
rupanews



Journal of the Retired United Pilots Association



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DO NOT forget to fill out the Post Office mail forwarding postcard!!

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

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PRESIDENT'S LETTER

The events of the past few weeks have centered around the devastation caused by the earthquake in Haiti. It is tragic that this occurred in a country whose populace had very little to begin with and now have nothing except their resilience and faith. It is true that this tragedy has brought out the best and the worst in people, but I prefer to dwell on the best. The outpouring of world assistance is inspirational. This outpouring of aid also occurred following the tragedies of 9/11, Katrina, and the Indonesian tsunami. It is inspirational to know that the world is basically a caring and generous world. An example of this generosity occurred right here in my little town of Gorham, ME. A resident of Gorham, Capt. Greg Brooks, who owns a 220 foot treasure hunting ship, sailed up from its mooring in Boston to Portland Harbour where the ship was loaded with donations of everything from A to Z by both the Business community and the generous people of Maine. He will stop in Miami on the way to Haiti and fill his tanks with thousands of gallons of fuel which is desperately needed. Hopefully by the time you read this, the ship will be in Haiti with over a million pounds of donated goods.

I have seen this generosity and caring in the members of the aviation community in general and the UAL family in particular. When Capt. Al Haynes's daughter needed a very expensive life-saving operation, the aviation community along with the survivors of the Sioux City crash, donated enough money for her to have the operation. I currently see this generosity today. The donations to the Pilot Relief fund have increased. The donations to the *Historical Foundation Scholarship Fund* have gotten off to a good start. A presentation to the Illinois RUPA luncheon resulted in some retirees stepping forward with checks in hand after the meeting was over. I know that we have all suffered economic setbacks and the economy is still struggling, but I hope you will continue keeping these worthy causes in mind.

On a more personal note, my wife and I are headed for Texas where we plan to spoil our only granddaughter for a month and a half. My next letter will be written from the deck of my son's boat while cruising the beautiful Lake Conroe and watching my granddaughter being gently rocked to sleep by the waves. If UAL hadn't flown into bankruptcy, the boat would be mine and not my son's. C'est la vie. My wife doesn't think that Aloha is the proper sign off for a guy from Maine so until I can come up with a better one I remain, *Ron*

“THANKS FOR THE “EXTRA”

A sincere “*Thank You*” to all who have sent a "little, or a lot" extra. We certainly appreciate what you have given. If I missed a name, it was not on purpose. *Leon*

Charles Adams, Daniel Bargar, Richard Bellack, Allan Bengtson, Marty C Berg, Robert Berkey, Robert Burns, James Carter, Edward Chapman, Barry Dixon, Doug Christensen, Joe Coenberg, James Correll, Denis Darida, Tom Delashmutt, Robert Dobbins, Peter Dulkan, Robert Ebenhahn, William R Ferguson, Mel Finzer, Ross Frazier, Edward Garrity, John Gleason, Richard Grant, William Greene, Roxanne Grona, Glenn Hall, John Helton, Wayne Henderson, David Henry, Billy Hopkins, Willaim Horn, Paul Jeffery, Donald Jones, William Jones, Thomas Jones, Dennis Keast, Jack Kintz, Jordan Kraly, Thomas Kriby, Charles Lapple, Tad Lathrop, Bruce Lecher Wood Lockhart,, Barbara Mankus, Thomas Mc Fadden, Dan Mc Kee, Tom McQueen, James Mc Williams, R E Meloche, Frank Mihalic, Philip Milelr, John Millard, Mitch Mitchell, Raymond Moffett, Mrs Willie Moll, William Morrison, George Nolly, Court Norris, Joseph Patalive, William Phillips, Daniel Porter, Carlos Quintana, Max Rasmussen, Richard Rogers, Carolyn Sarnie, Frank Schlarmann, Charles Segars, Henry Sheldon, Donald Sinel, Freddie Smith, Wm. D C ‘Bill’ Smith, James Sorensen, James Trierweiler, James Trosky, Robert Vanderbilt, Benno Vyfvinkel, Paul Wallace, Gerald Wilcox, Donald Wright, and Andy Yates.

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.

COVER STORY: BOEING 787 DREAMLINER

Boeing 787 Dreamliner Will Provide New Solutions for Airlines, Passengers

Responding to the overwhelming preference of airlines around the world, Boeing Commercial Airplanes' new airplane is the Boeing 787 Dreamliner, a super-efficient airplane. An international team of top aerospace companies is developing the airplane, led by Boeing at its Everett facility near Seattle, Wash.



Unparalleled Performance

The 787-8 Dreamliner will carry 210 - 250 passengers on routes of 7,650 to 8,200 nautical miles (14,200 to 15,200 kilometers), while the 787-9 Dreamliner will carry 250 - 290 passengers on routes of 8,000 to 8,500 nautical miles (14,800 to 15,750 kilometers). A third 787 family member, the 787-3 Dreamliner, will accommodate 290 - 330 passengers and be optimized for routes of 2,500 to 3,050 nautical miles (4,600 to 5,650 kilometers).

In addition to bringing big-jet ranges to mid-size airplanes, the 787 will provide airlines with unmatched fuel efficiency, resulting in exceptional environmental performance. The airplane will use 20 percent less fuel for comparable missions than today's similarly sized airplane. It will also travel at speeds similar to today's fastest wide bodies, Mach 0.85. Airlines will enjoy more cargo revenue capacity.

Passengers will also see improvements with the new airplane, from an interior environment with higher humidity to increased comfort and convenience.

Advanced Technology

The key to this exceptional performance is a suite of new technologies being developed by Boeing and its international technology development team.

Boeing has announced that as much as 50 percent of the primary structure - including the fuselage and wing - on the 787 will be made of composite materials.

An open architecture will be at the heart of the 787's systems, which will be more simplified than today's airplanes and offer increased functionality. For example, the team is looking at incorporating health-monitoring systems that will allow the airplane to self-monitor and report maintenance requirements to ground-based computer systems.

Boeing has selected General Electric and Rolls-Royce to develop engines for the new airplane. It is expected that advances in engine technology will contribute as much as 8 percent of the increased efficiency of the new airplane, representing a nearly two-generation jump in technology for the middle of the market. Another improvement in efficiency will come in the way the airplane is designed and built. New technologies and processes are in development to help Boeing and its supplier partners achieve unprecedented levels of performance at every phase of the program. For example, by manufacturing a one-piece fuselage section, we are eliminating 1,500 aluminum sheets and 40,000 - 50,000 fasteners.

Continuing Progress

The Boeing board of directors granted authority to offer the airplane for sale in late 2003. Program launch occurred in April 2004 with a record order from All-Nippon Airways. Since that time, 56 customers from six continents of the world have placed orders for 851 airplanes valued at \$148 billion, making this the most successful launch of a new commercial airplane in Boeing's history. The 787 program opened its final assembly plant in Everett in May 2007. First flight of the 787 Dreamliner occurred in December 15, 2009. The program has signed on 43 of the world's most capable top-tier supplier partners and together finalized the airplane's configuration in September 2005. Boeing has been working with its top tier suppliers since the early detailed design phase of the program and all are connected virtually at 135 sites around the world. Eleven partners from around the world completed facility construction for a total of 3 million additional square feet to create their major structures and bring the next new airplane to market.

PBGC final determinations

An opinion by Doug Wilsman written on 2-11-2010 [MDW/ORD/LAX; 52/85]

Introduction: In January, 2006, PBGC notified about 3,500 retired pilots and widows, who were receiving benefits before the plan terminated*on 12-30-2004, that their ongoing monthly gross qualified pension benefits would be reduced. They were told the reduced amount would continue until they got a Final Determination Letter (FDL), maybe three or four years later. I will discuss generally how the PBGC probably arrived at the initial reduced amounts and what factors might cause the amounts to change with the Final Determination Letters for participants receiving benefit as of the Date of Plan Termination (DOPT) or before*

Original Reductions: PBGC uses two methods to peg a participant's post termination benefit ---PC3 and PC4. PBGC pays the greater of the two. PC3 benefits vary according to the funding ratio of PC3 class which initially contains all the retirees and widows receiving benefits on the DOPT plus all active pilots who were age 53 or older on the DOPT---a grand total of about 7,500 individuals. The initial PC3 population is reduced by the removal of any individual whose PC4 entitlement is greater than his PC3 entitlement.

The next step is to list the liability of the potential benefit stream of each individual in the remaining PC3 population where the total present value as of the DOPT for these remaining PC3 participants' liabilities was pegged at about \$3.559B. The UAL cash in the plan as of the DOPT was credited at \$2.858B so the PBGC established the PC3 funding percentage on the DOPT at 80.3%. (2.858 divided by 3.559 = 0.803) *Note that the initial PC3 benefit amounts are valued according to the amount of UAL cash the plan was credited with on the DOPT. PC4 benefits are not impacted by the amount of UAL money credited on the DOPT.*

PC4 entitlement calculations begin with the dollar value that matches the participants' age as of the DOPT that appears on a PBGC chart. The monthly benefit from the chart is reduced for: (1) annuity options other than single life annuity and for: (2) a penalty for a Partial Lump Sum Amount (PLSA), if applicable. **Hypothetical example:**

Amount for age 60 at DOPT from chart: \$2,404; factor for a 50% contingent annuitant: 0.889; penalty for PLSA: \$1500.

So $(2204 \times 0.889) - 1500 =$ a monthly PC4 benefit of \$637.

Possible changed benefits @ Final Determination. The PC4 benefit calculations are pretty much straight forward so they should not be subject to much change. There is no reason, however, to take 4 years to audit the PC3 liabilities of the plan unless there is a huge difficulty in pegging the individual's PC3 liability, which might portend some individual PC3 benefits being changed in the cleanup. And finally, the cash "recovered" by PBGC that was assigned to some of the Pilots' Plan PC3 population from the \$1.5B in UAL financial instruments called out in the Settlement Agreement will be added to those individuals' share of the PC3 benefits calculated deriving from the \$2.858B UAL money credited at plan termination.

Once the final PC3 and PC4 entitlements are calculated, then PBGC will calculate the actual monthly benefit amounts for individuals by factoring in the initial over payments that were made after the DOPT. Generally, most individuals who were ultimately reduced were overpaid for at least 14 months at the UAL rate before the first reduced checks were issued on 3/1/06. The final determination for PC3 or PC4 amounts will be reduced by 10% each month until the overpayment is recouped by PBGC, whereupon the final determination amounts will begin. DW

- *I have not followed how PBGC has treated retiring pilots who were still employed by UAL after the PBGC became trustee of the pilots' plan, so this opinion applies only to those receiving benefits on the DOPT.*



MARCH CRUISE NEWS

We now have 58 cabins booked for the RUPA Cruise, 16 for the first ten days, 9 for the second ten days, and 36 for the full twenty days. Space is limited in certain categories at the RUPA group price. We now have hotel space blocked in Rome if you would like to arrive early and see the sights in Rome. If you wish to join us, you should contact Jerry soon.

As previously mentioned in the *RUPANEWS*, I will continue to highlight two or three port cities along the route of our cruise in each issue. Picking up where I left off in the last issue, **Livorno** Italy would be the next port of call. Livorno is on the western edge of Tuscany and is the Tuscan gateway to the Mediterranean Sea. Livorno was planned as an ideal town in the 16th century, and reveals its history through its districts characterized by the canals, which are still navigable. From Livorno, one can proceed to the heartland of Tuscany and the cities of Florence, Siena, and Pisa among others. **Florence** is one of the most famous cities in Italy. As the birthplace of the Renaissance, it preserves some of the greatest works of art and the most beautiful buildings in the world. From the fifteenth century onwards it became a center of learning in the arts and sciences unparalleled since the classical times. It is the regional capital of Tuscany, with nearly all its beautiful buildings concentrated within a relatively small area. The museums contain the masterpieces of Florentine art with works by Boticelli, da Vinci and Michelangelo. Tuscany is the heart of Italy and **Siena** is the heart of Tuscany. Few areas in the world can boast the variety of landscape and economy distinguishing the territory of Siena, where every town, village or hamlet contains art treasures and historical evidence of priceless value. It begins in the north with the incomparable scenic beauty of the Chianti lands, with their patchwork of vines and olive trees standing out in orderly rows against the hills tamed by the farmers' skill. Siena is one of the more fascinating towns in Tuscany and has preserved its medieval character to a remarkable degree with beautiful Gothic buildings surrounding the Campo which is one of the most remarkable squares in Italy. The town is built on a ridge and some of the streets are steep; take care when walking the cobbled streets. **Pisa** plays a main role from an artistic point of view. Here the renewal in architecture, sculpture and painting anticipated the Florentine movement of the renaissance. We are all familiar with the Leaning Tower of Pisa but castles, churches, and monasteries are all scattered on the top of the hills and along the rivers and ancient streets. I haven't mentioned the cuisine of Italy. Tuscany is the heart and soul of the taste of Italy and at this moment my wife is cooking, and the aroma of Tuscany is wafting over me, delicious.

Monaco is a city state in which **Monte Carlo** is one of the administrative areas of the Principality. Monte Carlo is a mythic place which lies in the French Riviera between the Mediterranean Sea and the French Alps; it is surrounded by France and close to Italy. It is widely known for its casino, and the Monte Carlo Grand prix. The permanent population is only about 3,000. All along the Cote d'Azur you will find magnificent yacht harbors filled with gorgeous yachts, and indeed, all around the Mediterranean. We will have ample opportunity to see how the beautiful people live.

Feel free to pass this information on to your family and friends as they are all welcome to join us. If you have questions give me a call or contact me by email

Tour information above taken from several Google sites.

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

Some hints about the cruise from Bob Burns (See Bob's 2008 letter in the Letter section)

Cleve, Bruce--just saw the cruise info in the *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 about the Barcelona-Barcelona cruise we took in Oct. of 2008 to the Western Med.)-- Anyway, in Sept. 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. Acropolis was packed even in Sept. 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.

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

THE DIRECTORY

The deadline for information changes to the 2010 Directory was 11/30/2009. You were reminded of that in the September, October and November 2009 issues of *RUPANEWS*. If your dues were current on that date, you were listed in the Directory. If your dues were not current, you were not listed.

At last count, we had 574 records with 2 addresses. You were offered the option of either address in the directory in those reminders. If it was NOT the current mailing address, you were asked to confirm which one you wanted. Only 14 made the request. Those 14 are "happy" we got it right for them! Now, some of the other 560 are saying I put the wrong address in the directory. Oops! Sorry about that, but there's no way of knowing which you wanted when you didn't tell us, so I had to go with what I had!

The picture on the right shows the address block on the RUPA database editing page.

Please note that the left column is labeled "Mailing Address", and the right is labeled "Other Address."

The Sec/T clicks on



	<i>Mailing Address</i>	<i>Other Address</i>
Street:	<input type="text"/>	<input type="text"/>
City:	<input type="text"/>	<input type="text"/>
ST:	<input type="text"/>	<input type="text"/>
ZIP:	<input type="text"/>	<input type="text"/>
Phone:	<input type="text"/>	<input type="text"/>
E-Mail:	<input type="text"/>	<input type="text"/>

the button on the edit page to swap addresses when you tell him you have "moved". That's how I changed the 14, one at a time, and would have changed all 574, if you had asked!

Finally, we are now starting a "list" for address choice for the 2011 directory. Let us know if what was in the 2010 issue does not fit your wishes. Additionally, there are a number of those 574 listed with two addresses who are only using one, having disposed of one property, and/or one of the addresses is incorrect. Please let Leon (Sec/T) know, NOW!! by *Bruce McLeod*

Airline pilots "annoying" passengers? TSA is working on it....



Air travelers may soon be spared the annoyance of airline pilots cutting in front of them at security checkpoints. The Transportation Security Administration today begins testing a new program that lets pilots go to a separate checkpoint where a screener checks ID cards but does no physical search. "It will definitely be a benefit to passengers not having to see someone cut in line," said Capt. John Prater, president of the Air Line Pilots Association.

The TSA is starting 60-day tests of the pilots-only checkpoints at Baltimore/Washington International Thurgood Marshall Airport, Pittsburgh International Airport and Columbia Metropolitan Airport in South Carolina. The program could expand to other airports if the test shows that pilots can get through checkpoints quickly, TSA assistant administrator John Sammon said.

THE DENVER MAINLINER CLUB IS NOW ON LINE

Please come visit them on their new website at:

www.DenverMainliner.com

There you will find many great items including luggage, toys, and clothing.

For pilots about to go to the training center they offer a great selection of training materials that will assist you in getting better prepared before you even arrive in Denver.

Idle thoughts of a retiree's wandering mind...

....All I ask is a chance to prove that money can't make me happy.

DANA POINT RUPA LUNCHEON

Well the Guys had a beautiful day for Lunch under the blue umbrellas. Summer has come to southern California... at least for a while. Everyone seemed to be in great spirits. The harbor was quite active in and off the water. From our vantage point on the raised deck (our favorite tables) at the Wind and Sea we were able to watch a couple guys on stand up paddle surf boards chasing several dolphins around the inner harbor.

On the harbor wall walk people were in shorts and Hawaiian shirts or halters. Not a cloud in the sky. The waiters quickly got our orders for lunch and the conversations quickly were started.

On deck were: Bruce Dunkle, Bob Fuhrmann, John Grant, Jim Grosswiler, Rudy Haluza, Jack Healy, Rick Hoefer, John & Cherly Arp, Ed Judd, Bob McGowan, Al Pregler, Bill Rollins, Glenn Schwarz, Ted Simmons, Joe Udovch, and George Webster.

Bob McGowan had brought a special card (all present signed) for Don Morgan. Don is in the hospital for a lung problem. All the best wishes Don.

Missing were some of our Top jesters ...joke tellers. We were able to have a great time anyway.

Rusty Aimer, who was not present (he has a job) sent me a E-Mail that was on *FAA Whistle Blowers* about a January 2000 Alaska Airways MD-83 Crash off Southern California.

Some of us attended the memorial in Riverside, CA in memory of the Alaska Airlines crew.

<http://www.legalshowtime.com/video/100/Air-Crash-Alaska-Airlines-The-FAA-Whistleblower>. A very interesting site. All for now, *Ted*

HAWAIIAN ONO NENE'S RUPA LUNCHEON

The 2010 kickoff lunch meeting of Ono Nene took place on Thursday, January 28, 2010 at the Mid Pacific Country Club in Lanikai, Oahu, Hawaii. Being the end of January we were subjected to terrible winter weather Hawaiian style. Overcast skies, occasional pineapple juice, and a brisk 75 degree temperature. Good fellowship and camaraderie prevailed.

We were joined by guests, RUPA Secretary/Treasurer Leon Scarbrough and his wife Vicky, E. K. Whiting, NWA Retired and Ron & Candy Blash.

In the picture front row from left to right: Buddy & Alice DeCosterd, (Guest) Candy Blash, Diane Becker, Leon & Vicky Scarbrough, Yasuko & Yuz Morita.

Back Row L to R: Scotty Scott, (Guest) Ron Blash, Larry Becker, Don Clements. Photo by E. K. Whiting Aloha, *Larry Becker*



You must Replace Your Paper Airmen Certificate

If your FAA pilot certificate is printed on paper, it's going to expire on March 31, unless you replace it with a new plastic certificate. To get the new counterfeit-resistant certificates, you have to fill out a form and mail it to the FAA in Oklahoma City along with \$2 for each certificate you want to replace, **or you can do it online**. http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/

Either way, the new certificate won't list your original date of issue, so you might want to keep that old dog-eared piece of paper to prove your longevity. If you apply by mail, it's going to take four to six weeks, and up to 10 days for online processing, so don't put it off till the last minute or you could find yourself grounded.

Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced.

There are two ways to replace an airmen certificate.

You can request a replacement certificate online **This method requires that you register with Online Services.**

Or you can mail:

an Application for Replacement of Lost, Destroyed, or Paper Airman Certificate (PDF) form

Or a signed, written request stating your:

Name

Date and place of birth

Social security number and/or certificate number

The reason you need a replacement (*Replace paper certificate*)

(I did the written request included a copy of my paper certificate and it worked just fine. Ed)

You must include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.

You can mail your request to:

Federal Aviation Administration

Airmen Certification Branch, AFS-760

P.O. Box 25082

Oklahoma City, OK 73125-0082

Important Information

Allow 4 to 6 weeks for mail processing and 7 to 10 days for online processing

We can only issue one copy of each certificate

We can't place the original date of issue on a replacement certificate

We can't issue expired certificates. However, you can request an expired CFI letter at no charge.

If your current address is listed as a Post Office Box (P.O. Box), General Delivery, Rural Route, or Star Route, please provide directions or a map for locating your residence.

SAN DEIGO COUNTY RUPA LUNCHEON

The monthly meeting of the San Diego RUPA guys met at the San Marcos Country Club on February 9. This time there were only three of us. Bill Pauling, Paul Whitby, and myself. Bob Bowman was in HNL, and perhaps the rain scared some people away.

However, the conversation topics were varied, and it was an enjoyable lunch. We don't always talk about the airlines, airplanes, or politics, not even sex, drugs or Rock and Roll. In keeping with our age, we don't always remember what we talked about, but it was good, whatever it was. I do remember two of the old EWR gang, Frank Grona and Pete DeCamp, both great guys who, sadly were in the obit page.

Fraternally yours, *Bob Harrell*

The RUPA Washington Area Eddie O'Donnell Luncheon

Our January 20, 2010 luncheon was limited to retirees only. The meeting was held at the Westwood Country Club located in Vienna Virginia. We had a nice stand-around get together before the start of the "official" luncheon.

Lunch consisted of a mixed salad followed by a good sized portion of lasagna. A tasty dessert concluded the meal.

After dining, we were pleased to have as a guest speaker Mr. Garland "Cas" Castleberry, a winner of aviation's 2006 Glen A. Gilbert Memorial Award. This award is dedicated to the memory of one of the "Fathers of Air Traffic Control". During Mr. Castleberry's career he served in various important positions involving the development and refinement of our modern Air Traffic Control system. He described some of the solutions to various ATC problems of the past..

The attendees were: Bob Aldridge, Bruce Anker, Bill Atkins, Jon Beckett, Garland "Cas" Castleberry (speaker), Hal Cockerill, Gary Cook, Gil Coshland, Gene Couvillion, Paul Gilson, Jerry Goebel, Bill Golemon, Larry Grube, Bob Huguley, Earl Jackson, Tony Keffer, John King, Clyde Luther, Dave Malone, Frank McKenzie, Lew Meyer, Ed Miller, Pierre Ney, Bill Nolan, Herb Petitt, AB Rainbow, Bud Ruddy, Bill Salisbury, Bernie Schwartzman, Sim Stidham, Skip Strickler and E.K. Williams.

A special thanks to: Gary Cook, Earl Jackson, and Hal Cockerill for handling the check-in.

Our next scheduled luncheon will be April 25, 2010 and it will be co-ed. *Jon P. Beckett*

SOUTHWEST FLORIDA RUPA LUNCHEION

Cool temperatures remained in SW Florida as we experience one of our cooler winters here in paradise. However we still do not have to shovel any crystallized liquid. Twenty-three members and guests turned out for the luncheon.

Our guest speaker was Mr. Kenneth Wilkinson the Lee county property appraiser. He related the nuances of the appraisal process and the relationship with the tax assessor. Lee County is Florida's third largest county, with 811 Sq. Miles and 590 miles of coastline. In addition there are 531,688 real property parcels. Mr. Wilkinson was instrumental in implementing the SOH (Save Our Homes) legislation which caps the increase of property values to 3% a year for residents. He also has been able to expand this "Cap" with a new portability provision which allows residents to take their Cap with them when they move. However with the present economic conditions these provisions are not without controversy.

For several meetings now we have enjoyed the fine service of Tara and Josh who have been very accommodating to our group and do a great job of making us feel welcome. . It is nice to have everything set up for our luncheon with familiar and friendly service. Here is a picture of Tara and Josh along with some pictures of the group.

Attending: Wallis Alves, Jim Boyer, Neil Bretthauer, Gene Chapman, Norb Cudnowski, Rip Curtiss, Harvey Hallberg, Brian Leiding, Wes Leighton, Faith Osborne, (Happy Birthday Faith), Ed Prose, Dot Prose, King & Medelon Purton, Don Sullivan, Jim Sutton, Mamie Thompson, Ellis VanAlstine, Jim McCusker, Jim Downing, Guest speaker Kenneth Wilkinson and your hosts Gary & Janice Crittenden



ACROSS THE PACIFIC WITH LINDBERGH'S AIRCRAFT

By UAL Captain Tom Grey



For EXPO '70 in Osaka, Japan, a group of American corporations sponsored a pavilion in which Charles Lindbergh's red-winged "Sirius" was displayed. My crew from the 459th Military Airlift Wing (Reserve) at Andrews AFB, Maryland were given the task of transporting this aircraft to Osaka in a C-124 Globemaster.

The Lockheed Sirius was a single-engine floatplane that Lindbergh and his wife Anne Morrow flew in 1931 from Long Island, New York to Nanking, China. Their flight took 48 days and they stopped in various places en route, including the State of Maine, Hudson Bay, Canada, Point Barrow and Nome, Alaska, the coastal islands of Siberia, and Osaka. They pioneered what became known as the Arctic "Great Circle Route." Anne Morrow-Lindbergh, who served as radio operator and navigator, recounted their adventures during this flight in her book *North to the Orient*.

Powered by a 600 horsepower Pratt and Whitney Cyclone engine and built to Lindbergh's specifications, the Sirius was one of a kind. Prior to EXPO '70 it was, and is today, on display at the National Air and Space Museum in Washington, D.C.

At the time of the EXPO, the Globemaster was the only air transport capable of carrying the Sirius without extensive dismantling. Nevertheless, with pontoons, wing, propeller, and vertical and horizontal tail assemblies removed, our crew needed one and a half days to load it to



our satisfaction. The wing assembly, palletized on its leading edge, gave us our biggest problem. We had to construct a special ramp to ease it through the cargo doors of the C-124.

Our flight in February from Andrews to Osaka, via Hawaii and Wake Island, took six days. It was uneventful except for an engine change on Wake. Charles Lindbergh was scheduled to meet us in Osaka, but he was delayed in Honolulu. Consequently, we missed the opportunity of meeting him. In Osaka, however, we did meet an elderly Japanese man who had met Lindbergh in that city in 1931. Indeed, Lindbergh had taken him for a ride in the Sirius. When he saw the Sirius again he broke into tears.

We had arrived in Osaka three weeks before EXPO opened. One of its directors gave us a private tour. We were the only spectators. It was wonderful. After EXPO closed its doors in September, my crew and I returned to Osaka and brought the Sirius back to Washington. This was a mission that I will never forget.

LOS ANGELES SOUTH BAY LUNCH

Nine of us met for lunch and war stories. We had our normal organ recital about which and whose organs were causing health problems. Loyd had just gotten out of the hospital but I wouldn't let him talk to long as I wanted to talk about my problems.

Bill Horn told us about flying into Burbank when the weather was down. I can't do the details justice, but they would home in on the LAX range station, follow Century Boulevard, turn left at Figueroa, go around city hall and pick up San Fernando Road find a certain gas station off of the left wing and land with a ceiling below 1,000 feet. I know I missed some details but that in the general gist. A little different from the glass cockpit concept.

Attending were Gene Gawenda, Arvid von Nordenflycht, Chuck Raphael, Loyd Kenworthy, Tom Reidt, Bill Horn, Trudy Buck, Norm Marchment and me. Best wishes for 2010. *Rex May*

SEATTLE GOONEY BIRDS (January) LUNCHEON

The Seattle Gooney Birds paid tribute to Capt. Jeff Roberts, a founder of the Seattle branch of RUPA, who passed away recently after a long illness. Jeff was a gentleman and a fine pilot. Ray Dapp filled us in on some of Jeff's military service, including the bombing raid on the Ploeste Oil Fields in WW2. After lunch, Pat Williams told a joke as did the host.

In attendance: Herb Marks, Jim Barber, Al Haynes, Fred Sindlinger, Dave Carver, Bill Stoneman, Gere Pryde, Chuck Westphal, Pat Williams, Jack Brown, Denny Narog, Don Anderson, Bob Reid, George Nicolai, Ray Dapp, Ray Hull, Vince Evans, and *Bill Brett*

SEATTLE GOONEY BIRDS (February) LUNCHEON

The Seattle Gooney Birds met for lunch and good times on Feb. 18th at the Seattle Marriott Hotel SEATAC. Nineteen retirees and guests filled three tables with lots of laughs and good conversations. The food was good and our server was excellent.

We welcomed Bob Howard and Bud Gudmunson from the old Seattle Crew Desk. Bob responded with a two-man joke with the help of Hank Kerr.

Dick Anderson told us about his medical emergency while cruising between Singapore and Australia. United treated him and Laurie well by providing First Class travel back to Seattle after his time in a Singapore hospital. It was nice to see Neil Johnson again. The host closed out the revelry with a Dumb Blonde joke. I think everyone had a good time.

In attendance: Hank Kerr, Jack Brown, Bill Stoneman, Bob Howard, Bud Gudmunson, Jim Barber, Chuck Westphal, Al Haynes, Dave Carver, Eric Malm, Herb Marks, Don Anderson, Dick Anderson, Mark Gilkey, Tom Smith, Neil Johnson, Vince Evans, Ray Hull, and *Bill Brett*

S.E. FLORIDA GOLD COAST RUPA LUNCHEON

Our February Luncheon was held on Thursday, February 11 at Galuppis Patio Bar and Restaurant at Pompano Beach Air Park. Moving our Lunch to Thursday seems to agree with most, as we had 23 of our group attend. The weather was clear and sunny, even though the temperature hovered around 60 degrees. I can't repeat all of Jimmy Carter's joke, but the punch line was "it took me 7 martinis and three to get her out to the front lawn".

Attending today were Walt Kimmy, Lyn Wordell (our toll collector), Jim Good (flew over from Naples), Stan Blaschke, Ed Wheeler, Denny Keast, Les Eaton, Jimmy Carter, Ham Oldham, Jerry Bradley, Bill Garrett, Ham Wilson(our eldest), Dick Bodner, Bon Beavis, Warren Heppler, Dan Kurt, Jim Morehead, Bill Bonel, Bart Rolph, Jack Wink, Paul Livingway, Dave Peat, and yours truly *Ned Rankin*.

P.S. Jim Good says the parachute on his own airplane has saved lives on other Sirius planes, but it is a slow decent with the parachute open and the airplane on FIRE.

LAS VEGAS HIGH ROLLERS

We Held our February 16 meeting at the Memphis Barbeque. Those in attendance were: Dawn & Andy Anderson; Mike Baird; Bruce Barton; Nancy & Dick Boston; Barry Dixon; Susanna & Jerry Johnson; Jan & Ron Kakaldy; Dave Munyon and last but not least Bud Puckett.

If any of the RUPA members are ever in our town, we would love to have you at our luncheon on the third Tuesday of the month except June, July, August because its to darn hot and many leave town for those months.

One of our members could not make the meeting this month because he had to have a procedure, so Gene Lamski, Get better, we need you.

That's all from this part of the country, Take care. *The High Rollers*

S.E. FLORIDA TREASURE COAST SUNBIRDS (January) LUNCHEON

Our 1st Meeting of the new DECADE was held at Mariner Sands Country Club (in South Stuart, FL) on Jan. 12, 2010 with 16 area "guys" in attendance. We had 2 tables of 8 set up and it 'sounded' like there were about 8 tables of 8. Not a big surprise here. I suspect that your RUPA Luncheons take on the same personality as well. The key element of course is friendship, stories and camaraderie. We accomplished all 3 and then some more.

Those that contributed (in varying doses) to the noise were: Dick Baese, Jack Boisseau, Len Chamberlain, Bill Cole, Jim Dowd (our Host), Del Gartner, Clay Grant, Frank Guglielmino (Ret. CLE Crew Scheduler), Skip La Rocque, Andy Lambert (THE Collector of the Funds), Bill Northup, Don Onofrio, Ted Osinski, John Pinter (Our Secretary of sorts), Bruce Wilkinson (our NEW MEMBER) and me, Bob Langevin (aka The Scribe).

At certain lulls during our Luncheon service, Jim Dowd led us in conversations about the United Health Ins. Program (including out Rx program with Medco) and other Ins. programs that are available to compliment our UAL program. Needless to say, varying points of view were voiced depending on WHO was doing the talking. As reported in my last news letter, Jim Dowd survived his knee surgery VERY WELL, is getting around nicely and has lost quite a few pounds during his ordeal. Nice job, well done Jim and keep the 'trend arrow' going in the right direction.

At the conclusion of our meeting, EVERYONE was reminded that next month is February and that means Valentine's Day. In honor of this special day, we have a CO-ED meeting and all of the guys are encouraged to bring their wives - or - lady friends, but certainly NOT BOTH. Our Feb. meeting will be on the 2nd Tuesday of the month (as usual), in this case - Feb. 9th - at 11:30AM at Mariner Sands CC (again, as usual). Our meetings will run through and include April, so if you are in the Stuart area, stop in; we'd love to have you. Our exact location and other info can be obtained by calling Jim Dowd at 772-286-6667 or via his email which is FlyJim1@aol.com.

Wishing you all a Happy, Healthy and Prosperous New Year and hoping to see you at one of our meetings.
Respectfully Submitted by, *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (February) CO-ED LUNCHEON

Our usual 2nd Tuesday of the month gathering, including our once-a-season-ladies-invited occurred February 9, 2010 at The Mariner Sands C.C.

The turnout was about one third less than usual with only 20 present. Two of our regulars, Paul Andes, Bob Langevin and their wives were noticeably absent due to prior commitments.

Present and accounted for were Clay Grant, Ted Osinski, Andy Lambert, Del Gartner, Jack & Glenda Boisseau, Skip & Jeanne La Rocque, John & Joann Pinter, Sid & Georgann Sigwald, Dick Baese & Linda, Bill & Louise Cole, Frank & Carol Guglielmino, and hosting the event- Connie & Jim Dowd.

We had the usual outstanding buffet and collected \$40 to add to our "Flower Fund" which will not need to be replenished for quite a while (God willing).

Our next luncheons are March 9 and April 13 and all RUPA folks are welcome to join us.

Best regards to all you RUPARIANS who produce the NEWS and keep the group (RUPA) functioning on a national basis. *Jim Dowd*

A Show Off Pilot!

A cocky young pilot was approaching an airport at night for the first time. Wanting to sound cool and to show who was in charge, the pilot keyed his radio and said "Hey tower, guess who?" The controller turned off the field lights and said "Hey pilot, guess where?"



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

UNITED AIRCRAFT & TRANSPORT CORPORATION

William Boeing became acquainted with Frederick D. Rentschler during WWI when Boeing's military planes were powered with engines from the Wright-Martin plant and later from Wright Aeronautical Works. Because of his foundry background, Rentschler had been assigned by the U.S. Army Signal Corps Aviation arm to test airplane engines built for the Allies at Wright-Martin Aircraft in New Brunswick, New Jersey.

After the war, he was invited to head the new Wright Aeronautical Corporation. He assembled a staff of designers and builders and soon the company was the number-one source of military and commercial aircraft engines. They made the remarkable "Whirlwind" radial engine; this engine carried Lindbergh across the Atlantic.

Rentschler and Wright's engine-designer George Mead had an idea for an even better radial engine. The company's directors objected to the development cost, since they already had the best engine in the field. After his proposal was turned down, Rentschler resigned.

While searching for new backers, he found the idle Pratt & Whitney plant in Hartford, Conn. He persuaded the plant owners, the Niles-Bement-Pond machinery company, to let him have the Pratt & Whitney plant, the name and \$1,000,000 in working capital.

Mead and other engine designers quickly went to work. Their first "Wasp" engine exceeded all expectations, producing 410 hp and only weighing 625 pounds. Recognizing the engines potential, Wm. Boeing switched to Wasps for all his military airplane designs.

In the fall of 1928, after Boeing had demonstrated that Wasp-powered commercial planes could make money carrying cargo and passengers, Rentschler broached the idea of a "well-rounded" aviation holding company. At this time business mergers were rampant. Additionally, the east-coast "Keys Group" of North American Aviation was entering the aviation market in the west. They had purchased stock in Varney Air Lines and were supporting Maddux Air Lines and TAT.

In early 1929 Boeing set in motion Rentschler's proposal by absorbing the Chance Vought company. Then through a stock swap with Pratt & Whitney, United Aircraft & Transport Corporation was formed as a holding company. Frederick Rentschler was named President; William Boeing, Chairman of the Board; Chance Vought and Philip Johnson of Boeing were Vice-Presidents. Boeing swapped stock in Boeing Air Transport, Pacific Air Transport and the Boeing Airplane Company for United Aircraft & Transport Corporation stock.

Next, Rentschler bought Hamilton Propeller Company, Standard Steel Propeller Company, Stearman Aircraft, Northrop Aircraft and Sikorsky Airplane works.

In June 1929, he acquired Stout Air Services and its fleet of Ford tri-motors. This gave United Aircraft and Transport their first passenger service in the east, flying between Chicago and Cleveland via Detroit.

By Marvin Berryman, DENTK (Ret.) from *High Horizons* by Frank J. Taylor. Ad from June 28, 1930 *Aviation* By Marvin Berryman, DENTK (Ret.)

"HORNETS" FLY 51,000 HOURS . . .
WITH BOEING



Boeing mail plane—one of several types employed by Boeing lines for mail and passenger transport. Hornet engines used exclusively.

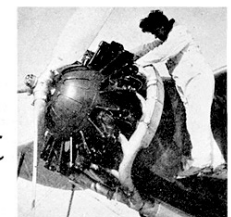
In the service of the Boeing air transport companies, "Hornet" engines have completed over 51,000 hours of flight. Of the 50 "Hornets" in Boeing service, carrying passengers and mail on exacting day and night schedules, 15 have over 1000 hours to their credit. And one has completed over 1,675 hours in the air.

These veteran "Hornet" engines, like their famous running mates, the "Wasp" and the "Wasp Junior," thrive under the unyielding requirements of timetable flying. They make good the promise of dependability and reserve power which has its source in Pratt & Whitney design, materials and craftsmanship.

PRATT & WHITNEY AIRCRAFT CO.
HARTFORD . . . CONNECTICUT
Division of United Aircraft & Transport Corporation


Wasp & Hornet
Engines

Manufactured in Canada by Canadian Pratt & Whitney Aircraft Co., Ltd., Longville, P. Q.; in Connecticut by American Pratt & Whitney Aircraft Co., Hartford, in Japan by Nippon Pratt & Whitney Aircraft Co., Tokyo.



THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Monday January 11th, 2010 was our first luncheon of the New Year which was held at Edgar's at Quail Lodge in Carmel Valley. Those in attendance were hosts Pete and Donna Walmsley, Carlos and Judy Quintana, Paul Olson, Milt Jines, Diane Ellis, Brett Morris, Robert and Mary Gifford, and myself.

Carlos and Judy offered to again host our Christmas luncheon at the "Beach House" at the Monterey Peninsula Country Club. Thank you Judy and Carlos!

Pete announced that Edgar's was more the happy to continue our once a month luncheon arrangement with the "off the menu" selections with the 15% discount. Thank you Pete for being such a wonderful advocate for our benefit!

Our luncheon on February 8th grew quite a crowd. Those who shared in the camaraderie were Phil McClain, Lee Casey, Milt Jines, Dave and Mary Lou Mackie, Connie and Beth Ege, Robert and Mary Gifford, Carlos and Judy Quintana, Barrie and Sharon Nelson, Paul and Brigitte Olson, Ed Manning, yours truly, and hosts Pete and Donna Walmsley.

Edgar's manager provided complimentary hors' d'oeuvres – the crab cakes and calamari were wonderful!

Judy announced that the Christmas luncheon date was moved to Monday December 13th due to a conflict in dates – please mark your calendars.

Pete and Donna updated the group about their son's new career status. Now furloughed from United, for the second time, he was hired by ANA - which starts with a six month ground school even though he had flown the 767 for UAL. (Rebuild that constant speed drive!)

Next luncheon will be March 8th at Edgar's beginning at 11:30. Please RSVP! *Phyllis Cleveland*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The February 2010 North Bay RUPA gathering was held on the first Wednesday, February 3rd, at the Petaluma Sheraton's Tolay Room. Call-in regrets were given to the group, and we missed Buddie and Alice DeCosterd, now back in their Island home. George Hise was among the missing, leaving us rudderless for health information this month.

A brief review of the latest industry news was followed by an unabashed, passionate plug for membership in RUPA, by the coordinator. Handouts included a recent review of pay scales at uaua and CO, as well as several pages of aviation "Help Wanted" ads from the internet, (Mandarin speakers preferred), also a few older aviation magazines, (1955 Aviation Week/ 1970 Shield, etc), the BB also had more memorabilia and news, a full size photo display of the DC-6 overhead panel, (courtesy Bill Greene) was available for those wishing to display their engine starting skills. Norm DeBack told a good story regarding an old friend who was in the days issue of USA Today, (free..in the lobby!), a great tale of politics and payback! Then the group settled into some serious tale-telling...

Attending: Tom Grey, Barney Hagen, Norm DeBack, Bill McGuire, Lee Anderson, Leon (Suntanned-in-the-Winter) Scarbrough, Gary Davis, Bill Smith, Sam and Mickie Orchard, Jules and Sybil Lepkowsky, Larry and Dee Whyman, Bill Greene, Bob Grammer, Gardner Bride, Dick Smith, Dick (back off the sick-list..Welcome!) Hannah, Dan Bargar, Dick Lammerding, *Bob and Doris Donegan.*



THE SAN FRANCISCO BAY SIDERS LUNCHEON

The Bay-Siders had a great turnout for our February Luncheon with 34 members attending. As we stated in our last write-up, we moved to the bar area at Harry's Hofbrau as it has more and better seating, a fireplace and easy access to the adult libations.

If you read Bob Lawrence's annual letter in the February *RUPANEWS*, he mentioned what a great time he and his wife, Paula, had at the first annual SFO Christmas party that was coordinated by Grant Anderson and the SFO Flight Office staff. It was a sit-down dinner with an excellent live dance orchestra (all SFO ramp employees) all for \$30. The SFO RUPA group held an annual Christmas party for a few years, but we stopped holding it because of lack of interest. Bob agreed to act as liaison between the Flight Office and us and keep us up-to-date about the information for the 2010 party. This should be a great replacement for our defunct Christmas party. Further information will be printed in the publication. Thanks Bob.

In attendance: Bob Ahrens, Floyd & Charlene Alfson, Rich & Georgia Bouska, Ken & Marian Breitschopf, JB & Sandy Cockrell, Sam & Billy Cramb, Gerry & Sheila Delisle, Bob Ebenhahn, Barry Hamley, Dick & Jeri Johnson, Bob Kallestad, Karl Kastle, Bob Kibort, Bob Lawrence, Bob Lynch, Norm Marshall, Bessie McEachern, George Mendonca, Walt Ramseur, Frank & Lynda Sattler, Bud Schwartz, Cleve Spring, John & Dorothy Stefanki, Gene Walter, Larry Wright.

Our next luncheon will be March 9, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

The 747-200's final flight from Narita

This was written by Captain Bruce Correll about the final flight from Narita. There will never be another airplane that will rival the Whale. I am deeply grateful that we had our chance to fly and fall in love with the "Old Girl".

As we got out of our black taxi the day after Christmas we knew that we were flying the last Northwest Cargo flight out of Narita. What we did not know but would soon find out from the Manager of Maintenance is that we were also flying the last scheduled 747-200 of any air carrier out of Narita.

As we completed the paperwork in the crew lounge, F/O Shannon Pastewicz, S/O Kathy Obrien and myself could not help but reflect upon the significance of this final departure. For decades this proud bird had defined Narita. It was not uncommon to see a flock of twenty 747-200 red tails nosed up to the terminal at one time. In fact it was uncommon to see anything but a 747-200 at any gate in Narita back then. It was the international aircraft of choice and for good reason. It was impressive...reliable, safe, fun to fly, comfortable, solid, efficient, massive and just a beautiful airplane. Everyone knew of the 747. The adjectives go on and on...It was the mother of all airplanes. But today it was headed for retirement to the warm desert sun like so many of the retirees who used to fly them. The difference though is that these birds can still do the job just as well as they always have. It is just that the younger generations require less food, and that is all.

As the crew bus approached 6732 parked on the cargo ramp, we could not help but scan the other newer airplanes out there for signs of any other 200's to confirm what the Manager had told us. That is when it really hit us that good ole 6732 and its sisters were sadly being muscled out by a more youthful generation and now oddly enough, seemed out of place in its own home.

When we turned the corner and pulled up to the stairs, there was a larger than normal group of service folks lingering. We soon learned that we as pilots were not the only ones taken by the significance of this final departure. Cameras were flashing on the ramp, in the cargo compartment and in the cockpit as all of these handlers wanted to record a memory. We joined them in pictures and in sharing fond memories of the proud bird. There was a certain somberness to the procession of "spectators." However, these were not ordinary spectators. These were the behind the scenes load planners, weight and balance people, the cargo loaders, the DG handlers, the mechanics, the dispatchers, the caterers, the fuelers and even the ramp security people, anyone who had had a part in the decade after decade of servicing the grand old lady. As the word had gotten out many more had come from all over the airport and perhaps even from home. As we all said our good-byes and thanked these fine people who had as much a connection to this airplane and its history as any of us, we prepared for departure.

The impromptu crowd had grown quite large as we began our push back. As the plane retreated from the crowd on the push back the crowd waved continuously. There was no cheering, just a melancholy wave. You could feel the deep admiration. We flashed the landing lights on and off repeatedly. One could sense the sadness and at the same time the proudness of these behind the scenes folks who were as touched by the significance of this departure as anyone and had come to pay their last respects. Some had spent their entire career on the 747 as it had been flying here for over thirty years! There was no ceremony or parting speech, just the sadness of a bygone era which everyone dealt with privately. As we disconnected and started our taxi, the waves from the crowd never let up. It had been a magnificent era. But it had come to an end.

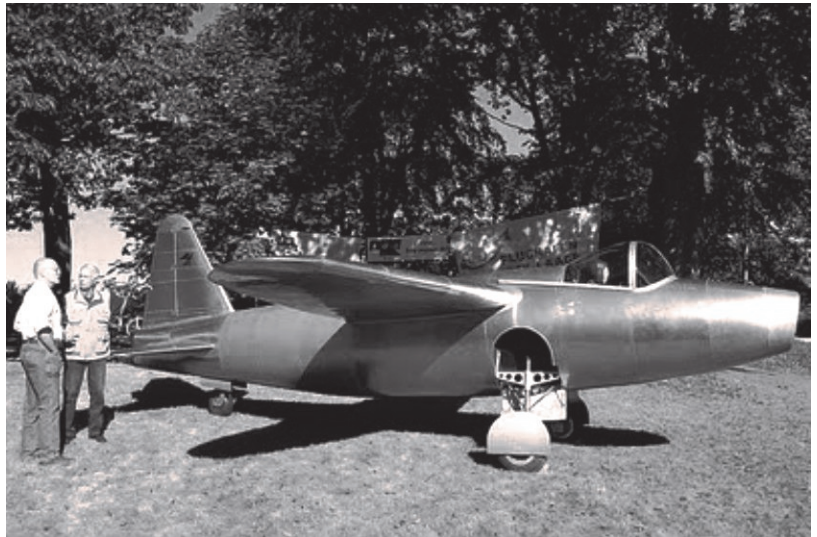
As we climbed out of Narita it was the clearest night I have ever seen over Tokyo. The lights sparkled in a way which seemed to symbolically bid the -200 a fond adieu from the people it served so proudly for decades.

Bruce Correll, NWA Captain Anchorage, Alaska

70th Anniversary of the first Jet Powered Aircraft

Just one week before the outbreak of World War II, Germany flew the world's first jet aircraft. That plane was the Heinkel He-178 which, had its development been pushed, might have altered the course of history. The first successful flights of the world's first turbojet-propelled airplane took place over a German forest on August 24 and 27, 1939, with Luftwaffe Captain Erich Warsitz at the controls.

The tiny Heinkel HeS38 jet engine that powered the He-178 produced only 838 pounds of static thrust. But that was enough to push the small single-seat monoplane to a speed of well over 400 miles per hour. Thus, even in its earliest test flights this remarkable aircraft demonstrated performance superior to that of many operational fighters.



The Heinkel jet engine was the brainchild of a brilliant young German scientist named Pabst von Ohain, who was only 25 years old when the He-178 made aviation history. The aircraft itself was designed by Heinkel engineers, working under the personal direction of Ernst Heinkel, head of the Heinkel aircraft manufacturing company. That firm financed the development of the He-178 without either the knowledge or financial support of the Nazi government.

The 4,400-pound Heinkel He-178 was literally built around the Ohain engine. It had a barrel shaped 24½-foot-long metal fuselage, with stubby 23½-foot wooden wings mounted high on its sides. The aircraft utilized the conventional three-point retractable landing gear, rather than tricycle configuration which was later adopted for other jets.

Despite the He-178's spectacular performance, the German Air Force at first showed scant interest in the plane.

It wasn't until October 1939 that high-ranking air force officers agreed to inspect it, and although the He-178 clearly had great potential, it was never produced in quantity.

Slow to push development work, the German Air Force didn't have an operational jet fighter plane until August 1944, too late to have a decisive effect on the outcome of World War II.

Nevertheless, through the foresight of Ernst Heinkel and the brilliant engineering of Pabst von Ohain, the He-178 ushered in the jet age.

Another person who was on the same track was Frank Whittle. He was on the same jet engine track but another classic example of government failures. He offered his jet engine to both the American and British governments and they both rejected it.

YOU DON'T WANT THIS TO HAPPEN TO YOU!!

From Laurie and Dick Anderson

Dick and I were really excited about our trip on Oceania's "Nautica" from Singapore to Sydney.....an 18-day trip on a beautiful ship which carries only 685 passengers and with a wonderful itinerary. We spent a few days exploring Singapore and then boarded the ship on December 20th.

Dick wasn't feeling too well the next day and so saw the doctor; saw him again the next day; and then saw him again on Friday, Christmas morning when we were in port at Bali, Indonesia. His blood pressure had dropped dramatically but the doctor did some tests and asked us to return to our stateroom. Not too much later there was a knock on the door and the doctor said "Mr. Anderson, come with me." He asked that I stay where I was for a while - another knock on the door and two ladies from housekeeping informed me they were there to help me pack as my husband would soon be in an ambulance on the way to the Prima Medica Hospital in Bali! He had experienced a heart attack and needed immediate help. I was escorted to the Reception area where the ship's agent met me and escorted me to a car where another agent took me to the Bali hospital. At this point in time, my mind was in a whirl and I didn't have the foggiest idea what was going on, how to get in touch with anyone, what to do. All I wanted was to see Dick. But, thank goodness, we had taken out trip insurance with ACCESS AMERICA. The receptionist at the hospital phoned Access America and got the ball rolling for approval of medical bills and the emergency room doctor let me use his personal computer to make contact with family and friends. Unfortunately, the international phone card I had purchased did not work from Indonesia or Singapore! Dick was well cared for in the Bali Hospital and the doctor and nurses were real angels. I was even given a room in the hospital but I seldom ate or slept, spending as much time as possible with Dick in ICU. A phone call that Saturday afternoon from Access America's representatives in Asia confirmed that Dick would be air-ambulated late that evening to Raffles Hospital in Singapore, along with all of our luggage (a real treat as they normally do not take more than one piece of hand luggage per person), where a cardiologist would meet us at 3:30 Sunday morning. The Chinese doctor, educated at Johns Hopkins Hospital, was a superb doctor and the next afternoon, after many tests and after obtaining my permission, operated on Dick, putting two stents into heart arteries. Again, I cannot say too much about the good care and treatment we both received at Raffles Hospital. I was provided a studio room just one floor above the ICU unit and an "open door policy" was in place for me. The ICU nurses were so wonderful to both of us.....as was the doctor. The doctor's biggest concern was the air trip from Singapore to Seattle; Access America would provide economy class airline tickets...but the doctor said we would not be able to leave for a week using economy class. Raffles Hospital has a computer room dedicated to patients or their families so I came up with the idea of emailing some of Dick's RUPA buddies to see if they could help me out. Thanks to Ray Dapp, I was given the information about AERO MEDICAL and phoned them. As I understand it, Aero Medical is a United Airlines affiliated department.

With all of the necessary information, Aero Medical eventually contacted me to inform me that we were being given two business class tickets on Sunday, January 3rd from Singapore to Seattle (and we were subsequently upgraded to first class at the airport). What a lifesaver that was! The doctor met with us the day before our departure, gave us all the necessary x-rays, medical reports, letter stating "fit to travel".....and his best wishes! It was such a relief to see Dick sleeping over 6 hours on that flight and I took the time to give thanks to United Airlines for coming through for us when it really counted.

The main purpose of this article is to let all retirees know that Aero Medical is there if you need them. The number is 800-825-6331. When Ray Dapp originally phoned them he was told that if the retiree is on pleasure travel and has a medical problem, they will provide coach flight home with possible upgrade at the airport. He advised me that when I phoned I was to have the doctor's name and telephone number available. Ray also said that you can phone the local United reservations number and they can transfer you to Aero Medical.

The secondary purpose of this article is to make you all aware that, even if you think travel insurance is expensive, it is at a time like this that it is an absolute must! I shudder to think what the 3 hour air ambulance flight from Bali to Singapore would have cost without the insurance. So, if the opportunity arises to use AC-

CESS AMERICA, by all means use it! The people I have dealt with, whether in Bali, Singapore or Seattle have been some of the most caring and professional people I have ever been involved with. The claim process has been relatively painless and the fast response has been amazing. You'll never regret dealing with this company.

I certainly hope none of you have to deal with a situation like ours but, hopefully, with the information provided, it will make it somewhat less stressful for you!

Laurie Anderson (wife of Dick Anderson), Seattle

Also, don't forget that we are now partnered with International SOS. Here is a copy of the letter of explanation sent to all of us last August. *Ed*



A STAR ALLIANCE MEMBER

Marc L. Ugol
Senior Vice President
Human Resources

August 31, 2009

Dear United Retiree,

We are pleased to announce that United has partnered with International SOS to help keep you safe and well while traveling overseas. International SOS can provide you with valuable travel assistance before you leave, while abroad and in emergency situations. As a retiree or travel eligible of United, you are now a member of International SOS.

International SOS services include:

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

International SOS has a worldwide network of 26 alarm centers and 28 clinics in 70 countries. Professional service teams operate 24 hours a day, 365 days a year, all over the world.

Details regarding International SOS are available on the Travel page of SkyNet under Travel Information. There you'll find a membership card that you can download and take with you as you travel. A list of frequently asked questions is also available online. You can visit the International SOS web site at www.internationalsos.com for more information. To access the member's section of this web site, enter member ID number: **11BYCA000027**.

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

Sincerely,

A handwritten signature in black ink that reads 'Marc L. Ugol'.

Marc L. Ugol

Designed by Committee: The Douglas DC-4E or -4X

By -Warren M. Bodie

Many of you have probably heard the old maxim that a camel is just "A horse designed by committee." Well, sometimes, that maxim can be applied to humans, too, including automobile and airplane executives and designers. Many successful companies have been afflicted by groups of well-meaning men who were fundamentally controlled by their diverse needs.

In the early 1930s, Douglas Aircraft, flush with the success of its DC-2 and DC-3 ail-metal airliners, listened to executives who dreamed of transcontinental airliners with twice as many passengers in plush accommodations. Ultimately, the nation's "big four"-American, Eastern, TWA and United-agreed to share the cost of developing an affordable, but superb, multi-engine airliner with double the passenger capacity of the DC-3/DST (which had sleeping berths). But cost, an unreliable engine, size and maintenance loomed as problems.



Engine manufacturer Pratt & Whitney promised a new Twin Hornet engine that would be both powerful and economical. Hamilton Standard and Curtiss promised more efficient propellers (that eventually resulted in a proper constant-speed hydramatic unit). Meanwhile, each airline's design team had its own ideas about the luxurious accommodations, which included bars, pressurization, several lavatory units and dining facilities. Such aircraft would need more crew members to tend to all the passenger accommodations, which ranged from sleeping berths for 30 to recliner seats for up to 52. Also, the vertical stabilizer heights of the new tricycle-gear designs were too high for existing maintenance facilities. Most of the tail-dragger airliners didn't have this problem. That's why Douglas and Lockheed went to a vertical tri-tail. It provided the required surface area, but at a lower height. Lockheed's Kelly Johnson also advocated this design because it had solved the Electra 10's problem of engine-out directional control.

Eventually, the tri-tail prototype DC-4 (sometimes called "DC-4X") appeared bearing a simple "DC-4" designation on the outboard faces of the two outboard fins and the NX18100 license number. It flew proofing flights with all four "sponsor" airlines, but not one approved it for operational activities. The engines were unsatisfactory, and the airliner, in its routine functions, was excessively complicated. TWA bolted; it preferred the new pressurized Boeing 307 Stratoliner, especially because it used many proven components, including the wings and engines of Boeing's B-17D (a military aircraft that was already in service with the Army Air Corps). P&W's Twin Hornet engine proved to be troublesome, so they turned their efforts to developing the R-2000, which was eventually used in the DC-4E.

While this was going on, the Japanese saw an opportunity to gain valuable information about what they considered to be advanced structural technology in large aircraft. They negotiated with certain company executives, including Carl Cover, who had been a test pilot and head of sales at Douglas' Santa Monica, California, headquarters (it had failed to market its DF flying boat and to sell the Navy its XP3D patrol flying boat). The prototype tri-tail DC-4 most likely gained the "E" suffix when it was exported to Japan.

Based on the DC-4E's design, Nakajima was awarded a contract to build four of the long-range bombers under the designation "G5N1" and given the name "Shinzan." Two improved G5N2s were ordered and built, but their performance was disappointing, so the two G5N1s and two G5N2s were converted into transports. All four were redesignated "G52N-L." None of the 138-foot-wingspan Shinzans ever had a central fin and rudder. With the tail turret and a small tailwheel, they was no need for a long skid.

No Chip: problems using credit cards in Europe

By Ed Perkins – Consumer Travel San Francisco Chronicle

THE BIG U.S. BANKS that issue MasterCard and Visa credit cards apparently have decided to ignore a problem that bothers many U.S. travelers to Europe: inability to use their U.S. issued cards because they do not conform to the validation system most European banks and merchants now use.

I've been following this problem for about a year, and my latest update revealed not only little progress but also little concern. Marie-Antoinette's spirit lives!

The root of the problem is that U.S. and European banks use different systems to validate card payments.

U.S. banks still use the original stripe-and-sign system. That familiar magnetic stripe on the back of your card contains basic information about you and your account, and your signature on the credit slip validates your use of the card. Fraud, if any, is detected either when your bank detects a forged signature during processing or when you see a forged signature on a slip in your monthly statement.

Most European banks, on the other hand, have switched to a chip-and-pin system. Cards contain an embedded microchip with the information previously contained in the magnetic strip, and you use a PIN rather than a signature to validate your personal use of the card. European banks claim their system provides improved security against fraudulent use.

International MasterCard and Visa rules require participating merchants anywhere in the world to accept all properly issued cards, regardless of the security system they use. That's all well and good, as far as it goes, but pronouncing a rule doesn't always solve a problem.

The discrepancy in systems often results in nothing worse than a minor hassle. When you're trying to use a stripe-and-sign card in Europe, some merchants may tell you that your card "doesn't work." When that happens, say the MasterCard and Visa folks, you're supposed to remind the merchant about the international rules and point out that, if the merchant is unfamiliar with the old process, the merchant's terminal display provides all the needed information: Just swipe the card, go to the instructions, and the system will solve the problem. Although that process could become something of a nuisance, at least your card should finally work.

The real problems occur with the automated machines that you encounter more frequently at highway toll-booths, railroad and metro ticket dispersers, all-night gasoline stations, and such. If the machine says "non," "nein," or some other version of "fuggedaboutit," you can't really argue with the machine about international MasterCard and Visa policy. Here, the party line advice is less than satisfactory. "Ask the attendant to process the transaction." And what happens if the nearest "attendant" is five miles away, asleep in bed? MasterCard and Visa shrug their shoulders and say "kismet."

As far as I can tell, neither MasterCard nor Visa would have any problem if a U.S. bank decided to issue cards that use both the chip-and-pin and stripe and-sign systems. But they know of no U.S. banks presently doing or planning to do so.

However, as one spokesperson put it, "we are in discussions with some banks to offer a EMV chip for cardholders who travel frequently to chip-enabled markets." I can name at least two big banks - each obviously courting international travelers - that should be interested: Capital One, with its no-surcharge policy for foreign-currency charges, and Bank of America, with its participation in the no-fees "Global ATM Network." But so far I've seen nothing from either.

At this point, I have no easy workaround for the problem. As far as I can tell some, if not all, machines that refuse chipless credit cards also refuse chipless debit cards. My best advice – and it's totally weak – is that you should try to avoid payment situations where you can't at least argue with a real live person about using your U.S. credit card.

Reach Ed Perkins at eperkins@mind.net

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

CONFIDENTIAL

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

May 22, 1939

SUBJECT: Flying Status for Flying Safety.

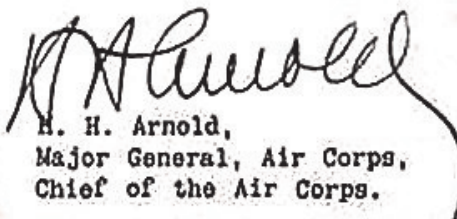
TO: Brig. General Arnold N. Krogstad, A. C.,
Langley Field,
Hampton, Virginia.

1. The Chief of the Air Corps is deeply concerned that senior and older pilots take no unnecessary flying risks and thus jeopardize their valuable experience to the Air Corps.

2. To this end he has directed the classification of all pilots over forty-seven years of age into a group where they will not be required to pilot at night, to lead or drill with pursuit formations, to fly single seater aircraft, or to do any other types of particularly hazardous piloting where the natural and understandable depreciations coincident with age may render them less fit than men of younger years. He believes that there should be absolutely no evidence of any competition in piloting among men of higher rank and older age. There is no necessity and no justification for the feeling on the part of a senior officer that he must continue to pile up as much pilot time, or to pilot as skillfully as he did in his earlier years, or as well as younger pilots do.

3. Your particular attention is directed to the revision of War Department Circular 26 and to the minimum requirements set up in Circular 50-12, O.C.A.C. Every senior Air Corps Officer must use the soundest judgement at all times as to the types of flying performed and as to when, how, and where to fly, after a careful analysis of tactical situations and weather conditions. Officers in the command pilot group may fly as co-pilots or command pilots in meeting their flying requirements.

4. It is desired that you be accompanied by another pilot on all military flights.


H. H. Arnold,
Major General, Air Corps,
Chief of the Air Corps.

711-h
CONFIDENTIAL

LETTERS

LEON BOURGEOIS – Scottsdale, AZ

I lost my wife of 60 + years in December '08.

Her best girlfriend introduced me to a widow lady and we were married in Jan. '10. I'm slowly getting adjusted to my new life and meeting all of my new grandchildren.

After 5 yrs. of not traveling, we have made 7 trips this past year. All on S/A except LIHUE to HNL – KOA.

Ken and PJ Killman have taken over the Phoenix Road Runner Luncheons. Joan and I attend all of them and enjoy our RUPA friends. *Frenchy*

RAY BRICE – Washington, DC

Wow! All of those 'old' stories ... stories about getting old ... are suddenly quite personal.

I continue to chase work to make up for the other 80% of my wages Glenn is carrying around in his pocket or secret bank account. I ended up in Washington D.C. working to help the FAA Air Traffic Controllers establish a Self Disclosure Program which is going very well. We bought a place here in D.C. and are currently making it livable with a complete re-do.

This year I began my 14 weeks of Docent training at the Air Space Museum and have two more 'rides' to complete (Recommendation Tour and Certification Tour) to be a fully fledged Docent. It is most interesting but very time consuming work. Only have to do a couple of tours per month so that helps out. My work office is just a couple of blocks away so I can hoof it over there quickly if called upon. If you are in town I would be happy to show you around.

Our apartment is just a block from the Kennedy Center and we take advantage of that location quite often. Most people do not know it but EVERY day of the year (Except when it snows) there is a free performance at 5:30 or 6:00 pm. Some of them have been excellent.

Things are short and easy now without any 'toys' to work on, or with, so life is much slower. Down to only my wife's car and METRO saves a lot of money.

Aloha from Washington, *Ray and Jan Brice*

BOB BURNS Feb. 2008 Cruise letter

Greetings to all! This message is directed to the retired pilots' wives who have been trying to get that big lug off the couch (like me!) and out into the world!

Our son presented us with what he called a "tuition payback" all paid/all inclusive travel package. We started on a flight on Sept 12th from JFK to FCO (Rome, Italy) full fare on Alitalia. After our Rome stay (still a great city to visit)-- we embarked on a ten day Mediterranean Cruise on the Celebrity Line to Messina & Taormina, Italy; the Greek Island of Mykonos (great place—over 500 hundred tiny churches & winding little alley ways and streets along with restaurants right on the harbor), then to Kusadasi, Turkey with a side trip to the ruins of Ephesus (supposedly the world's oldest city) where my smart wife had arranged via the internet (Nur & Ekol Travel Turkey nur@ekoltravel.com) for a private car & driver plus a state certified tour guide which worked out just great and was no more expensive than the Cruise Line's tour bus with 30 or 40 people aboard. After touring Ephesus our guide asked us if we would like to visit a mosque located in a small village nearby. Frankly we were a little hesitant considering the Middle East situation, but we agreed to go. At the mosque we were welcomed in and treated extremely well. BTW, Kusadasi, is on the west coast of Turkey in Asia Minor and about half way down the coast line and is a surprisingly very nice waterfront city with many hotels and restaurants along its waterfront promenade and it is not that far from Syria & Iraq etc. From Kusadasi we sailed to the Greek Island of Santorini which is built on lava rock on the top of an extinct volcano. Located on Santorini is the beautiful village of Oia – truly spectacular. From Santorini to the Greek Island of Rhodes—another jewel & then to Athens, Greece which has really changed since our last visit in the seventies—except, of course, the Acropolis. We then sailed from Athens to Naples, Italy where we took the really beautiful, spectacular Amalfi Drive after which we visited the ruins of Pompeii. From Naples we sailed back to Rome & then home on Alitalia.

JIMMY CARTER—Delray Beach, FL

Here is my check for \$50 – Dues + whatever.

Years go by, we get older, the kids get bigger, and we still enjoy our life even though more limited.

After eighteen years of retirement I still have those dreams. I can't find my flight bag, nobody knows what gate my trip is at, etc. It was a great job back then.

Keep warm and happy, *Jimmy*

VINCENT CONSIGLI—Jupiter, FL.

Another year gone by quickly. Please find my renewal check for \$35.

I spent this year trying to make enough money flying to pay for a house that will not sell and was left over from when I had money to spend.

I have been flying anything that I can get my hands on from a C-150, Mauls, Citabrias, Lakes, Republic CB's, Navajo's, Turbo Beech-18's, Metroliners and a bunch of others. I have been flying cargo to the Bahamas and around the Caribbean, mainly Nassau and Barbados/St Vincent. The flying is interesting, exciting, dangerous, fun and tiring, especially when you have to help load and unload cargo. It is a typical 135 operation flying planes that are old, not well maintained over water in bad weather with little more than a hand held GPS. For a whole years flying one can make a whopping \$30, 000. The trouble is that there are thousands of pilots trying to do the same job for even less and pay for their own training.

My golf game has gone to hell, but it was never far from there in the first place. My Bridge game has gotten better. I look at all of my friends having strokes and coming down with cancer and consider myself still one of the luckiest pilots around even though I have not won the lottery lately. I'm writing a book about all my Luck, but still waiting for one more good chapter.

Maybe this year? *Vincent*

W. MIKE COOKE—Austin, TX

I really enjoyed last month's article about the "Concorde". For several years the Airline Pilot magazine had an ad from British Airways offering a special discount fare on Concorde for airline employees. The offering was \$860 per person, one way, JFK/LHR or LHR/JFK positive space. My wife and I took advantage of the offer, JFK/LHR afternoon departure, and had a magnificent experience:

1. Separate arrival/check-in terminal.
2. Concorde passenger lounge.
3. First Class seats and service for the entire aircraft.

4. Time enroute 3hr 20 mins.

5. Mach 2 entire flight & max alt 58,000 ft.

On boarding the aircraft I gave the Purser my business card and said I would like to meet the Captain to which I was told to please take my seat. After we were in our seats and boarding was completed, the Purser came to me and said I could go to the cockpit and meet the crew. I was invited to stay in the jump seat so I enjoyed the take off, climb out, and first few minutes of cruise until after we reached Mach 2. I then rejoined my wife and we enjoyed the rest of the short supersonic flight "across the pond" in First Class comfort. What an experience!

Thanks British Airways, *Mike*

BARRY DIXON – Las Vegas, NV

E-Mail to Bruce & Cleve funds to rupa.sectr@Yahoo.com. Thanks much to all of you who are hardworking still, but retired as well.

I am late for my birth month, but it probably won't matter much in the long run. This past year has been rather quiet for Ruth & me. Other than a flying trip to Victoria B.C. and a couple of trips to Denver and San Jose CA, we haven't done much traveling. By the sound of rumors regarding passes being blocked by coach move-ups to First Class, our passes may not be much use to us in the future.

That's about all except for a big THANK YOU to all who work so hard at RUPA endeavors.

Cheers, *Barry*

MEL FINZER—Naperville, IL

Hello, Oh boy, I thought I got the enclosed check in the mail sometime ago, sorry.

I can't believe it's been five years since retirement. Do I miss it, oh yes and more than anything all the wonderful people I worked with. But, I am still not caught up with all the projects that didn't get done when I was working, so I guess it is for the best.

Here's looking forward to the next five years and I sure hope to see a few of the old faces along the way.

The best to all, *Mel*

JAMES GLENDENNING – Mt Vernon, WA

Another year, and what a year it was! We found ourselves on the road quite a lot. Well, the economy needed a boost and we tried to do our part.

It started with a cruise on the Mexican Riviera in February. We were in need of some sun and warmth after a lot of snow in Puget Sound. We got the sun and warmth but Yvonne caught bacterial bronchitis and ended up in the ship's sick bay being treated with antibiotics and inhalants. Not an auspicious start.

A few weeks at home and Yvonne was good to go again. So, in April we flew (Delta) to Santiago, Chile and caught the Norwegian Sun at Valparaiso for a cruise up the west coast of South America, Central America, and Mexico. We visited many scenic and interesting places as we enjoyed fabulous warm, sunny weather. After three very enjoyable weeks we disembarked at Los Angeles and flew home SA on UAL.

We then settled into an unusually beautiful, warm (for Puget Sound) summer and enjoyed visiting many of the scenic places around this area.

In August we drove east to West Yellowstone, where we spent a week reacquainting ourselves with the wonders of Yellowstone. After a great week of playing tourist we made a leisurely return west as we visited friends in Spokane and Leavenworth.

A few weeks later we were off to Whistler BC for a week in our timeshare. The place was in full preparation mode for the coming winter Olympics. When we asked people if they were ready, their answer was, "No, but somehow we'll make it work." We wish them luck. It's a great place, but cramming 60,000 visitors into such a small area is going to make it one of the most densely populated areas in Canada for those two weeks.

We got our visas, shots, and reservations made then headed for Hong Kong on October 22nd. Went SA on UAL. (Got first class. Oh joy!) Four days in Hong Kong were spent marveling at.....well, just everything. The buildings, the people, the traffic, the (gasp) smog, the money, and all that has changed there since 1957 – the last time I was there.

Then we boarded the MS Volendam and sailed away to Nha Trang, Saigon (Ho Chi Minh City), and Danang. Also many changes there since Jim's last visit courtesy of Uncle Sam in 1965. Vietnam is still a poor country, but the people are working hard and the standards of living are rising fast. It was good to see. Vietnam may get rid of its Communist government before China does - the people in the south are quite contemptuous of the government in

Hanoi.

The ship had to run from a typhoon as we left Danang. Two days in heavy seas and we were very happy to put into Xiamen, China, which is just across the Formosa Straits from Taiwan. There we left the ship and flew to Beijing where we stayed in a hotel in the heart of the Olympic complex. We were surprised to be able to see the Bird's Nest and the Water Cube from our hotel. In two frantic days we visited the Great Wall, the Ming Dynasty tombs, the Forbidden City, and Tiananmen Square. Lots of walking, lots of Dim Sum, and lots of people. But a delight to finally see.

A flight to Shanghai and a bus ride put us back aboard the Volendam. The next day was spent touring the city. We marveled at the ultra modern skyscrapers that have been erected in Shanghai, China's financial center. The economic growth in China is astounding, but it comes at quite a price - lots of smog and water pollution. The Huangpu River in Shanghai is essentially an open sewer.

Two more days at sea and we disembarked in Hong Kong. 25 hours later, after traveling by taxis, jets (all coach - drat!), and bus, while navigating multiple customs and security screenings, we plopped our bags down – home at last, home at last!

It's been fun to see many new places, learn new things, and meet some nice people during our travels. Cruising seems to fit our needs at this point in life. We feel blessed to be able to continue to explore the world.

Many thanks to all who produce the *RUPANEWS*. Still a good read. *Jim*

DOUGLAS HORNE – Santa Rosa Beach, FL
Not much happened last year; it was sort of dull. Except for a great trip out to SFO. Went PS on UAL MSY/SFO round trip and stayed about a week in that great city, Edna's favorite. We have enough points now for an upgrade to dry roasted peanuts. We spent a wonderful Sunday down in Carmel with Bob and Mary Gifford and their two dogs, Annie and Sophie. Mary and the dogs were great; Bob typically grumpy. (Just kidding. He was a gracious host.) He and I have a very wide disagreement when it comes to politics. What a nice way to live out there. We went looking for "Clint" and had a wonderful brunch where Mary has some of her paintings on display. Bob showed us where you guys have

your monthly RUPA meetings. Pretty nice! Way out of our class back here in the panhandle, which is really Lower Alabama. I guess that's why we don't have meetings. The best we could afford is a horse-shoe pit in some trailer park. (Bring along your own beach chair and corn dogs) I'll supply the charcoal.

Which brings up the second thing. Sometime in August we packed up the car with the last of the family heirlooms and went North. We still had some good family china just waiting to get smashed by the next hurricane. Years ago my mom said it was quite valuable and old. She tended to exaggerate about things. She once said I was smart. Anyway, we do have some old pieces; not much left after generations of breakage and pawn shops. My ancestors came over to the new world about 1680 or so, a year before Pete Gallant transferred to Miami. We dumped it with my children in Mass. and went up to Canada to see my cousin.

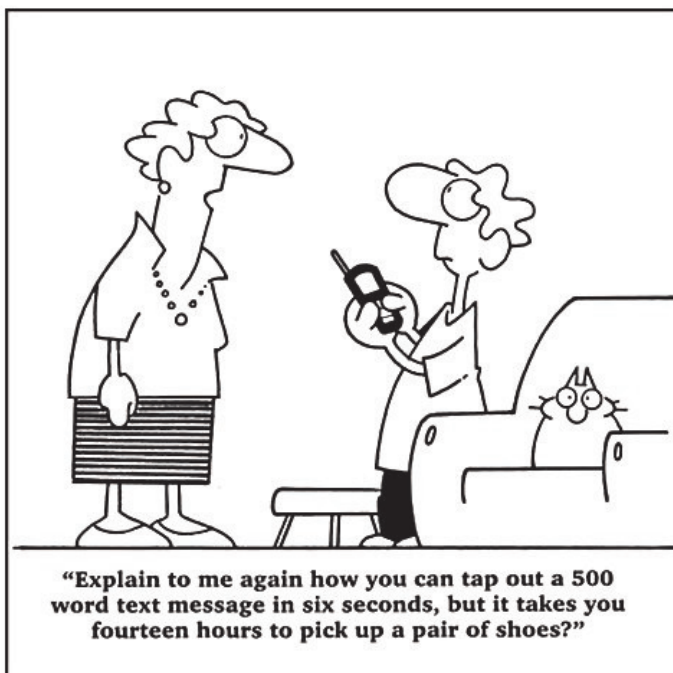
Ever been to a Canadian Tire Store? They're a combination of Sears, Pep Boys and NAPA Fall-Aparts. They have everything a guy could want including real charcoal. So I bought a few big bags of this great Canadian charcoal to bring back to the U.S. They even had French writing on the front. I just know steaks, burgers, and chops are going to be that much better with real Canadian hardwood charcoal. Back here I got ready to grill and on opening the bag noticed a label on the side. It read: "Product of the U.S. Made in Roswell, GA" So I got a couple of

bags of crummy southern wood that went some 1,200 miles up to Montreal and I carried 1,500 miles back to Florida.!! Remember that old phrase in training? RTFQ. Goes for bags of charcoal, too. It took up room that I could have used for real Canadian beer. *Doug*

STEVEN JAKUBOWSKI – Grasonville, MD
Hello Cleve & Bruce, Well it's finally here, my 65th birthday. I guess the only perceptible change in the daily schedule is that Medicare becomes my primary insurer and UAL gets the backup roll.

It's been a couple of years since I checked in but not much to brag about. We've stayed pretty close to home except for the annual trip to Hawaii to see the #2 son and his family where our only three grandkids reside. We actual were seated in first class from the west coast to Oahu and back which made it a fairly pleasant experience. Eric picked up his promotion to Lt. Colonel so it looks like he's in for the duration and hoping to get back into the F/A-18 cockpit after a three year joint tour in Special Ops, the only aviator that they've had in the unit. Our fourth son is instructing in the P-3 program down at NAS JAX and hoping to get into the VPU division out in Hawaii so maybe those long trips west are going to continue. He's getting married in April at the Naval Academy so I'll have to dust off the old tux.

Linda and I did get a great deal on a ten day cruise out of Baltimore last September for \$249 a piece. Since that's only forty five minutes from our home here on the Eastern Shore of Maryland, it worked out just fine. Once we were underway for a couple of days I discovered there was a group of fifty retired TWA Captains on board. Since they didn't have a clue who I was, it was kind of neat to listen in and marvel that these boys, who were well into their 70's and 80's, had not lost a step when it came to piling on the BS. At any rate, they supplied plenty of entertainment for the non aviators who were duly dazzled by their exploits. We did take a three week driving tour down the east coast and back about a year ago and had a chance to spend a couple of days each with eight of our old friends, some dating back to grammar school days. We're hoping to get over to Europe in the fall to do the two week float down the Rhine with our old friends Pete and Anne Granata if we can get a discounted rate. 77% loss of the pension makes you a lot more



price conscious. In another year that will increase to about 85% since I chose the level income option. Not bad for 37 years of faithful service huh?

It's always good to hear from all of you. I did really enjoy those 37 years and I would not have wanted to do anything else.

Thanks to all you volunteers who make RUPA possible. The checks in the mail.

Regards, *Steve & Linda* DTW, EWR, CLE, ORD, DCA

CARL B JORDAN – Port Charlotte, FL

I still don't consider myself to be an "old timer" in the same league as the more-senior members of RUPA. But, at age 77 I think I'm getting there. Especially since I can recall things such as the following:

"Two green, I've got a wheel" from the DC-3. The rotating Lindbergh Beacon atop the Palmolive Building in Chicago. You knew you were making a proper unpressurized (500 fpm) descent at night across Lake Michigan into MDW when the angle of that beacon's light would flash through the cockpit windows of the DC-3 and DC-4. Walking uphill to get into the cockpit of a DC-3. "Up, open and locked" from the DC-6. "Coming down on my side," also from the DC-6. The days when we'd open the cockpit windows in flight and leave the cockpit door open on the DC-3 to help ventilate the passenger cabin on hot summer days. The days before airborne radar (ugh!). The days when you'd find "The Mainliner Magazine" in the seat pocket instead of "Hemispheres." The days when we used to haul "passengers" instead of "customers." (Why the change?) The horrible smell inside a DC-6 freighter for many days after hauling a load of strawberries. (Yech!) How the use of water-methanol for takeoff power in the Viscount would coincide with the summertime serving of iced tea to passengers. The days of red instrument lighting in our cockpits (changed to white when skippers began to get "old" and their rods and cones didn't like red anymore). Airspeed indicators calibrated in miles per hour instead of knots. The United Air Atlas that was in every seat pocket. The days when Capital, as part of a longtime promotion, placed a four-pack of Winston cigarettes on every meal tray. Passengers who didn't smoke left them there. The stewardess would then scoop them into a burp-bag full of free cigarettes for subsequent distribution to the crew. It

was surprising how many pilots gave up smoking coincidentally with the end of the years-long Winston sales promotion and the free cigarettes. Printed system timetables available at every podium. Macadamia nuts served on all flights. The days before jetways. Flying back when there were "Stewardesses" instead of "Flight Attendants," - - coinciding with the days before it was possible for a flight attendant to make a pilot pregnant. (Think about it.) The consternation of former Capital Airlines pilots trying to find "Pibiddy" intersection on their first flights into the Boston area after the merger in 1961. (That, of course, is how "Peabody" sounds when spoken with the previously unfamiliar Boston Center accent.) The old pneumatic reversers on the original B-737's which made more noise than they made reverse thrust. The use of football's "illegal procedure" signal which meant that you were clear to go into reverse and back a B-727 out of the gate. The use of the MARS card nestled into the radar scope in the center of the instrument panel. Using a circular Jeppesen pocket calculator to fill out a paper flight plan in the days before FPF's and center-stored flight plans. The days when we could file a VFR flight plan from "A" to "B" and never had to talk to ATC. The days when ORD was an Air Force Base, and not an airline terminus. The days when MDW was, literally, "The World's Busiest Airport." The days before ATC had radar, and numerous position reports had to be made along the way. "Extend the ejectors," referring to the reversers on one of the early models of the DC-8. Or, how some wags would say, instead, "Eject the extenders!" The days when there were three occupants in most airline cockpits. "The Captivating Caravelle." And, the days before anybody knew what the term, "glass cockpit" even meant. Of course, I can also remember the days when my young mind was still sharp enough that I didn't have to wait until Saturday to remember the name of the guy whose name I was trying to think of on Friday.

It's now coming up on 54 years since my first flight with the airline. (61 years since my first solo flight.) I don't know - - maybe I *am* knocking on the door of the ranks of those who are called "old timers." If my dad were still alive, he'd definitely fit the bill. He soloed in 1927 and started flying with American in 1935. When the DC-3 came along he called it "The ultimate airliner!" How wrong he was! Our

third-generation airline-captain daughter, Cathy, still has a ways to go with Southwest - - especially since the end of the line is now 65 instead of 60. But, like her father and grandfather, she still might someday make it into the exalted ranks of an "old timer." Let's hope so. She's been at it for quite awhile now, and only has 14 more years to go to retirement. And, above all, it's amazing how fast all of this seems to have happened.

Carl, MDW-ORD-LAX

"KAL" KALPIN – Los Gatos, CA

Just a few words to let you all know that Mary and I are still OK. We have season passes for skiing at Alpine and Homewood. Starting Feb 6 we will also be able to ski at Squaw Valley for free.

Fishing is still good but we don't have many customers. I plan to go back up to Alaska to fish with my son Dan this summer, he is still flying for Alaska Air Lines.

We installed solar electric this past summer. Our elec. bill for Jun. Jul. Aug. Sep. and Oct. was \$0.00. We even had some credit carry over into Nov. I have some \$500.00 coupons to give away for installing solar if anyone wants them.

I don't dream as much about flying as I used to. When I do it seems that I'm late for something and I can't get caught up. *Kal*

DENNIS KEAST—Boca Raton, FL

Dear Cleve: Enclosed you will find my dues for five years. Also there is some additional for the past two years when I got a break because the dues went up, and an additional amount in case they go up again before the five years is up.

Can't believe it's been 9 years since I blocked in from Paris for the last time. Spent my last 3 ½ years on the B-777. Time has sure flown by. I'm fortunate to be able to spend the winters in Boca Raton, FL and summers in Downers Grove, IL. My wife Shari and I travel at least once a year, usually on a cruise. The last two were a 21 day from Stockholm to Montreal and an 8 day river trip from Nuremberg to Budapest. We're planning a 17 day river trip in China in August. One thing I have noticed since retirement is that flying is not fun anymore. What a hassle, but when you're going long distance there isn't an alternative.

I keep busy in FL doing taxes with the AARP Tax-Aide group. We have four sites and do over 2000 returns a year. Its fun work and most of our clients appreciate our efforts, and the price is right - no charge. Shari keeps busy in both places with her choirs and special music.

I enjoyed the article on the Concorde. After the strike I was able to take advantage of their special interline program and Shari and I flew on a British Airways Concorde from JFK to London, for only \$403.00 a person. The flight was only 3+09, but we started with a four hour hydraulic mechanical and I wondered if we were ever going to leave JFK. The Captain was very gracious and allowed me to sit in the cockpit for takeoff and landing. What a remarkable and exciting experience.

Thanks for all you in our behalf. *Denny*

BOB KORTUM—North Wilkesboro, NC

Hi Leon. Here is \$50 for my next years subscription to RUPA pubs. A little late but this is good for me, being in the same month. Ha!

Surely do appreciate all the work you guys on staff there are doing and always look forward to receiving the publication. The quality is exceptional and well worth it. *Bob*

MARVIN KRUSKOPF—International Falls, MN

It's February and I've been away from the airline 19 years. Also have owned the same old Mooney aircraft for 30 years although I don't fly it as often as I should.

Had cataract surgery in both eyes and everything that could go wrong did go wrong. Swollen retinas followed by post-cataract laser treatment. I had almost given up on complete healing but after five months, my eyes are finally working together and my vision is back to 20/20. Of course I have to use cheaters for close up stuff.

Very few trips on the airline, but the weather this winter in the contiguous United States has not been good so we stayed home and turned up the heat.

I really appreciate the RUPANEWS. Those who don't belong, don't know what their missing.

Check is on the way. *Marv*

TOM LIBUDA—Rio Verde, AZ

Here's the check (early) to cover another year of the

RUPANEWS. Thanks to all who make it possible.
Cheers, best wishes and good health to each of you.
Happy Valentine's Day and Happy Chinese New
Year. Year of the Tiger. *Tom*

MARK LUND, SR – Carson City NV
Dear Ed - Another year - all is well. Thanks for all
the monthly news from fellow retired pilots. Your
efforts are very much appreciated
Cheers, *Mark & Hilde*

THOMAS MC MICHEN – Sagamore Beach, MA
Checks in the mail and not as late as usual. Thanks
for all the work you guys do. And hello to everyone.
Past year was a good one. Ellie and I celebrated our
50th Anniversary and the kids treated us to a limo
trip to Dinner and a show, it was great.
Ellie gave me a kitchen pass so I rode my Harley
from Cape Cod to Alaska and back. It was the trip
of a life time. God Bless All, *Tom*

Wm. E. "BILL" MOSSOP - Boulder City, NV
Cleve & Bruce: Retired since '92. I recently real-
ized that every airplane I flew on United, starting
with the DC-6 and 7, and ending with the B-747-
100 and 200, are no longer in the fleet. I know what
it feels like to be a Has-been.

I plumbed the rope start '47 for two years after age
60. I am glad I did that. I didn't realize it at the time
but the income I put aside those two years, and the
additional sweetening of the B plan, is helping to
keep me out of the poverty program for now.

After being widowed for nearly three years, I remar-
ried in '08. I am blessed with a wonderful wife and
partner. We have a condo in Fishers, IN, a suburb of
Indianapolis. We both have family in the area. We
visit there often via United and UEX.

Our SA travel on United has been mostly pleasant
by today's standards. We do carefully cherry pick
the days and travel times. We signed up for a four
country European tour in May. The Passion Play at
Oberammergau, Germany is included in the itiner-
ary. The play is only presented every ten years,
1990, 2000, 2010 etc. I spent three years in Ger-
many in the Air Force in the early 50's and visited
there numerous times later, but all in the wrong
years to see the play. By coincidence the tour com-
pany we are using is doing the air portion on
United.

We spend considerable time on the go. I still enjoy
flying our V tail Bonanza, mostly out here in the
mountain west, and participating in the airport cul-
ture here at KBVU. There are a number of retired
airline types with hangars here. When Bev and I
aren't traveling I spend a part of my days at the air-
port tinkering in the hangar or socializing. I thank
the Lord for the health I enjoy. Life is good. I wish
the best to all of you.

Bill SFO, ORD (6mo), SFO '65-'92

CHARLES PIERCE—Dawsonville, GA
Dear Leon, You are absolutely correct; "Happy
Birthday" is certainly nicer than several alternatives,
such as Dear Deadbeat or Dear Former Member for
example. I will not go into some elaborate excuse
for my tardiness, but rather merely offer my apolo-
gies and simply enclose my check.

Thanks for being thoughtful and for all the other
work that you do for all of the loyal but forgetful
members.

Best Regards, *Charles*

ROBERT C. RAY - San Carlos, CA
Many thanks to all that make *RUPANEWS* possible.
It has been four years since this negligent corre-
spondent checked in and thirteen since setting the
parking brake for the last time.

Cheryl and I have sailed "New Passage" from the
Pacific side through the Panama Canal into the Car-
ibbean and up to the East Coast, taking the time to
visit many countries and cultures. Who would have
thought it would take thirteen years; our original
estimate was two or three. Wonderful experiences,
we treasure the memories and look forward to many
more.

All is well and life is good. May we all have fair
winds and smooth seas ahead. *Bob*

GEORGE SEAVER—Hoffman Estates, IL
I really enjoy your magazine. My wife always gets
the mail and when it comes she says "the boys are
here".

I remarried nine years ago after my first wife
Phylliss died. Le Anne and I are enjoying a won-
derful retirement. Our combined families total, with
children, grand children, and great grand children,
45. We are very happy and busy.
God Bless, *George*

BILL SMITH—Rush, NY

Hay Leon, A once great memory, going south, is a sad thing to see-----

About a month late, this time around.

Thanks, *Bill*

FRANK SOARE – Goodyear, AZ

Hi Cleve, Bruce, and friends, January 26, 2010. I started composing this letter over a year ago, and never quite sat down and got it typed up. Since I think it was just being lazy, I decided no more delaying it. I hope it gets into the February Journal. During one of my deep thoughts, I did a little research. I counted the pages in the RUPA roster and came up with a little over 3,100 names, some new and some who have left us. I then took a random sample of 10 monthly journals and counted the letters. They varied from a high of 70 letters to a low of 20 letters, and averaged about 40 per month. It kind of means that there are more readers than writers, around 500 per year, and it amounts to 15% who write to the journal. I don't remember the last time I saw a letter from any of my new hire classmates. My Air Force class was much better. Out of 22 graduates, four of us came to United, and I see letters from Barney Barnhouse, Cliff Schutz, and Dick Barros. In our new hire class, we had some 21 to 26 year olds who recently retired but for some reason never joined RUPA, I don't know why.

When I read Chuck George's letter, I thought it could've been mine. In August of '08, I had to have my torn rotator cuff and bone spur repaired. In the middle of my physical therapy, my wife had to take me to the ER for emergency gall bladder surgery. It had evidently done enough damage to me that they kept me in the hospital for 13 days. The doctor said that I had almost died, and my wife said it didn't look good and agreed with the doctor. I feel terrific now; all systems are in good shape. All they give you to eat in the hospital is broth and jello. I'll probably not look at them the same again. I did lose 22 lbs, but gained most of it back.

Early last spring I saw an ad in the paper looking for Census workers, so I applied, took the test, and interview and got hired. I did about 2 months last March and April of Census canvassing where they check addresses and make sure that a place exists at their address. I enjoyed it, as it got me out into the West Valley of Maricopa County. The Census peo-

ple gave us a hand held GPS computer hooked into the satellite system to spot the homes. Most of my area was out in the desert where the 1 to 3 acre "ranchettes", read single and doublewides with a minimum of 4 or more dogs, many pit bulls come to greet you. One of the concerned residents told me to be careful, because there are bad people with meth labs out there. I never encountered any that I know of.

In October, the Census people called 80 of us back to inventory multi-bed places, such as nursing homes, prisons, hotels, and motels, even down in the Gila Bend area. I'll probably work again this spring for them after April, when everyone will have to fill out a 10 question form.

Since I drive by the Goodyear airport several times a week, I try to watch the airliner activity. The one UA 747-400 that was stored there left last November. There were about 35 737s also parked that I could count. There are still around 30 left. I saw a couple go into the hangar and come out white with an unknown logo on the tail. One of the DC10-30Fs is still parked there from the time of the bankruptcy. I don't know where the other one was taken, but I know it wasn't salvaged. I get the Airways and Airliner magazine, and see that there are several UA 737s flying for outfits in Eastern Europe and also in Africa, along with some UA 767s. It seems that all of the A320s that come in get salvaged. Northwest had about 7 or 8 320s, and all got salvaged for parts. Saudi still has a 747-300, and Varig has several 767-300s and 737s stored, even though there is no Varig anymore. Some British outfit has 4 blue 767-300s stored. I doubt that any of those kinds will be salvaged. They still train the German kids to fly for Lufthansa and the Luftwaffe at their school in Goodyear.

My other time is spent trying to help keep our church going. It used to be in West Phoenix and was all Caucasian, but the demographics have changed so much the area is almost completely Hispanic. There aren't too many Mexicans interested in being a Lutheran, but do want to learn how to speak English.

I still ride the Harley for some terrific therapy, or just plain go riding. Going to the "Roadrunners" luncheon in February.

Warm regards to all, *Frank and Jeanette*

IN MEMORIAM

RALPH S. JOHNSON

January 12, 2009, Ralph Johnson, one of United Airline's colorful pioneer aviators passed away at the age of 103 at Friendship Village, a senior's community in Tempe, Arizona. He was a former chief test pilot for United Airlines, who went on to launch his own aviation enterprises, helped found a life insurance company, served as president of a local manufacturer, and served two terms in the Wyoming House of Representatives.



Ralph was born on June 26, 1906, in Goodland, Indiana not 3 years after the Wright Brothers first flew at Kitty Hawk. He was the grandson of a Welsh ship captain who left home for the sea at age 11 and nephew of a managing engineer on the Panama Canal project. He grew up—the fourth of 10 children—on a farm in days when horses plowed fields and steam powered harvesting machines.

As a teen, he started a mechanics business to earn money for college, building his family's first car out of junkyard parts. He graduated from Purdue University's Mechanical Engineering School in 1930 and entered the Army Air Corps, where he earned his wings at March and Kelly Fields; becoming the personal pilot for the 8th Air Corps Commanding General.

The Army Reserve could only keep him two years, so he went to work for the Ball Brothers (of glass jar fame) in Muncie, Indiana flying a Sikorsky S-39 amphibian from Lake Wawasee to the Chicago World's Fair. From a chance meeting there, he was hired by what became United Airlines and was soon offered the job as chief test pilot at United's Cheyenne, Wyoming maintenance base. There, he met his sweetheart Ruth Bond who was visiting from Tennessee.

At Cheyenne, he developed innovations that would win industry praise and send him to aviation halls of fame. Among them was the stabilized approach—a

standardized landing procedure that has saved countless lives, cockpit crew coordination techniques, visual approach slope lights, propeller de-icing equipment, and a scrolling checklist that became a fixture in military and airline cockpits.

During the 1930s, he helped test fly the DC-3 while on loan to Douglas Aircraft. There, he also evaluated the little known DC-5. During World War II, Johnson supervised testing of thousands of B-17 and B-24 bombers undergoing modification at United's Cheyenne base and flew C-54 and C-87 transports for the military throughout the Pacific. Afterward, he test flew some of the first blind landings with an autopilot coupled to an experimental localizer and glide slope beam in a United DC-4 Mainliner christened "Potomac River" at MacArthur Field, Long Island.

By 1948, he had launched his own general aviation business, doing aerial surveys, operating a light plane dealership, and building up a fleet of WWII surplus aircraft (Douglas B-18s, Fairchild Flying Boxcars, Chase C-122s, and Lockheed PV-2 torpedo bombers) to battle fire ants and forest fires. The talented pilots and mechanics of Ralco Inc. constituted a second family for some 36 years. Johnson continued to fly until he was 82, when he sold the business.

Outside of aviation, Johnson pursued politics and a variety of commercial interests. A life-long Republican, he served in the Wyoming House of Representatives in 1951 and 1953, and was appointed to the U.S. Export Expansion Council. He helped found the Teton National Insurance Company in 1961 and served as president and chairman of Ideal Aerosmith, a precision instrument manufacturing company. One of his favorite pastimes was participating in Cheyenne's Young Men's Literary Club, a lyceum still active here. He also served as president of the Cheyenne Rotary Club.

Ralph's honors include: the National Aeronautic Association's Elder Statesman Award, placement in the Wyoming and Arizona aviation halls of fame, and the Laura Taber Barbour Air Safety Award from the Flight Safety Foundation. In 2008, his alma mater Purdue University conferred an honorary doctorate in aeronautical engineering, recognizing his "truly remarkable career, having made a huge impact in aviation and service to our country." Purdue sent a jet to pick him up and on May 9, he

dutifully walked across the stage to receive his hood and diploma before 7,500 cheering students and families.

Johnson made Cheyenne his home from 1935 to 1988 when he and his wife, Ruth, retired to Scottsdale, Arizona. Ruth died peacefully on September 23, 2009, at age 97.

He is survived by his son Judge Alan B. Johnson of the 10th Federal District and a son Stephen of Silver Spring, Maryland who flew with the Air Force and served in the Department of Defense. Grandchildren and great grandchildren.

Selected bibliography:

"He Landed a B-17 Backwards," *Wyoming State Tribune*, May 20, 1965, p. 2.

Red Kelso, "Ralph Johnson: The Early Years," *Wyoming Tribune-Eagle Sunday Magazine*, March 30, 1980, pp. 8, 9, 23.

DELLOYD E. "Dick" TOBIE

My dad, Dick Tobie, had a peaceful passing on January 30, 2010 he was 90 years old. Dad lived a full and adventurous life and always kept the stories flowing.

At 18 years old he got the incurable flying itch and left Wisconsin for Homestead, Florida. There he took flying lessons he paid for by being a hopper loader for a crop dusting outfit. With help from his mining engineer brother in South America, and savings from jobs he bought himself a J3 Cub for \$600.00 and followed the rivers and highways north to Wisconsin. He Landed where he could, even once on a highway to refuel at a gas station. Sleeping under the wings in farmer's fields and giving rides for gas he found his true passion. He later traded in the J3 Cub for a clipped wing Monocoupe and loved racing and performing aerobatics at air shows. In 1940 he was hired with United Airlines at the age of 21 as the youngest commercial airline pilot. After completion of training in Oakland at the Boeing school of Aeronautics he was sent to Chicago Midway for line check in the B-247. In SFO



he flew the DC-3 and was later transitioned to the DC-4, DC-6, DC-7, DC8, B-747. As part of the war effort Dad spent time flying military contracts to Alaska's Aleutian Islands. He retired number one on the seniority list but more importantly he never got a violation or bent any metal.

In 1943 dad fell in love with a beautiful TWA flight attendant, Dorthy Hawkins. Their partnership through the 66 years of marriage included a family of four children, six grandchildren, a storybook life of travel and special times with family and friends. Preceded in death by his son Daniel Tobie also a United pilot.

With extra time on their hands, pilots always seemed to scheme the latest way to create money and with Dad's entrepreneurial spirit he was no exception. At one time we had the garage full of cases of Tidy Bowl; a Geiger counter to find uranium and perpetual real estate deals on the make. He loved being out doors, and was often duck hunting, fishing, playing tennis or jogging.

I consider my Dad to be one of the true pioneers of the airline industry who saw a vast scope of technological and safety changes that have made flying what it is to day. Two of his sons inherited his love of flying and became career commercial airline pilots. We miss him, and wish him a restful layover in the wild blue yonder. Lana Tobie-Corless

A Tribute to Dick Tobie

By Joe Coenberg

A few days ago I received one of those sad phone calls informing me that Captain Dick Tobie, a special, long time friend had taken that last flight West. Although we were only separated in age by five years there was a huge gap between our knowledge of airline flying and flying skills. Tobie was born to fly, and had accumulated a vast amount of experience of "flying the line," under all kinds of conditions and he wore the mantle of being an "Airline Captain" gracefully when it was looked upon by the public as being akin to walking on the water!

I always felt fortunate to fly co-pilot for Tobie and did so for many years and on a variety of different types of equipment. He was a pleasure to fly with and you could tell that he loved his work and was very good at it. He generously shared takeoffs and

landings and if you were willing to learn he would he show you some of the finer points of flying the line. He also new how to take care of business when the chips were down!

I first flew with Tobie on DC 3's up and down airway Green 3, through Oakland, Sacramento, Reno, Elko, Eli, Salt Lake City and Denver. While I was learning the elevations of the terrain, the airports and so forth, Tobie was studying the land formations looking for potential oil deposit sites and he and another pilot, Jim Hicks, were buying up oil leases.

Tobie and I both enjoyed the outdoors and got interested in investing in recreational type land both for our own pleasure and possible sale to others. We soon found out that real estate brokers were not much help, for of course the land we wanted had to be located at an elevation which was out of the severe heat, but not so high you had to shovel snow. The parcels had to have a year around stream, a lake or pond, some pasture land a nice home site and good drinking water. Oh yes, and the price had to be right too. The brokers just laughed at us and told us if they had that kind of land they would be selling it like hotcakes. Great, we didn't know any better so we just went out and found a 380 acre ranch in the Sierra foothills near Grass Valley, CA with two small trout streams and meadows alongside, lots of pine and cedar trees, 2,500 to 3,000 foot elevation, abundant springs pouring cool water down hill to a flat home site. The ranch owner was just looking for a long term stream of income, so with a small down payment and lenient seller financing we were in business. We resurrected a 33 foot Air Stream trailer that had taken on a little water from a flood. With a lot of elbow grease and a little bad language Ole Tobe and I had a neat little cabin from which to view our holdings, grill a few steaks over a campfire and enjoy a martini while stretching the truth for a little while. We enjoyed the recreational aspects of the ranch while improving the roads and developing the springs for irrigating some meadow areas and then sold it some years later, just like the brokers had said.

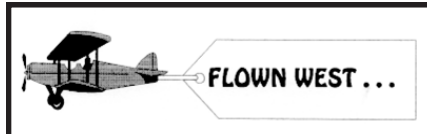
Our next joint venture didn't turn out as well but it was quite an experience. On a September vacation, plus a few days off, we erected a Ready-Cut log cabin on the McCloud arm of Lake Shasta. We expected it to be warm that time of year, but it was

hotter than six in a bed. We had the logs delivered to the shoreline next to a stretch of water which separated us from the Forest Service Lot which Tobie had leased. We had to move the logs to the opposite shore by loading them on an old double-ender boat which we towed with Tobie's boat. We borrowed an old jeep to which we had to transfer the logs for a trip up a hill where we had built a chute to slide the logs down to a nice flat cabin site near the water. Tobie would have to back the jeep down a fairly steep incline to the shoreline so we could load the logs on it. Trouble is, the jeep had no hand brake, so Tobie would cut the engine, put the jeep in gear and head for the water to load the logs while I chocked the rear wheel and then joined him to help loading. No sweat, until someone came along to help us, and our routine got mixed up and we were all standing in the water to load logs while the jeep was slowly disappearing into the lake which had about six inches of silt on the bottom! Luckily, Tobie is a good mechanic, and with a few parts and a lot of sweat and hard work, was able to get that old jeep running like a coward. It was a nice little cabin but we found we seldom used it so we sold it.

Even when we were not flying together we kept in close contact and spent a lot of time together. Tobie acquired an interest in a duck club which was a great place to get out of town for a few days now and then.

Another common interest we shared was steelhead fishing. I had done a lot of trout fishing while growing up in Oregon, but Tobie introduced me to steelhead fishing. We first fished at the mouth of the Klamath river where it runs into the Pacific ocean, but it got to be so crowded you almost had to bring your own rock to stand on so we started working our way upstream toward the Oregon border, camping out or staying in some of the old hotels along the way. Later, I had an old ranch house at Seiad Valley, a small town up near the Oregon border so we always had a place to stay. Almost every fall for many years we got together when the salmon and steelhead made their spawning runs up the Klamath.

Now, Tobie is flying on ahead, so I hope that when he gets to those streets paved with gold, he will stake out a claim for me! *Joe*



Howard H. Keller	Sep. 03, 2009
Gerald A. Warnke	Nov. 07, 2009
John A. Glokner	Nov. 09, 2009
*Gale J. Chapman	Nov. 09, 2009
Ralph S. Johnson	Jan. 12, 2010
Donald E. Coles	Jan. 25, 2010
Delloyd E. "Dick" Tobie	Jan. 30, 2010
Jeffrey B. Roberts	

**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

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188
Tucson (January)—*Tucson Country Club*

California

Dana Point CA (3rd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908
Los Angeles South Bay (2nd Thursday, Even Months)—*Hacienda Hotel* - 310-821-6207
Monterey Peninsula (2nd Monday)—*Edgar's at Quail Lodge 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 Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Washington

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

Washington D.C.

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