a stink bomb into the executive offices at United Airlines' world headquarters here earlier this summer for all the ruckus he caused.

Baker, an influential JPMorgan airline analyst, warned in a July 20 report that United and two of its competitors, US Airways and American, no longer could do anything operationally to stave off a cash crisis. Their financial health had deteriorated so badly, Baker said, that the airlines could save themselves only if more lenders or investors could be found to inject money into their high-risk business.

The dire assessment arrived in United's offices just as CEO Glenn Tilton and his executive team had begun to feel good about early results of a makeover effort launched last year to make the once-proud airline successful again.

United is beginning to dispel the nagging perception it has lousy customer service, they say. It's doing a better job getting passengers to destinations on schedule. And its operations are starting to improve, despite a recession-induced drop in travel that's the worst since after the Sept. 11, 2001, terror attacks. Instead of touting that progress, Tilton and his team have spent the last many weeks trying to convince skeptical analysts, skittish investors and the flying public that United is not as financially bad off as Baker had warned.

Even Baker is changing his tune a little. In two reports in September he has backtracked, saying that United, US Airways and American likely will have enough cash or will be able to raise enough to survive.

Still, the brush fire obscured the story that Tilton and his team want to tell of their airline makeover.

Tilton spent his first 5½ years after becoming CEO in 2002 focused on two things: getting United through Chapter 11 bankruptcy and looking, unsuccessfully, for another airline to merge with. The focus shifted last year. Tilton reorganized management to do what United's critics say it had neglected for 30 years: run a top-notch airline.

"If you run a poor operation and you're thinking about strategy issues, it's really sort of an academic exercise," he says. Tilton still believes U.S. airlines must consolidate to have sustained profits. But from now on, he vows, "Whatever we do - whether it be consolidation, whether it be alliances ... it's going to be built on the foundation of a solid United Airlines."

Tough climate for a makeover

If United's operational makeover succeeds, says United President John Tague, the airline can separate itself from competitors in performance and public perception. Attempting a fundamental makeover now is tough. Global recession has sapped people's willingness to travel and ability to pay for it. Airlines are slashing fares and flights to survive. But that reduces revenue. And United's is falling at an alarming rate. Its \$4 billion in second-quarter revenue this year was down 25.2% from that time last year.

United's fleet has shrunk from a peak of 601 mainline jets in 2000 to 386 this summer. It ranks a distant fourth in passengers boarded, behind Delta, Southwest and American. It remains competitive internationally largely because it participates in Star, a global alliance in which it shares bookings with other carriers. That's a comedown for an airline that during the first 20 years of the jet age was the biggest and most highly regarded.

United entered the era of airline deregulation in 1979 atop the heap. But it bounced from one strategy to another to try to adapt to the aggressive, price-driven competitive environment. It's had nine different CEOs since then, several corporate restructurings, two painful strikes and several near-miss merger efforts. United even sold itself to its employees in a deal that for five years in the late 1990s made it the largest worker-owned company in the world.

To survive after the 9/11 terrorist attacks, the Chapter 11 reorganization, the expansion of low-cost carriers, and threats of communicable diseases such as SARS and now swine flu, it has shrunk. Last year, it flew 13.3% fewer passenger miles than it did at its peak in 2000.

United, Tilton says, has learned from what it's done wrong. "There were many different approaches," Tilton says of the many strategy shifts. "But we know one fundamental thing: Without solid, competitive core propositions - operating excellence, customer satisfaction - you don't have a foundation upon which to build."

Broken guitars don't help

Nothing points up the tough job United has in remaking itself like the long-held perception that it delivers inferior service. Chuck Loring, a 100,000-miles-a-year frequent flier from South Florida, shares that perception. He says he was an elite member of United's Mileage Plus until "several years ago when service in Chicago got so bad." "Not only did you miss every connection," he says, "but the employees were one cranky group of people after repeated layoffs and salary reductions." Loring, a partner in a firm that advises not-for-profit organizations, says that when he stopped flying United, he didn't hear a word from the company. "Not one," he says. "Isn't it interesting, you can go from 100,000 miles a year to zero and no one even notices?"

It's complaints like Loring's that have put United among the bottom of U.S. airlines in customer-satisfaction rankings in the 15 years that researchers at the University of Michigan's Ross School of Business have been surveying customers' opinions. In this year's survey, which reflects the 12 months ended March 31, United was last. It scored an all-time low of 56, eight points below the industry average, and 25 points below perennial airline category champion Southwest.

Graham Atkinson, United's marketing chief, says the public perception is outdated and doesn't reflect the changes the airline has made the last year. Industry consultant Mo Garfinkle, who occasionally works for United, says the airline gets rapped unfairly on customer service. "I'm not necessarily a United fan, but I want to be fair to them," he says. "And I don't think it's fair to say that United is operationally inferior to anybody else."

But perceptions die hard, especially when you have someone like Canadian singer Dave Carroll out there. Carroll launched a humorous attack video, *United Breaks Guitars*, on YouTube in July. It told of a spring 2008 incident in which Carroll claims that United baggage handlers did \$1,200 in damage to his \$3,000 Taylor guitar. The video has been viewed more than 5.3 million times. Carroll last month posted a second video that focused on his frustrating efforts to get United to pay for the damage. It's been viewed over 300,000 times. And now he's working on the third song. "My goal was not to drive United into the ground, though I've received letters from many people who want to do that," Carroll says. "But if I'm in a position to improve airline customer service, I'm proud to help do it." To a degree, he's succeeded. United uses the incident in training baggage handlers and customer-service representatives. And it's sent a check for \$1,200 to a charity as Carroll requested.

Bonuses for arriving on time

United also is trying to fix its dismal record for being late. Last year, it ranked 17th out of 19 U.S. airlines in on-time arrivals, according to Transportation Department numbers. "You can't run a great operation one month and a lousy operation next month and expect passengers to believe it's going to be different this time," says Joe Kolshak, United's senior vice president of operations. Kolshak has added time to United's flight schedules, especially for chronically late flights. With the new schedules, passengers won't arrive any sooner than before. But at least, he says, they now can make travel and business plans with a greater confidence they'll be on time.

He's also paying employees bonuses when the airline is on time. They get \$100 each time the airline is tops in the Transportation Department's monthly on-time rankings, as it was in March. In months when the airline places second or meets internal on-time goals, workers get a \$65 check. So far this year, the payouts to 42,000 front-line employees are about \$18 million.

In July, the last month for which data are available, United came in sixth out of 19 airlines and third behind only Southwest and US Airways among big carriers.

There's another benefit for employees in being on time, Kolshak says. Crewmembers and ground agents can stop apologizing to passengers for being late. "It changes the attitude and the outlook, and you begin afresh." United also touts what it contends is the best seating options of any U.S. carrier, especially for business and other travelers willing to pay more. "We have arguably the best premium-class products in the nation," Tague says. It's just expanded that with Premier Travel and Premier Travel Plus options. They let passengers pay extra for roomier seats, early boarding, bags checked for free and faster security lines.

Some customers, such as Coy Stout, are noticing.

Stout, a biotech executive from Moss Beach, Calif., who flies up to 125,000 miles a year, says, "The improvements to the three-class international premium cabins put United on a par with any of the international carriers." So when planning a trip next February to Hong Kong and Singapore, Stout says he chose United over highly rated Singapore Airlines.

Skeptics of success remain

Although the immediate financial danger has passed, United's CFO, Kathryn Mikells, continues to sell United's story on Wall Street, where skepticism that the airline can survive long enough to make itself over remains. United, she argues, has low debt and lease obligations compared with other big airlines, largely because it hasn't taken a new plane since 2002 and hasn't ordered any in 11 years.

Some analysts continue to worry about the carrier's cash situation. It has about \$2.8 billion in cash on hand. But it can't touch most of it because of restrictive loan and credit card processing covenants. But others, such as Bob McAdoo at Avondale Partners, say United never really faced a cash crisis. Between unrestricted cash on hand and the likelihood of being able to raise up to \$1 billion more, McAdoo wrote in an August report, "We do not believe that (UAL) will face a liquidity crunch in the foreseeable future."

Mikells says United has demonstrated it can raise capital. It pocketed \$600 million this year through various debt transactions. Yet a deal that raised \$155 million in July highlights investors' skittishness. It had hoped to pay 12.5% interest on debt secured by spare parts on hand. But to get takers, the yield had to be jumped to 17%.

Yet critics, such as George Hamlin, a veteran airline analyst and consultant based in Virginia, remain. He says United's thin cash reserves in a financially high-risk industry point to a prescription other than a make-over or a merger with another carrier as Tilton seeks. "I doubt they would take my suggestion kindly," he says, "but United would be a good candidate for breakup into various parts."

United's final 737 flight

United Airlines retired the last Boeing 737 jet from its fleet on October 28, 2009. United said its "last Boeing 737 -- the beloved "Guppy" that served our airline and millions of customers well for more than 41 years -- was retire from revenue service at the end of October, in line with the fleet retirement plans announced in the fall of 2008."

United's final 737 flight was on a 737-322 designated as United Flight 737. Its last day of service began with an early morning flight from Washington Dulles, with stops at Chicago O'Hare, Denver and Los Angeles before going on to San Francisco, where the airline performed decommissioning work on the jet at its San Francisco maintenance base. Then, the jet was transported to an airliner storage yard in Victorville, Calif.

United called the retirement of its 737s "an important step forward," saying the "decision to retire all 94 of the B737s enabled (it) to take important proactive steps in reducing capacity at a time when fuel costs had hit record-high levels." United adds that the phase-out of the 737s -- along with the retirement of six older Boeing 747 jets -- has positioned it "at the forefront of the industry in adjusting capacity to help increase pricing power."

The carrier notes that the retirement of the 737s also will simplify its fleet, adding that the 737s had also been receiving the lowest customer satisfaction ratings among its narrowbody fleet. Going forward, United

says current discussions with jetmakers Airbus and Boeing on replacing its Boeing 757 and widebody aircraft is the next step leading to a more effective and efficient operating fleet for United in the years ahead.

JAL to Consider Breakup

By Alison Tudor - Wall Street Journal

Japan Airlines Corp. will consider a breakup of the company along with a range of other options, according to a person familiar with the matter.

It isn't clear which of its options the airline is prepared to put forward or which the government might favor. But breaking up the company is among a number of options being considered amid pressure from its creditors to straighten out its operations, said the person familiar with the matter. Such a split could separate JAL's more profitable parts from its unprofitable operations.

Delta Air Lines Inc. is wooing JAL into joining its airline alliance, which would make it easier for the U.S. airline and its partners to share passengers and facilities with JAL. American Airlines parent AMR Corp., JAL's current partner, is working to keep its alliance with JAL. Both are dangling small equity stakes to cement a deal.

JAL, Asia's largest airline by revenue, has announced plans to cut 14% of its staff and possibly reduce pensions. It is crafting a turnaround plan for government approval and working to raise 250 billion yen (about \$2.75 billion) in financing. The airline is also cutting underperforming routes.

American Airlines dropping a retiree health plan

By David Koenig, Associated Press

DALLAS -- American Airlines is dropping its long-standing health insurance plan for retired executives and support staff over 65 as the company battles rising medical costs and a decline in revenue.

American officials said that letters went out to 5,500 retirees telling them the insurance plan will end Dec. 31, leaving retirees with the option of paying the full cost of their own coverage to supplement Medicare.

Nonunion retirees under 65 will continue to receive company-subsidized health insurance until they turn 65 and become eligible for Medicare, American said.

The changes do not affect American's union employees, including pilots, flight attendants and mechanics. But American has made a similar proposal in contract talks with the airline's three unions.

American officials said that among the other major U.S. airlines, only United also offers retiree health benefits to those over 65.

"This is just another measure to get us in line with our other competitors," said Missy Latham, a spokeswoman for American. "It's clearly the direction we're going."

An American Airlines (AMR - news-people) personnel executive, David Levine, made the same point in letters to retirees. Levine wrote that the company had aggressively cut costs in many areas.

"Unfortunately, we still need to do more," he wrote. "Our retiree medical costs continue to greatly exceed those of our competitors."

The change will affect retirees differently depending on their age, when they retired and whether they contributed as workers to their retiree health benefits.

Latham said employees who retired after April 2003 have been paying about 25 percent of their health insurance costs with the company picking up the rest. Those who retired before 1990 contributed nothing to their coverage, she said.

American's parent, Fort Worth-based AMR Corp., lost \$765 million in the first half of this year as traffic slumped, with an especially sharp decline in high-fare business travelers.

This summer, analysts began sounding alarms that AMR could run short of cash by winter and be forced to file for bankruptcy protection.

AMR has moved quickly to squelch the bankruptcy talk. It raised \$2.9 billion cash last week by selling aircraft, which it will lease back, and miles in its frequent-flier program. On Monday, it announced plans to issue new stock and debt, a move that could raise more than \$500 million as AMR heads into the slower fall and winter travel season.

To compete better for travelers, American is shifting more flying into key hubs such as Chicago, Miami and Dallas while reducing flights in other places, notably St. Louis.

“Retired United Pilots Foundation” is in need of help!

Dear Retired United Pilots and their families.

I have been President of the “Retired United Pilots Foundation” for over twenty years. Years ago, a number of us realized there are many Retired Pilots or their dependents that may fall into the position of having a serious financial problem. We formed a 501c3 Corporation similar to the United Way to serve the financial needs of United pilot families. With all the problems United has had over the recent years it became clear to the Foundation Board of Directors the need for the foundation is even more important today, than years ago. There are over 2,000 Retired United pilots or widows who are living on pensions of less than \$2,500.00 a month. Most pilots have covered their financial base to insure their family is provided for. Unfortunately, due to events beyond their control, the need for help from fellow pilots is necessary.

We not only need financial assistance, but pilots or their family to help us in many ways. We need people all over the world to keep us informed about our United families, to let us know when someone is need of help. We need people who are willing to serve on the Foundation BOD at least four times a year (once in Chicago, usually by phone conference call) to keep everything straight, authorize grants, and comply with all the rules the *IRS* requires.

Please put the word out that we are here to help, and let me (or any BOD member) know if you are willing to get involved even if in a small way.

Fraternally Yours, *Cliff*

Clifford R. Sanderson (President)

Phone: 847-367-6380

Email: clifford@sanderson.net

HELPFUL ADVICE ON HOW TO PREVENT GETTING SWINE FLU

By Dr. Vinay Goyal

Presently, Dr. Goyal is heading the Nuclear Medicine Department and Thyroid clinic at Riddhivinayak Cardiac and Critical Centre, Malad (W).

The following message was given by him. It makes a lot of sense and is important for all to know.

The only portals of entry for the H1N1 virus (or any virus for that matter) are the nostrils and mouth/throat.

In a global epidemic of this nature, it's almost impossible to avoid coming into contact with H1N1 in spite of all precautions. Contact with H1N1 is not so much of a problem as proliferation is. (The spreading of the virus from its point of entry).

While you are still healthy and not showing any symptoms of H1N1 infection, in order to prevent proliferation, aggravation of symptoms and development of secondary infections, some very simple steps, not fully highlighted in most official communications, can be practiced (instead of focusing on how to stock N95 or Tamiflu):

1. Frequent hand-washing (well highlighted in all official communications).
2. "Hands-off-the-face" approach. Resist all temptations to touch any part of face (unless you want to eat or bathe).

3. Gargle twice a day with warm salt water (use Listerine if you don't trust salt). H1N1 takes 2-3 days after initial infection in the throat/nasal cavity to proliferate and show characteristic symptoms. Simple gargling prevents proliferation. In a way, gargling with salt water has the same effect on a healthy individual that Tamiflu has on an infected one. Don't underestimate this simple, inexpensive and powerful preventative method.
4. Clean your nostrils at least once every day with warm salt water. Blowing the nose hard once a day and swabbing both nostrils with cotton buds dipped in warm salt water is very effective in bringing down viral population. Sinus rinse kits are available at the drug store and relatively inexpensive.
5. Boost your natural immunity with foods that are rich in Vitamin C (citrus fruits). If you have to supplement with Vitamin C tablets, make sure that it also has Zinc to boost absorption.
6. Drink as much warm liquids (tea, coffee, etc) as you can. Drinking warm liquids has the same effect as gargling, but in the reverse direction. They wash off proliferating viruses from the throat into the stomach where they cannot survive, proliferate or do any harm.

Aging: Moderate Drinking May Help the Brain

By NICHOLAS BAKALAR

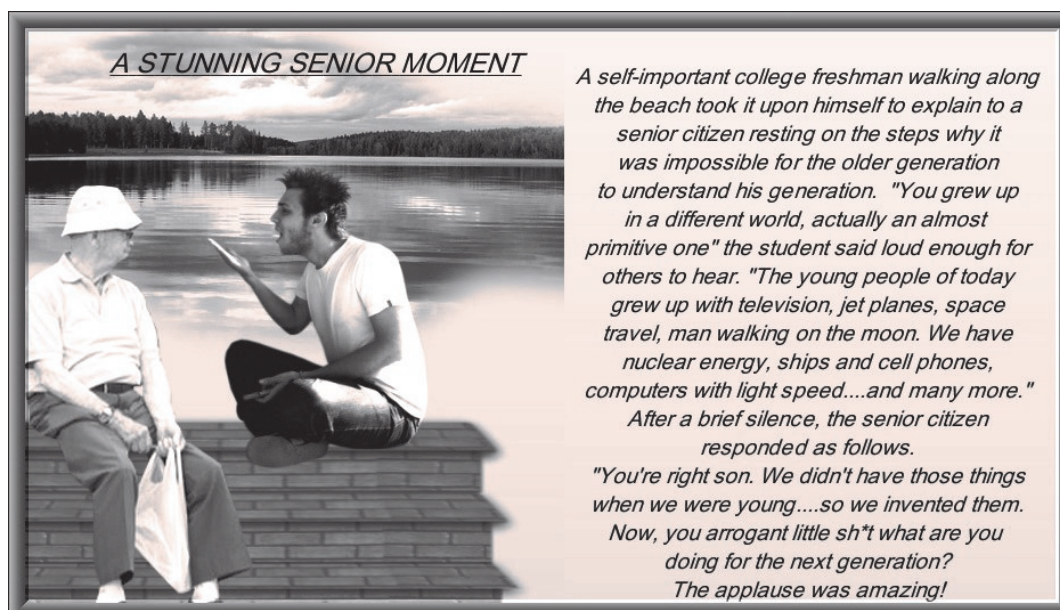
People over 60 who consume moderate amounts of alcohol have a reduced risk for Alzheimer's disease and other dementias, according to a large review of studies.

The analysis, which appeared in the July issue of *The American Journal of Geriatric Psychiatry*, reviewed 15 studies that together followed more than 28,000 subjects for at least two years. All the studies controlled for age, sex, smoking and other factors. The studies variously defined light to moderate drinking as 1 to 28 drinks per week.

Compared with abstainers, male drinkers reduced their risk for dementia by 45 percent, and women by 27 percent.

The researchers acknowledge that studying the effects of alcohol on dementia is complicated by issues like beverage type, standards of quantity and individual behavior that may interact with alcohol to affect mental acuity. But there is ample evidence from other studies that moderate alcohol consumption can increase HDL, or "good cholesterol," improve blood flow to the brain and decrease blood coagulation. All three factors may reduce the risk for dementia.

Still, the authors warn against drawing premature conclusions. "The overall safety of alcohol use in later life," they write, "needs to be evaluated in relation to all of the available evidence" about its health effects.



LETTERS

GEORGE W ATTEBERRY – Henderson, NV Gents, Its good to be cognitive at 75! Trying to weather the Real Estate plunge into the toilet, here in LAS, and PNS (Pensacola, FL for all the non Naval Aviator group)

My spouse won't quit flying, so I took up a new job as well. (She has 42 yrs with UAL and now flies domestic, out of LAS, with all the children, especially the cockpit crews.)

I monitor college students at Nevada State College, all day, 5 days a week. They don't dare cheat on the test, because the next trip might be to the Middle East.

None of our nine children and 16 grandchildren, between us, is in prison or on drugs or alcohol, as far as we know. This seems to be our extra curricular activity, now that we have reached maturity, watching the kids grow.

Had my Gall Bladder out, and my Shoulder Rotator Cuff scraped and rejoined. Not a real problem when given the Michael Jackson drug, Propocol, except for the rehab on the shoulder, which takes about a year. My Agent Orange cancer is in remission, however my Marine Helo squadron mates are falling like flies from the effects. Our Gov Present from the VN skirmish.

Plan to spend Xmas / New Years at the Condo on the beach in PNS.

Thanks for all your good work. *George*, EWR, LAX, SEA, SFO, LAX, ORD, EWR, ORD, LAX, SFO, HNL, SFO - The joy of being hired in 1968.

J R DICK BOSTON – Las Vegas, NV Check's in the mail. Always enjoy the read and "thanks" to those who make it possible.

Short update. Still "Dancing with the Bear" leukemia wise, but having a good year in a remission state following a bad one after chemotherapy....no complaints.

Flew passes to/from DCA (still can't call it Reagan Int'l) on a "past memory" jaunt with a former Marine pilot/friend. The WWII guys can be very proud of their long over due memorial. We visited friends and acquaintances at the Vietnam Memorial. Good to see that it still draws crowds, especially in May

when all the school troops come through on their trips. It was great to see the respect they pay, the letters and "things" they bring and leave at "the Wall." We caught the first "Evening Parade" of the season and were glad that nothing has changed with that "must see" event.

I then found an old UH-1E hanging in the new museum down at Quantico which I (copied the tail number of...checked the logbook back home) had flown seven missions in it back in 1967. Then I found out why it was hanging in the museum. A squadron mate had flown that aircraft on the mission he was awarded the MOH. They had tracked it down, found it and reconditioned it back to its 1967 colors and state.

The past year also found a brief mention in another squadron mate's book. ("Gunbird Driver", by Dave Ballentine). Lastly, for the Air Force types who know me...especially the ones in the Colorado area, my brother is still a "+" symbol on "the Wall"...still an MIA from 4-29-66. The Veterans of Fremont County have a wonderful Veteran's memorial east of town, Canon City, Co which is named in memory to my brother, Sidney. They have really expanded it and made it into something quite admirable for all veterans. The F-4 Phantom on the pedestal was also traced back to having been flown by one of our classmates.

Enough "just old military B.S." for those I'm boring. I wouldn't recommend war to anyone, but nothing compares to combat flying. For those who felt military training was a "free ride"...I beg to differ.

Sorry about the "short" part and the "one sided" approach to my "update". *Dick*

NEIL BRETTHAUER - Marco Island, Florida It's time again to prepare my humble contribution to my favorite publication, the "RUPANEWS."

It is so enjoyable each month to read the many interesting articles and the birthday letters. My thanks to all who make this great magazine appear on my computer each month.

It's been a relatively quiet year for Vicki and me. In May, we returned to Illinois for the summer and launched the boat. We've owned the same Tollycraft since we acquired it new in 1988. It's a great old boat, and we just keep updating some of its electronics, the interior décor, etc.

We spent some time in July in Anchorage visiting son Eric and his family, which now includes our first Granddaughter. Grace Helen was born on April 10th, and is a healthy and beautiful, (naturally!) little princess. Her brother, Connor, was two on April 1st, and he is much taken by his baby sister. Eric continues his duties as a training and check Captain on the 747-400 for UPS. He also gets to fly to some very exotic destinations around the globe.

In August we cruised Lake Michigan on a trip from our home port of Racine, Wisconsin to Petosky, Michigan, stopping to spend time at several ports along the way.

Son Steve remains in Indianapolis in his position as an IT guru. He was able to join us in Anchorage for part of our visit there.

Vicki and I plan on being back in Marco Island late in September, and hope that hurricane season will forget to send any surprises our way.

My best to all my fellow Ruparians. I'm sure you all share my sadness as I watch my once proud former employer spiral into what surely will be another bankruptcy. So sad!

Regards, **Neil** DTW-SFO-EWR-CLE-ORD 1967-2000

BOB BURNS—Fairfield, CT

Cleve, Bruce--just saw the Sept 8th cruise info in the Sept. *RUPANEWS*--just so happens that we took a similar cruise on Sept. 14th 2007--(see my annual letter in the Feb. 2008 *RUPANEWS* about our Rome to Rome cruise which has a few tips, and there are

some more tips in my annual letter in the *RUPANEWS* Feb. 2009 as well as about the Barcelona-Barcelona cruise we took in Oct. of 2008 to the Western Med.)-- Anyway, in September, Ephesus was extremely hot and so was the Acropolis in Athens. We were forced to wear sun hats--just thought I would pass this along.

Liked Kusadasi a lot--nice town right on the sea with a promenade etc.--didn't look like the Turkey (Istanbul) we remember from years back. Acropolis was packed even in September and so was Santorini where you take a tender in and if it is too rough a sea for the tenders they just pass on it. Regards, **Bob** JFKFO etc.

B. W. MIKE CARMICHAEL, San Mateo, CA

About a mile west of the Ben Franklin.

Retired 1977

We are genuinely blessed to have you *RUPANEWS* providers assemble & publish the news month after month as you have. Thanks for your excellence.

Hadn't seen Chappie Chapman for some time although I visited him at O'Connor hospital in SJC where he had taken up residence to repair a broken hip. He was 97 when he passed away. I could not believe his unusual memory. He recalled WW2 as if it was current. One story he told went like this. He was flying a stretch 8 MIA - SF0. On board was Tennessee Ernie Ford setting up front. Later he told Chap, "As we began to push back I looked out the window, couldn't see the wing or the engines, and thought to myself, it's not like Chap to

Frank and Ernest/Bob Thaves



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go off and forget these things.” Then he said, “I looked back down the isle to see many faces, and thought, if only I could have had an audience that size when I started out.” Etc. In appreciation,

Mike

TOM L. CONLEY - Huntley, IL

Greetings. Two things:

1) The most peaceful place on earth is the patio at the Restaurant of the Setting Sun on the island of Flores in the Azores. It's about 5 hours from Boston to Sao Miguel in the Azores, then a couple of stops in a 64 seat turbo prop and a couple hours later you're on Flores. Go in June. The flowers will all be in bloom.

If you stay in the hotel (the only one on the island) let me know if they fixed the bathroom faucets. They run constantly. When we checked out, I said, "If I owned this place I would fix the faucets." The reply was, "Water is free on Flores."

2) The P38 that was placed on a pedestal in front of the school that WW2 Ace, Richard Bong, attended in Poplar, Wisconsin (as a memorial after his death) was removed some years ago and restored by the Minnesota Air National Guard. The restored plane is on display at the WW2 Memorial Museum in Superior, Wisconsin, located at the intersection of Rt. 2 and Rt. 53. Stop if you're in the area. It's worth your time. *Tom & Barb Conley*

NEIL DAHLSTROM—Danville, CA

Hi Cleve, Bruce and all my fellow retirees. Many thanks for all you do. I sent a letter last year but it didn't appear, so I am trying again.

I had a major stroke in 2004 and a brain bleed in 2008 and had two extra holes in my head for drainage. But with a lot of loving care from Tammy, I believe I'm back to normal, unless my friends are just being polite. We walk and exercise every day and finally took up golf again after two years off. Of course the old handicap went up about 15 strokes from pre-stroke.

We drove up to Aberdeen, WA for my great-nephew, Aaron Fairbairn's, funeral. He and his best friend, Justin Casillas, from Sacramento area were the only two American soldiers killed in Afganistan on July 4th. I still have one more great-nephew over there, also 20 years old.

We flew back to Aberdeen later for my 55th high

school reunion. We flew SWA and the security line at SeaTac was awful. We seldom fly. Our Scottsdale, AZ. grandchildren are only an 11 hour drive and the rest of the kids are in the Sacramento area less than 2 hours away. We have 17 grandchildren so we are kept busy visiting and watching ball games.

Until next year, *Neil & Tammy*
ORD DEN, mostly SFO '64-'97

BRUCE & LAURIE GIBBS - Carlsbad, CA
THINGS CHANGE! 1965-2003 - Mostly LAX, and mostly no turns at the shoreline.

Parked the 400 from SYD on an inbound early November 2002 to go on vacation back to finish building our New Zealand home. Came back and re-signed 13 months early due to the genius of management taking UAL into chapter 11.

I recall explaining to my parents the astonishing income numbers our retirement was going to provide, as well as remembering a Captain I flew with in earlier years saying he was not counting on anything in retirement from UAL. Who knew! Also explained to Laurie that with the strong U.S. \$, our retirement dollars would go twice as far in New Zealand.

THINGS CHANGE! Reality set in, and six years later we were trying to make the decision to sell either our Carlsbad home or the New Zealand property. Laurie goes in for a routine mammogram as she does year due to her mother passing away from breast cancer, and the new digital mammogram shows what is diagnosed as a very aggressive, invasive, HER-2 NEU cancer. Fortunately it has been caught early, and a year and a half later after 4 surgeries, chemo, radiation and Herceptin she has an excellent chance of being clear. Comment from Laurie to the ladies, DO NOT PUT OFF THE MAMMOGRAM, IT MIGHT JUST SAVE YOUR LIFE! Laurie's Herceptin therapy, a targeted antibody, was not available in New Zealand at that time due to cost issues and rationed health care, a path we seem to be heading down now also, as in Canada, England, etc. This made our decision for us, and after 17 years of building and developing in New Zealand, we reluctantly sold everything there, and are, for now, full time in Carlsbad, CA.

We are grateful for the 40 years of building things that have given us an option other than income from 2 bankrupt agencies, the PBGC and Social Security!

I note in the recent letter from the PBGC, their deficit is now 33.5 billion dollars. Funny though, they DO NOT mention their change to a new, more aggressive investment strategy involving increased exposure to the stock market and mortgage backed securities and the losses they incurred with OUR retirement funds! Let's not even mention the Social Security issues!

It has been a few years since I have written, so, as many others have more eloquently said, we would like to express our very profound gratitude to those of you who make the *RUPANEWS* and RUPA possible. We appreciate and enjoy keeping up with the many great people we worked with during our 38 and 36 year careers. Laurie is active in Clipped Wings in San Diego, and I am glad to see more and more interaction between the 2 organizations. A check is in the mail for dues plus a bit.

Cheers to all, *Bruce & Laurie*
kiwigibbs@aol.com

HERB GIEFER – Evergreen, CO

Hello all you RUPArians! Got a new hip and had two other minor surgeries, but life is good.

Still skiing like a 30 year old, playing golf like a 66 year old and riding my Honda 750 on a mountain road is almost as good as flying.

Kids and grandkids are close by, so no need to travel much. Did visit Scotland last month and the Florida Keys last November.

Check's in the mail. Thanks to the RUPA staff.

Herb

JIM GOOD - Naples, Florida

Thanks to all the volunteers that keep RUPA going. I enjoy reading the updates of my colleagues from our mutual past lives.

As for me, I've gone from flying the largest twin-engine jet (B777) to the smallest, the Eclipse 500. Flying the plane as a single pilot keeps you on your toes, there is no co-pilot to let you know when you are screwing up. I also fly my Cirrus for personal trips. My goal is to make it to 50 years as an active pilot before I hang it up. So far the body parts are cooperating.

Family stuff and some volunteer work fill out the monthly schedule between trips. Always like to

hear from old friends (n46jg@aol.com) particularly if you are coming through Naples. *Jim*

DAVE HANST—Huntington Beach, CA

September is my birth month, this year I will be 91, 31 years since retirement. I am feeling fine, all the parts are working. Don't see many names I recognize in the *RUPANEWS*.

Marian and I have given up on non-rev travel on United. If we go anyplace it will probably be on American, as son Dave is a 777 Captain with American.

The United Airlines that I flew for is gone, thanks to Tilton, what was once the number one airline is now at the bottom. *Dave*

BUCK HILBERT—Union, IL

Twenty five years into retirement and still kicking. If I make seven more it will equal the time I spent at MDW-DCA-ORD.

Still playing with little airplanes. Clunkers with NO radio or electrics, Armstrong starters and just fast enough to kill mosquitoes on a warm summer afternoon.

Still active in EAA, participating in the Government Affairs doings, VIP Escorting at the annual Oshkosh Airventure, on several committees, and member of three almost local Chapters at Poplar Grove, Rockford and South Barrington, IL.

Also attend the local RUPA Luncheons. One of the "older" guys that I flew co-pilot for and the other youngster who flew with me on the DC-6's, B-727's, and DC-8.

I see Willie Y. Anderson on occasion, Don Toepen, and once in a while some of the wonderful people I worked with when UAL was a family type of airline.

I have one regret, the Swallow Biplane resides in the Museum of Flight at Boeing Field. It's in a very fitting place, since that's where it all began, but sometimes I regret that I ever gave it to the company, and I do wish they'd put my name on the display.

One other regret, I seldom recognize a name in the *RUPANEWS*, other than the Flown West page. Guess that's the reward for outliving many of your peers. Other than that, I really enjoy the News. Enclosed find my renewal dues. *Buck*

DAVID B. HOYT – Westport, CT

Greetings and many thanks for a great publication. Sorry for being late as I am fairly sure the September (my birth month) address did not have the "reminder" on the address. I shouldn't have to be reminded so a lame excuse.

Check is in snail mail for another year.

The yachting industry is in bad shape with the state of the economy taking owners' discretionary income from their moving their yachts to warmer climates for the winter. Nobody is buying or selling and those that normally head south for the winter seem to be winterizing them and staying at home port until next season.

I have finished up a 4 year "gig" captaining a 60 footer on a full-time basis after delivering her from FLL to SFO where the owner lives on the North end of SFO Bay in Tiburon. I cranked up my delivery business again in August with nothing doing so am now working in non-marine retail. Just finished my 3rd day and like it, much to my surprise. I truly think I will stay out of the yachting thing and stick with a steady paycheck and hours vs the uncertainty of yacht deliveries.

Almost two years after radiation seeding for prostate cancer and status is good.

Second son pinned Lieutenant Colonel on last Spring flying tankers after being taken out of ejection seat aircraft (F-15) due to a serious back operation caused by a lot of G-forces during his "15" days. The tanker has had him over to Iraq several times and Mom and Dad keep their fingers crossed. He has the "20 year thing" in and only he knows what he will do. Seems to have a handle on how to make the most of his career and retirement when he decides to.

My wife, Ellie, finally stopped working at a medical office and is getting used to the retirement life.

Funny in that she went out to work for a couple of days a week for a couple of years 34 years ago and is finally ending her couple of years stint.

Best regards to all...*Dave*

GEORGE KANE—Tequesta, FL

My thanks to all at *RUPANEWS* for keeping this great publication a going concern.

Had a nice trip to Europe and a cruise down the Danube back in May. Next week we pack up our NY

place and head for Florida for the winter.

Attended the NY Area RUPA Luncheon and it was a terrific affair thanks to Pete Sofman and Bob Beavis.

Good Health to all! *George*

DICK KAUFAMN—Oshkosh, WI

I could be early with the check for a change.

Thanks to all who make the *RUPANEWS* possible.

I read it religiously every month.

Things are quiet this time of year in Oshkosh as the golf season is winding down. Only a few more days of play left. Can't walk very far so thank God for golf carts.

I have spinal stenosis and haven't found a solution for it yet. I have had therapy, steroid shots, two operations, and acupuncture, but nothing has worked.

We don't travel much. We just got back from eastern Tennessee (had to use the timeshare). I buy a ticket on UAL for my annual trip to Las Vegas in March. Worked them for a hundred dollar voucher last year. Life is not too exciting which is how I like it.

Til next year. *Dick*

CHARLES KETTERING—Reno, NV

Dear Cleve and Bruce, Thanks for stepping up to keep *RUPANEWS* going. Also Leon. Your work is appreciated.

I'm still enjoying life in the Truckee Meadows, riding my 'cycle, flying a homebuilt or two and making turns on the slopes in wintertime. I see a lot of old UAL'ers here which is great company. Look us up if you're in the area.

Chuck SFO, ORD, SFO 57-95

JIM LILJE—Vashon Island, WA

It has been three years since I last set the parking brake. With the new age 65 rule I'm still one of the junior members of this organization and will be for a while yet. Just like I was hired in 1979 and spent the next five years at the bottom of that seniority list.

I'm doing a little part time flight instructing and enjoying it more than I thought I might. The company I work for has a contract with the FAA to give initial and recurrent training in light aircraft to General Aviation Air Safety Inspectors. After 40+ years in

aviation that puts me in the unusual position of giving check rides to the FAA. I guess what goes around.....*Jim*

RUDY LOFTIN – Seal Beach, CA

Hi to all the great guys who made my career at UAL so very enjoyable and interesting.

They say "If you love what you do for a paycheck, you never work a day in your life"!! I like to think I had a 32 year vacation.

My wife, Marjie, is still my stabilizer and wing leveler.

After 21 years since setting the parking brake in Maui, I'm finding out that time flies too.

We have enjoyed traveling (air and Motor Home), and of course grand and great-grand kids.

If any guys out there remember me, I'd love to hear from you. E-mail: rumarlo@verizon.net, or 800-597-8947. Happy landings to all. *Rudy*
SFO-LAX-EWR-LAX 11/56 10/88

CLYDE LUTHER—Burke, VA

Dear RUPAColleagues: Well, another year gone by. Hard to believe the 20 years since retirement has gone by so fast

2009 was quite a year at our house. My wife, Claudette, had two operations that set her back for awhile but she is doing well now. Tough time for awhile.

Golf officiating is about the same although my time as an official at the US Open, Senior Open and the Amateur has ended, just can't do that aggressive walking you have to do. Still doing the rest though as head Official for the NCAA, ACC, State of Virginia plus numerous other college events. Also took on some new events as the Senior Rules Official at S American Junior Golf Association Championships. They are a lot of fun. Claudette says that I am gone more now than when I was flying. She's not too far off.

I guess the big event for the year was an 80th birthday party put on by my family and instigated and ramroded by daughter Lisa (formerly of MCOCS and husband David Leighty of DCAFO and ORDFO. Had my kids and most of the grandchildren with us and many many local friends.

Had a great time. Missed brother Clark, whom you all know and my sister from Nebraska. They just couldn't make the trip.

Thanks to all of you who make the magazine available to all of us. *Clide*

ERIC MALM – Lake Tapps, WA

Another year, another check. Spent about 6 months at our casita in Scottsdale this year. The Harley went down and back again. John Rains showed up, as always, for the annual Barrett-Jackson car auction in January where he proceeded, as usual, to announce the year and make of all thousand or so cars in the tents. Once again, no one I know had any \$\$ to buy anything so we just drooled over the cars.

We had a fabulous summer on Lake Tapps with the warmest weather on record. John and I managed to pry kitchen passes out of our wives and took a short notice 1 week trip to Austria and Northern Italy.

We saw a break in the loads to Munich in early Sept. and flew from IAD and rented a car. We tried to stay off the main highways and drove 2 days through Austria sampling the food and beer. We then went over the famous *Stelvio Pass* (google it). According to the world-famous British television show "Top Gear," the *Stelvio Pass* is the greatest driving road in the world. Its sixty hairpin turns, 48 of them on the northern side numbered with stones, are a challenge to motorists. Even Stirling Moss went off the road here during a vintage car event in the 1990s, with an onboard video of his incident being shown on satellite TV. John did a great driving job and we weaved around the many bicycles and the motorcycles went flying by our little rental car. 9,000 feet at the top and a big party going on.

We then drove to the Italian city of Bardolino on the south east shore of Lake Garda and stayed 2 days at the fabulous new eco friendly Hotel Germano (www.parchotels.it). It is built into the side of a gentle slope and most of the rooms are in 1 story buildings with grass and shrubs on the roofs. From the back of the property you look at the lake over the buildings and hardly realize they are there. If you travel to this part of Italy or in Sicily, try one of the Parc Hotels.

With our KP's running out we then drove back to Munich and flew to ORD. Great trip. BTW, We were warned by the agent in Munich not to try this

without a backup ZED fare with you. There were several weeks this summer with no seats for any standby's and no one there can write ZED tickets. .
Ciao, *Eric*

PAUL A. MILLER—Mechanicsburg, PA
October will bring 30 years of retirement for me. Never have I written my annual letter this early. However, my name being on the "Flown West" list in April and bringing me numerous telephone calls and a nice sympathy card to my family makes this an appropriate time to tell everybody that I am still above the green.

It also gives me the opportunity to express my deep sympathy to the Paul T. Miller family.

The visits of my pilot friends were the highlights of my year. Also, a wonderful visit of Capital Airlines Association member, Peggy Frank, second secretary, was very special.

Thanks to all for putting the *RUPANEWS* together and for clarifying the obit of Paul Miller in the May issue. *Paul*

PETER MOYER—Chandler, AZ
Another year has passed, it seems like it was only a few weeks ago that I wrote my last letter to RUPA. I worked with the Vista Sheriff's Dept with the senior volunteer patrol, for the last couple of years, it was interesting work and I make a contribution to their community. I assisted in several DUI checkpoints with the regular sheriff department members and learned to appreciate them for their patience and tolerance when an automobile had to be towed to an impound lot. I heard a lot of Spanish expressions that I would never ask anyone to translate for me. I have made several trips on the friendly skies; it is no longer as reliable a form of transportation as what it once was. I find that the young pilots are doing a good job, and cannot help but feel some old pilots from the days of the friendly skies deserve a part of the credit. That and the fact that the electronics industry has made the job less complex than it was in the days when we flew an approach by listening to the "A" and "N" approaches. On a rare occasion a flight attendant will come up to me and say I remember you, and the first thought that comes to mind is I hope I was on my good behavior that day.

The PBGC has not been as generous to me as what the friendly skies had been, but if you would check my waist line, you would see that I am not suffering.

I have moved from Vista, California as I was never able to adjust to being a minority in that community. I now live in Chandler, AZ, a suburb of Phoenix.

I should have sampled the summer temperature before making the move here, but property taxes and income taxes are somewhat more tolerable here than in California.

I have compressed a whole year into a few lines, perhaps next year my report will be longer and more exiting. *Peter*

PAUL NIBUR – Clovis, CA

My main thought, month after month, as I read about people telling of their trips here and there, and where they are going next, is, "Geesh! Didn't you have enough of that while we were working?!" I'm so happy to be at home you can hardly drag me from here!

My most fun news is that I ran my first marathon last fall (1 year ago) one month before my 64th birthday, thanks to my good college buddy Jeff Galloway. Jeff is a guru in the running world, former Olympian, columnist in *Runner's World* and publisher of many books about running. I've been a "jogger" just about all my life, but was never able to run long distances. What Jeff preaches, and now I do too, is the run-walk-run method. He has coached literally thousands of runners who run a faster race with walk breaks than without. It is an especially great technique as we grow older. If you like to run, and want to continue despite growing older, check out his info at <http://www.jeffgalloway.com/>, especially the book "Running till you're 100."

I never planned on working after United, but the loss of the pension changed that. I discovered a passion for "clean energy" and helped some friends start up a solar company. California has lots of sunshine and very high electric rates, a great combination to make the case for installing solar. We installed my system first to get some experience, and went from there. We are now the 2nd largest solar installer in Central California (in terms of volume) after just a few years in business. I have also proven beyond a shadow of doubt what I knew all

along – I HATE sales. Oh well.

I've been very involved in working with my county government to get a source of water to a large group of homeowners whose wells are going dry. It's been a long (5 years so far) process and not without its share of difficulties, including the "opposition" who would rather pay \$200 per truckload of water to fill their holding tanks, or make 6 to 10 trips per week to the local fire hydrant to fill their own tank and trailer it back home to transfer into their storage tanks. Imagine what the threat of having no water in your faucets has done to our home values.

I'm also very involved with my local Rotary Club, a most worthwhile and rewarding experience, and I still have time for golf, and take trips every year with a gang of old friends to play in Utah (breathtakingly beautiful) and other places. The wives joined us this year to play several rounds in British Columbia. So life isn't all bad.

My kids both waited till their 30's to get married, so no grandkids yet but I understand they're really fun. My son recently left his research at Sandia National Labs to start his own high tech company in Bend, OR, but needs some start up cash if anyone wants to help. If you are trying to store hydrogen under high pressure, need to develop testing methods to be sure your pressure vessel doesn't fail and blow up the neighborhood, he's the guy to call.

My daughter is a physical therapist and is an avid runner. She excels in distances, like marathons, where her best time is about 2 hours 55 minutes. Her husband is even better, and recently qualified for the Kona Ironman, a terrific achievement. We actually had good luck with passes and spent a week in Kailua-Kona to enjoy all the festivities. These are without a doubt the finest athletes in the world. In case you aren't familiar with an Ironman Triathlon, it consists of a 2.4 mile swim, followed by a 112 mile bike race, followed by a marathon (26.2 mile run).

Conditions in Kona are brutal because of the high temperatures and humidity, and the wind on the bike course. The race begins at 7AM and the course is open until midnight. That's 17 hours to complete the race. The winner this year clocked in at 8 hours 20 minutes. There were 4 incredible men age 75-79 who completed the race!

I join all the rest of you in thanking the RUPA staff for their fine work. *Paul*

ED PROSE – Sarasota, FL

Thanks for keeping the *RUPANEWS* going. Renewal is in the mail. I read every issue through my computer scanner and voice recognition program due to macular degeneration – turning 93 this November.

Sadly August was the month that my wife, Josephine, passed away rather quickly at home at age 92 after 66 years of marriage. She was a real survivor. She began her United Air Lines career as a stewardess in April 1940 (six months before I did) out of Chicago but it was abruptly ended in April 1942 after a DC-3 crash into Flushing Bay, New York on landing during icing conditions. There were only two keys to the cabin door in possession of the Captain and the Stewardess. Once she recognized that they were headed into the water she quickly unlocked the cabin door just as the aircraft hit the water. Her head smashed into the cockpit door and she was in a coma for a month. A PanAm clipper patrol boat and crew were nearby and quickly evacuated the passengers since the door was unlocked. Everyone survived. Then the aircraft quickly sank. During her hospital stay Mr. "Pat" Patterson, the President of UAL then, personally came by to visit her. This is the kind of "family airline" it was in those days. Ironically, NC16064 was retrieved from the water and rebuilt for the Air Transport Command (ATC). I flew it several times. Subsequently, however, while in the ATC, it crashed at Patterson Field in Dayton, Ohio about 1943 and was completely destroyed. This aircraft had a history before World War II of a number of other accidents ranging from sliding into the Braniff Airlines hangar at Midway, a belly landing on a golf course and on another occasion destroying a parked Travelair weather aircraft and several cars in the Midway airport parking lot due to a brake failure after a proficiency check.

Josephine also was an early member of the UAL Clipped Wings Association. She'll be missed by all of us! But had quite a run over her 92 years!

In the July 2009 *RUPANEWS* a photo of Tom Mezger's N3N-3 appeared with some history of the aircraft. To add to the to N3N stories, I had bought one (BUNO 3046) from Bob Huer in 1969 and owned it with my daughter for ten years. In 1979

while stationed at NAS Pensacola she started the wheels turning for its donation to the Naval Aviation Museum in Pensacola, Florida, where it is now displayed in the Blue Angels Atrium. Photo attached. Quite a museum if you haven't been there yet.



I'm hanging in there...use a walker but do longer distances in my power chair (no speeding tickets yet!). Travel these days is to the doctor, dentist, grocery store – chauffeured by my two daughters. Did make it to the Sun-n-Fun EAA Fly-In at Lakeland, FL in April where we had a RUPA day at the OX-5 Club clubhouse. Hope to do it again in April 2010.

Best regards to all, *Ed* MDW, ORD

JON ROWBOTTOM—Salinas, CA

Today (October 14th) the DOW went past 10,000 in the correct direction and it causes me to look back a year to assess what has transpired.

Last October I was teaching UPS 747-400 pilots on a Boeing Contract. That contract came to an end a month later. Given the subsequent drop in retirement savings, I was fortunate to be given the opportunity to continue my work as a Boeing Contract Instructor. I completed the 777 Type Rating in January and then qualified as a 777 Ground School, Fixed Base and Simulator Instructor. The 787 procedures are very similar to the 777 and now Boeing is training all the 777 instructors to teach the 787 customer pilots. Last month I was the 20th pilot Type Rated on the 787 and will start my Instructor Qualification next week. After all the delays, the

787 will hopefully fly by year end and customer training should begin next summer. Once it begins, the training locations will be Seattle, Tokyo, Shanghai, Singapore and London. Most of the assignments will be for a month which will give Jane a chance to come visit. When I retired 3 years ago I never thought I would be away more than I was during my 28 years of flying the line. Never think never.

I saw today that the MEC elected Wendy Morse Chairman. Emails are flying around saying she was on the Negotiating Committee when they gave away our pensions. Now they are in negotiations again and Tilton must be licking his chops.

This past year we've enjoyed our luncheons with the Monterey RUPA group. If it weren't for Phyliss Cleveland, a bunch of old farts would have never gotten off their duffs to get the group together. Thank you, Phyliss, for your dedication. It took a cattle prod but we needed it.

Our son, Andy, was able to take advantage of the depressed housing market. His family found a home in Carpinteria, south of Santa Barbara, and was able to get their foot in the door on a short sale. I tried to advise him on how home purchases operate and quickly found out short sales are very different. In any case, they were able to complete the deal and Jane and I got to drive down for a long weekend to help them move in....a lot of heavy lifting!

Jane and I have signed up for the Med Cruise next year. We look forward to seeing old friends and meeting some new ones. My thanks to all the RUPA volunteers for keeping our organization together. My checks in the mail with something extra.

*Jon*Rowbottom0@aol.com

831-595-5275 cell 831-484-8007 home

WILLIAM T. SALISBURY – Bumpass, VA

Dear Cleve and Bruce, Almost late with the letter and dues.

I was elected as property owner's association president, much to my dismay. Held this position in the past for many years and thought I was through with it. It is not such a big deal as I know the ropes, so it is just one more thing on life's plate.

Gayle and I enjoy good health and next month will celebrate our 50th wedding anniversary. Imagine

that! Fifty years with the same girl! She takes good care of me and puts up with my little idiosyncrasies. Still enjoying the Cessna 195 and have flown it more this year than in recent past years. Am enjoying a new "glass" artificial horizon made by R.C. Allen. No moving parts in this one. At last, I am free of all the gyro troubles I have suffered in the past.

The old 1956 John Deere tractor has required some serious maintenance within the past two months and now have that back up and running so that I can do bush hogging at our daughter and son in law's farm. That is about the only hard work the tractor does and each session is followed by a thorough washing and drying before it is put to bed in the barn. After all, it is a restored tractor and deserves pampering! It will be in the Christmas Tractor Parade in early December in the little farm town of Keysville, VA. We are still living in the same home on Lake Anna, near Fredericksburg, VA. There is always a tour through the antique outboard motor museum and machine shop available, plus a cold beer and a boat ride! If you are in the area, give us a call and plan to stop by. **Bill** salisburyw@comcast.net JFK, ORD, IAD 747, DC-10, 737, 757, 767

ROBERT E. SCHERMAN-Litchfield Park, AZ
Dear Cleve and Bruce, It has been a long time since I submitted any info to Rupa. So, here goes.

I retired in 1996, so that makes, let's see, oh, about 13 years since I set the brakes on the 747-400. My flight manager, Gary Meermans, met me at the airplane. I thought to myself, "gee, do I get some ceremony?" After the last passenger deplaned, Gary marched up to me and demanded my ID card and cockpit key. That was the ceremony.

Retirement has been pretty non-eventful. I did finally get my BA, so I can say that I are a college grajuate, even though the degree is in elementary education. I actually taught a few classes, admittedly as a "guest teacher."

I developed Parkinson's. So far it is progressing slowly. My lovely wife of 47 years submitted herself to back surgery. Through incompetence and infections, the back surgery failed and she is now wheelchair bound.

Sorry to be such a wet blanket. We have had a lot of fun, also. I will convey to you some of the more

fun activities of my retirement.

We wish best of all to all my fellow pilots and survivors of UAL. Please drop in if you are anywhere around PHX.

PAT & PAUHI SHEEHY – Cupertino CA
Cleve & Bruce – Nine years yesterday since I set the parking brake for the last time. That afternoon I almost did myself in at the retirement party, but luckily my guardian angel put his hand between my head and the brick pool edge. I could feel the brick brush my remaining hair as I dove in backwards in full uniform.

Not many close calls since that time, but we are enjoying life with good health and a trip or two each year. The main even this year was Pauhi's 50th at Punahou – we love the Islands, the good friends and the Mana Kai Maui. Not many of the original UAL old-timers there now though.

We now have two grandsons in Manhattan and of course we have to visit a couple of times a year. That's a real challenge now on good old United – the 3-class 57's are always full since the schedule reduction. They were flying '67's. The other four grandchildren are local, so no worries there.

I enjoyed the annual SFO RUPA picnic this year and hope to make some of the local meetings. We look forward to reading about old friends in the "Letters" section. Keep 'em comin'.

Thanks to everyone involved for the work to keep things going at RUPA.

All the best, *Pat & Pauhi*

STAN SMILAN—Lake Worth, FL
Thanks much for finally including the prefix 'Captain' on the address label so that I can impress my female mail carrier. Come to think of it we were all mail carriers -- because all the route awards were originally designated as airmail routes. I can recall a couple of occasions at social gatherings when I told some new acquaintance, who asked, "What do you do for a living?"... "I'm a mail carrier." And, I noticed how they would quickly disappear looking for an intellectual prospect -- like an airline pilot -- to chat with.

Speaking of good company to chat with, the super-nice lady (Idabelle Seaman/CAP Airlines) who married me 52 years ago, and I traveled to Colorado

Springs for a four-day annual reunion of the USAF Helicopter Pilots Association, September 16 through the 20th. It was the first USAFHPA convention we ever attended. For the most part, just about all were career-type military who had spent 20+ years in the service; all of them seemed to be field-grade officers. During those four days I was surprised at how many had been in multiple assignments – at multiple locations -- such as the Mekong Delta (Agent Orange), the Persian Gulf War (Sarin Gas), The Pacific Proving Grounds and Nevada test-site's (Ionizing Radiation.)

One of the highlights of the reunion was having lunch at the Air Force Academy. The entire cadet corps of 4,200 young men and women (18% were women) marched across the campus, in parade formation, into an enormous dining hall -- with the full enlisted, marching-band playing in front of the building; all this, with snow-capped Pike's Peak in the background, set against a sparkling blue-sky with 60-mile visibilities.

I should mention that our group had been intercepted by a contingent of lower classmen who had been assigned the task of attaching themselves as hosts to a pair of guests, to offer commentary, and serve as guides for the luncheon. Two of us were seated with ten cadets -- ranging from plebes to senior-classmen. The conversation stopped abruptly when all stood at attention for an invocation and remarks from the Lieut. Gen. who was the Commandant of the Academy.

The Commandant announced that 108 members of the Air Force Helicopter Pilots Association were being hosted at this anniversary luncheon; and he asked all 108 members to raise their hands. There was a polite round of applause in recognition. What followed next left me with goose bumps and misty eyes -- even though I had been a short-timer, having only served four years on active duty, and didn't deserve any of the tribute that was going to be paid to these men.

The gist of the general's remarks was that these helicopter pilots brought a legacy and tradition that provided the examples for guiding the purpose and mission of the Academy; in essence he said: "... They risked their lives that others might live...."

The next night, at the reunion's banquet, with 272 people seated at tables filling the main floor of the Embassy Suites, the Academy's deputy comman-

dant was the keynote speaker; and, he said that the 4,200 cadets had given the 108 helicopter pilots a standing ovation that lasted between two and three minutes.

A couple of final items: The first-year cadets get nine hours of flight training in sailplanes or free-fall parachute jumping that includes time in a vertical wind tunnel. The flight instruction is given by second-year cadets. If a cadet doesn't solo in nine hours, or opts out of the parachuting program, he or she doesn't go on to a flying career path. Fifty percent wash-out of the flying programs in the first-year.

For the veterans exposed to Agent Orange, Sarin Gas, and Ionizing Radiation -- all known as carcinogens causing induced genetic-damage -- the Veterans Administration does not provide genetic counseling and genetic testing; that genomic medicine technology is available to the general public and members of Congress. A remarkable and ironic turn of events, considering that we have atomic artillery deployed all along the 38th parallel in Korea, and nuclear weaponry stationed around the world -- in addition to depleted uranium littering the landscape.

Stan DCA, BUF,PIT, EWR/LGA/JFK, SFO,MIA

PS: I hope you can print a picture sometime of the Kaman H-43 -- it had twin, contra rotating rotors that concentrated the down-wash, creating a clear path to a burning aircraft so that firefighters in asbestos suits could extract the pilots and crew. In Vietnam these guys were called the "Pedros."

DICK SMILEY—Key Biscayne, FL

Hi all, It has been several years since I have written and I have no excuse for that. We still spend the summers in New Hampshire and live on our boat at Key Biscayne, FL in the winter. This past summer in New England was not the best, as New Hampshire had the fourth wettest summer on record and it was also very cool.

For the past 11 summers I have driven a 28' Hacker-Craft all wood triple cockpit speedboat on tours around the south end of Lake Winnepesaukee. It's a fun job but this year the cold and wet weather really cut into the business. I love NH in the summer (well not this year) but couldn't live here year around.

Earlier this year, through the courtesy of a friend of mine who works for AirBus in MIA, I was able to fly the A320 simulator for four hours. Got to make 8 approach and landings and had a complete demonstration of the various "laws" the Bus uses. I found it very easy to fly under Normal Law since the computers seem to do most of the thinking for you. Although I am current in light aircraft I have not flown anything heavy since I retired and doubt I could have hopped into a 727 or 747 sim and done as well. Interesting machine but I am glad I spent most of my career flying Boeing's.

My wife and I both love to take cruises and this past spring we took a Holland America ship from Ft. Lauderdale to Copenhagen. Along the way the ship stopped in northern France and we were able to tour the D-Day beaches and visit the American cemetery at Colleville-sur-Mer overlooking Omaha Beach. A very moving experience, not to be missed if you get to that part of the world. If this letter is published in the November *RUPANEWS* we will be on another Holland America ship from Athens back to Ft. Lauderdale at that time. The price is so good that if we can keep our wine bill in check it is as cheap as staying home (however; we probable can't so it won't be). We have done quite a few cruises on HAL and highly recommend the line. In that vein, the worst cruise we have ever been on was a Costa Line trip last year. Absolutely terrible and you could not pay us to get on another Costa ship. Take care, *Dick* MDW-ORD-MIA,SFO (and for a short while DTW and JFK) 1954-1994

ROBERT SWANSTON—Wickenburg, AZ
It wasn't until my birthday when I realized how old I am at 72 that I remembered my dues. So they are late. Not much has changed except the birthdays. Still on the lake on Washington, WI fishing for salmon, bass and walleye. Spend the winters in Wickenburg, AZ where I fish crappies and embarrass myself at golf. I got an elk last winter and another tag for this fall. We drive back and forth across country twice a year and sometimes venture back to my homestead in Canada for fall bird hunting. It was thinking about the drive that I looked at my driver's license and saw it would expire before the annual trip west. Since my wife and I have birthdays three days apart, hers would expire too. So for the first time in five years, I headed to the

airport (by myself) to try my luck at pass travel. The last time I wandered around the country, we got to write our own tickets. Punching my file number into a computer and having three boarding passes pop out was a whole new world to me. Just a minor inconvenience when I had to take my shoes off at security and pull out the plastic bag of toiletries. Even ran into some of my old co-pilots who are now Captains. Kinda exciting to be back at the airport, but when I spent five hours in Denver trying to board for PHX, it all came back. Suddenly retirement looked pretty good again. No burning desire to get on another UAL flight for a long time.

My brother passed away last October. He was an ex-pat (RCAF pilot) living the good life in Bangkok. Hard to believe I am now the oldest of my family. At this age, we find ourselves going to more funerals than weddings. No health complaints except for not being 40 again. Seems like yesterday that I broke the sound barrier at the age of 22 in an F-86 and now when I get Island fever, I plod across the pond in a C-172 for breakfast at the casino and a few hands of blackjack.

My wife is still the President of the Humane Society of Wickenburg and I am the star volunteer. After much hard work, the doors opened to the new shelter in February. The work is heart wrenching and fulfilling at the same time.

Before our trip east, we adopted the oldest dog in the shelter, Rex, who is mixed black lab and Catahoula. Sort of a long legged Lucy who rounds the corner on two legs after the cat, couldn't figure out what to do in the lake, chases Canadian geese and sea gulls and stands in the water for hours watching minnows. It's great to see the transformation from utter despair in a kennel to pure ecstasy being alive and having his own family. Recommend anyone looking for a companion animal to visit the local shelter.

Anyone passing through Door County, or Wickenburg, stop by. *Sawnnie*

DON TAYLOR—Albuquerque, NM
This month marks 19 years of retirement. Enclosed the annual payment plus a little extra for the kitty. Always enjoy reading about my friends from the days in the cockpit at United. Good health has allowed the ability to continue to fly. Currently enjoy flying the Eclipse 500 aircraft for customers and friends made during my 8 years at Eclipse. Also our MU-2 rice rocket for personal

transportation. Skiing in Colorado is just over an hour by MU-2 from out home in New Mexico. Anybody disagree that we had the best years of United? Anyone want to go back and work for the current management?

Best wishes to all the good guys from the glory days. **Don** 1955-1990

DONALD TRUNICK—Escondido, CA

I have been retired 25 years and worked for 33½ years. We have been in a retirement campus at Escondido, CA for 3½ years. It is a continuing care facility. We have our own cottage with 1,300 sq ft.

Everything is taken care of for us. Our health is fairly good considering the usual problems of getting older.

When possible I attend the monthly group of retirees at San Marcos country club. We really appreciate all the work done by the RUPA staff. There are very few names that I recognize in the letters section.

Check is in the mail. **Don** MDW/LAX 1951-1984

WALLACE D TWEDEN – Portland, OR

Greetings to all who choose to read this. It is a long time coming, as I haven't written in several years. I am a January birthday and somehow the annual roster issue screws up my planning. Everyone needs an excuse, no matter how poor. As far as I know, there is no requirement to tie a report to *RUPANEWS* to the annual dues payment.

I exercised. I ate responsibly. Nonetheless, a few years ago, I had coronary bypass surgery, with, as they say in the medical field, an unremarkable recovery. Since I was doing Part 135 flying in the

corporate/charter world, I was highly motivated to re-acquire my first class medical certificate. That, as many of you probably know, is a 10-12 month process, as it was for me. I have continued to fly various models of the Hawker, with an occasional Boeing ferry, until recently. Unexpectedly, even though he had just taken delivery of a new Hawker 900XP, the aircraft owner I was working for decided to sell the aircraft and get out of the charter business. His timing was perfect, but not so for a pilot my age. Although there continue to be many jobs out there, some in far away places, my vintage seems to be in reduced demand. So I am somewhat in the market for the perfect Part 91 flying job, following any promising leads, but with no realistic prospects.

Fortunately, during a lull in the flying, I opted to cast my lot with Alteon/Boeing as a part time contract instructor on the B777, destined for the B787 Dreamliner. I am part of a large cadre of contract instructors waiting for the new airplane to get off the ground. I have been able to stay fairly busy with some special project work and a small amount of B777 training, including a six-week assignment in Doha, Qatar.

I actually credit bicycle riding with saving my life. During my cardiac episode it was discovered that I had a 100% blockage in what is commonly termed the main coronary artery, and a severe cardiac event would have been expected. However, the exercise of cycling had permitted my heart to develop complementary circulation, so I did not experience a heart attack. I continue to cycle, having done some of the classic Tour de France climbs in the French Alps the year after the surgery, a tour of the Julian Alps in Slovenia and the Dolomites in Italy, as well

Frank and Ernest/Bob Thaves



as domestic rides including a couple of double century day rides. I have just returned from some great riding in the Pyrenees of northern Spain. I have to say, after reading of the exploits of our own Lew Meyer in the bicycling arena, my riding is tepid in comparison.

My daughter's family lives in northern California, includes a daughter and a son. My son's family lives near Austin, Texas, and also has a daughter and a son. It is usually a challenge to travel space available to visit the grandkids. We did have an all-hands family vacation in Bend, Oregon, this past July. Great!

I enjoy reading the *News* each month and thank everyone who invests their time and energy in the interest of all of us. *Wally*

JOE UDOVCH---Laguna Hills, CA

Well it's birthday time again and I'm still surviving. Celebrating my birthday this year on a Friday the 13th, and since I was born on a Friday the 13th, I'm still waiting for the other shoe to drop. Seventy three years and I haven't had any real bad luck come my way. However, sometimes I feel like I'm really getting old; like when I fall asleep after dinner in front of the TV; or when the aches and pains just start acting up for, it seems, no good reason at all. Then, I'll force myself into some form of exercise: swimming, walking or biking, and with that, my body and mind become revived, and I feel like my "young self" again.

We're lucky as a group, we retirees, having worked at United when job satisfaction was pretty high. As a result we have a lot of good times to look back on and share with our compatriots at our periodic luncheons and other affairs. A good thing to do because it keeps our mental state both stimulated and healthy, avoiding the depression which plagues many of today's working pilots. We all hear the same bad news coming out of the airline industry, including the sad rumors about United. I feel blessed to have avoided a lot of that.

My third daughter, who lives with me because of her developmental disabilities, had a piece of good fortune when she attended the COMIC-CON in San Diego in June. She won one of the cars, a Nissan Cube, which was being used for promotional purposes, and we will be taking delivery shortly. Fortunately, Carynn has enough common sense to know

that she won't be doing the driving of the vehicle.

I can't sign off without the usual BIG Thank You to our two hard working RUPANEWS editors, and all the other RUPA officers who keep the organization functioning. Until next year, *Joe*

THOMAS UTSEY—Crystal River, FL

I keep checking the little box on the back page to see if my name is in it. Hasn't happened yet, thank God. Some mighty fine men have cashed in lately. I make the big 90 in October, still walking about a mile a day.

Attended a reunion in September of my old WWII Army Air Corps 12th Bomb Group 83rd Squadron. We flew B-25's from West Palm Beach to Egypt in late 1942-43 to help the British General Alexander keep German General Rommel from capturing the Suez Canal. My 12th Bomb Group harassed Rommel across North Africa to Tunisia, then to Sicily, Italy. The 12th moved to India. Our Squadron reunions started out with about 200 guys, we are now down to about 50.

I believe you have a policy of not discussing politics. Good policy. We sure don't want to open that can of worms. *Tom*

JOSEPH A WILDBERGER – San Francisco, CA
Hi Cleve and Bruce: Another year has slipped by - actually sped by would be more like it. It is true, the older you get the faster they go. Just now in my tenth year of retirement and I've almost finally stopped having the dreams about the crew desk calling. (*Bruce & I have both been gone for 17 years and we still have dreams of the crew desk and flying. Eds*)

A quiet year - not much travel except for a couple of trips to Maui and one or two to New York.

I always enjoy reading the *RUPANEWS* and do appreciate all the work that goes into getting it out every month. Thanks for all your efforts.

Check by mail to Leon. *Joe*

CHRIS WITTENFELD – Bonney Lake, WA
Hello RUPArians, The old saying time flies when you're having fun is a true test of retirement. It is amazing how fast another year has flown by. I am still in love with retirement! The freedom, retire-

ment offers, is wonderful!

My family is in good health and enjoying themselves. Unfortunately my wife's father, Tony, past away last year at the age of 92; he was a B-17 navigator and had been shot down 3 times in WWII and spent 14 months in a German prison camp. My youngest daughter, Toni, had her second child, a health baby boy, who will be two years old at the end of November. My wife loves to help out baby sitting once a week and I do enjoy being a grandparent for a day. After three years, my oldest daughter, Christy, has almost finished remodeling her West Seattle condo. Boy, has she learned a lot! So have I, as helper Dad!

After 5 years we still have not completed the development and sale of our Rhodes Lake property. We have had an added complication that the county is actually trying to take an acre of land without paying. That acre is right in the middle of 5 lots, very costly, so we have appealed that at the county level. To add insult to injury, land sales have collapsed along with the economy. To make matters worse the developer had money problems and we parted ways, so I had to take over the project. It definitely appears we will be living here for at least a few more years.

Life is still good, even with the property thorn issue in my side; I am still hiking, and snow skiing. After a decade of whitewater kayaking, I have laid my paddle down because of hip and back pain aggravated by my play boating and rolls. The new Northway Chair at Crystal Mountain has been great fun; it has changed the feel of the mountain and spread out the skiers. I am looking forward to another ski season of fresh powder.

Enjoy life one day at a time, good health, good fortune and happy retirement to all, Chris

IN MEMORIAM

HUGH I. MOORE

Hugh Moore was born on September 21, 1929 in Dallas, Texas. He was the second of three children, having two sisters. He died peacefully on August 17, 2009 in Louisville, CO.

Hugh graduated from Woodrow Wilson High School in Dallas, Texas and attended North Texas State University in Denton, Texas. He joined the Navy in 1951 and completed the Naval Pilot cadet

training just as the Korean War ended. Hugh joined United Airline in 1954, and retired in 1989 after 35 years with United.

Hugh married Nancy Boutwell in Dallas, Texas in 1952. He is survived by Nancy and a son and daughter. He always felt so blessed to have both of his children living close by.

Hugh and Nancy enjoyed spending winters at their home in Arizona and returning to Broomfield for the remainder of the year. By wintering in Arizona, Hugh could continue his passion of bicycle riding nearly year-round. They also enjoyed traveling to many places around the world together.

Hugh was a devoted, loving father and husband. His Christianity was an important part of his everyday life.

We miss him so, but know that he is in a better place.

TOM E. WILLMAN

Tom E. Willman of Sarasota, FL and Pentwater, MI died of a massive stroke on Tuesday, July 21, 2009.

He served in the Marine Corps as a jet fighter pilot from 1952-1956. Upon discharge, he signed on with Capitol Airlines and flew until he was grounded because of diabetes.

Never one to let anything hold him back, he continued his airline career as an administrative flight manager in Washington D. C., Newark and Chicago. He became manager of system crew scheduling at EXO. It didn't take him long to realize it wasn't for him and he took an early out when he turned 50. He went on to become a successful model and part-time actor. He retired as the chief aviation planner at CATS where he worked hard to keep the small airports in the wider Chicago area open and profitable.

Since retiring, he has divided his time between Sarasota and Pentwater. He loved woodworking, socializing, watching Turner Classic Movies, enjoying a glass of red wine and the companionship of his wife and family.

A memorial service was held in Pentwater on August 1st. The family plans another in Sarasota in early 2010.

Memorial contributions in memory of Tom may be made to the American Diabetes Assn., PO Box 11454, Alexandria, VA 22312.

Tom is survived by his wife, Jacqueline their two children and grandchildren.



COY N. WALDEN	Jul. 03, 2009
H. WAYNE JOLIN	Jul. 04, 2009
*ROBERT E. FALKE	Jul. 05, 2009
JACK G. MARLOWE	Jul. 07, 2009
MICHAEL G. PATERSON	Jul. 07, 2009
*TERRELL E. STEVENS	Jul. 22, 2009
*ANTHONY G. HILBERT, JR	Jul. 30, 2009
GLENN G. HEINZ	Aug. 05, 2009
GEORGE F. HASLETT	Aug. 10, 2009
JACK C. SCARLETT	Aug. 13, 2009
ROGER C. TAYLOR	Aug. 15, 2009
RICHARD F. ZIMMERMAN	Aug. 20, 2009
HARLEY F. MOON	Aug. 24, 2009
JEROME T. TAYLOR	Aug. 24, 2009
HUGH I. MOORE	Sep. 21, 2009
*RICHARD J. SALLEY	Oct. 02, 2009
THOMAS D. BOYLE	Oct. 08, 2009
THOMAS L. JUDGE, SR	Oct. 13, 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



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

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

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Horny Toad* - 623-566-8188
Tucson (January 26th)—*Tucson Country Club* Randy Ryan 520-797-3912

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

Cleveland 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