
rupanews



Journal of the Retired United Pilots Association



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RUPANEWS (USPS 017-562) is published monthly for members for \$35 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

PRESIDENT'S LETTER

After a drive of 2,000 miles, we arrived home from Texas on Easter Sunday. We stopped in New Orleans for two nights and took the city tour. Katrina was 5 years ago but much of the devastation can still be seen. Our old layover hotel near the I-10 overpass is boarded up. That end of Canal Street was flooded. Many homes on the drive to the 9th ward were boarded up. You could see where the helicopter crews cut through the roofs to save people whose homes were flooded. We saw where schools and business had been bulldozed to the ground and only a grass filled lot was left. Despite the risk of another flood, there were new homes that had been built. Talk about living on the edge. The French Quarter was spared and is still as honky-tonk as ever (as my wife says).

Having spent 1½ months in the Houston area and listening to all the rumors about the impending merger between CAL and UAL, I was surprised to read that UAL and US Air had re-opened merger talks. If this is the case, I wonder what CAL will do. They have stated that they would have to merge if NWA/DAL was a success. Only one left to merge with is American. Wall Street loves the idea of major airline mergers. UAL stock went to \$21. Not good for the consumer though. Fewer seats, higher prices or so they say. That did not happen after the NWA/DAL merger because SWA, Jet Blue, Spirit, etc. are still out there with their low seat prices. As I said in last month's message, fasten your seat belt folks, turbulence ahead.

After reading Laurie Anderson's letter in the March issue of the magazine, I would like to take this opportunity to send our best wishes to Dick both from myself and from all the RUPA members. I had the pleasure of working with Dick and Laurie during our 2007 Seattle convention. Both Rich Bouska and I are grateful for all the work they and the rest of the Seattle volunteers did. Because of their efforts both before and during the convention, it was a huge success.

Speaking of conventions, it is never too early to start planning for the next one in 2011. I think the Denver convention was not to everybody's liking because of all the time we have spent in Denver during our careers. Even the enticement of free breakfast and free happy hour every day could not generate enough interest. As Convention Committee Chairman (my other hat), I would like to take this opportunity to solicit your input as to where you would like to have a convention. If you would not like to have a convention, I would like to know that as well. Would you consider combining forces with RUAEA and hold a joint convention in May, 2011? Since pass travel has become very difficult, buying PS tickets has become the norm lately. Feel free to e-mail me and title your e-mail 2011 convention in case it winds up in my spam file.

It is good to be home and I look forward to the warm weather and the crack of the driver on a golf ball.

Ron

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.

The Cover: Pan American's *Pacific Clipper* Flying Boat

The *Pacific Clipper*, a Pan American Airways Boeing 314 flying boat, the first commercial airliner to fly around the world, was cut off from home by the outbreak of World War II and had to make its way back to the United States all on its own...

A shocking but not altogether unexpected call from Navy Secretary Frank Knox had aroused Juan Trippe from his sick bed that Sunday afternoon on December 7, 1941. Despite a bad case of the flu, he raced to his desk at the corporate headquarters of Pan American Airways in the Chrysler Building in New York City, where he was immediately inundated with urgent official calls from Washington, including one from President Roosevelt. All anyone knew was that a Japanese navy carrier force had attacked Pearl Harbor early in the day, and now all of Washington officialdom needed to learn more. Where would the Japanese navy strike next?

With its large fleet of flying boats operating all over the Pacific Ocean as far as Hong Kong and its efficient radio communications net, the government looked to Pan American to supply vital information as well as to serve as a communications link. Unfortunately, the highly regarded communications network was being taxed beyond its capability and many important Pan Am flight reports were not coming through. A visibly shaken old friend and trusted aide, Harold Bixby, soon joined Juan Trippe at his desk. They were joined by other staff members, all very much in need of encouragement.

Acutely aware of the perils and problems which lay ahead, Trippe rose to the occasion, displaying confidence and optimism that reassured everyone. He emphatically declared that no war with the Japanese or with the Germans, if it came to that, would ever bring down their great airline. There was no reason to doubt the outcome of any war involving our great nation. He made it clear to the assembled staff that some very effective staff work must be accomplished without delay, and that no one could waste time with thoughts of doom and gloom. All personnel selflessly plunged into the urgent task of adjusting the company's vast flight operations in the Pacific and Atlantic Oceans and Central and South America to accommodate the impending and inevitable war.

December 7, 1941. The *Pacific Clipper*, Queen of Pan American Airways fleet of flying boats is 6 days out of San Francisco, bound for Auckland, New Zealand. Captain Robert Ford receives a coded message: Japanese attack Pearl Harbor...Implement War Plan A...Proceed to Auckland, NZ...Maintain radio silence...Wait for instructions...Your aircraft is a strategic resource-it must not fall into enemy hands under any circumstances.

Pan American Airways bases all across the Pacific were captured. Returning to the US west coast by the *Pacific Clipper* did not seem possible. A week of waiting, then another coded message:

DEC 14, 1941: Do not return to Hawaii. Do not return to US west coast...Strip aircraft of all markings and identification...proceed west...maintain radio silence...deliver aircraft to Marine Terminal, LaGuardia, NY. Good luck.



The *Pacific Clipper* made it back to New York, flying west, through Australia, the Dutch East Indies, India, Africa, the South Atlantic, and Caribbean. Captain Bob Ford and his crew overcame lack of support facilities, inferior fuel, engine failure and enemy intrigue to complete their mission.

The flight was a thirty-four day ordeal. The *Pacific Clipper* flew over 31,000 miles, 3 oceans, 5 continents, 12 nations, made 22 landings, and crossed the equator 4 times.

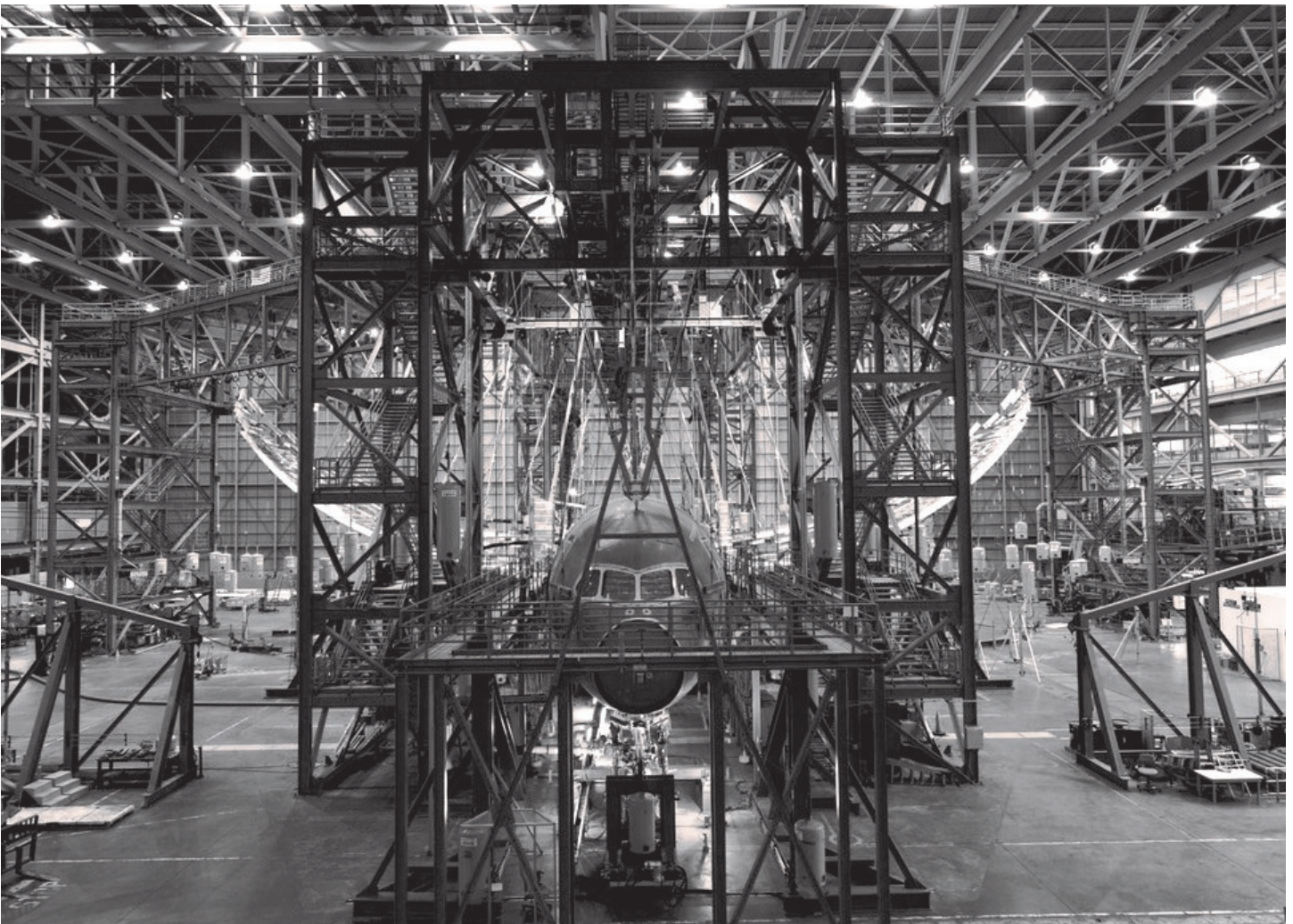
They had no airways to follow, had to use bad fuel, and had no spare parts. They had engine failures, were nearly shot down, and made numerous overloaded takeoffs. They mostly used celestial navigation due to the fact that there were so few air navigation aids available. Captain Ford and crew accomplished the impossible and made aviation history.

Albert S.J. Tucker Jr. and Matthew W. Paxton IV with Eugene J. Dunning spent four years researching and writing a new book “*Pacific Clipper: The Untold Story*” recounting this incredible and absolutely true story of the exploits of Captain Bob Ford and the crew of the *Pacific Clipper* that had to circumnavigate the globe in 1941 just after the attack on Pearl Harbor. It is a tribute to the greatness of Pan Am, her crews, and is worthy of a Cecil B. De Mille epic movie!

Boeing 787 Wing Stress Test

This is the 787 with the ultimate load applied to the wings. (The ultimate load is 1.25 times any load it is likely to see during its life time).

The tip deflection is 7.2 meters!!! (That’s approximately 23.6 feet).



MAY CRUISE NEWS

This is the last issue of the *RUPANEWS* in which we will be able to advertise the RUPA Cruise at the prices listed. In June, Holland America will recall all the blocked cabins that Jerry Poulin has reserved for us and sell them at a higher price. Cabins will still be available but not at our group price. In fact, if you were to check with Holland today, you would find the prices have gone up considerably compared to the prices offered us. If you wish to join us, now is the time to act. The prices will never be lower and the cabin choices will be less as time goes by. Our allotment of suites, in both categories, is sold out and the number of view cabins is limited.

We have had a few cancellations since I last wrote. This is not unexpected due to the number of travelers in our age group. We will miss those not traveling with us and hope to have the pleasure of their company next time. Our total cabin count remains about the same due to others joining us.

Continuing to highlight the final port cities along the route of our cruise, **Carthage**, Tunisia is the next port of call. For a thousand years, Phoenicians were masters of the Mediterranean and over 200 war ships and innumerable merchant vessels were sheltered in the nearby port of Salamambo. At its center, the Admirals Island still exists and archeologists are reconstituting the pavilion with its shrine and docks. And who has not heard of Hannibal? It is from this city that he dared brave the might of Rome. Carthage was destroyed because it opposed Roman rule, and as Carthage was Rome's greatest contender for regional control and power, Rome felt that it could not rest until 3 years of destruction, concluded by 17 days of conflagration, had wiped Carthage off the map. For a little more than 100 years, Carthage was nothing but ruins and rubble. The Romans made Utica their capital. Then in 44 BC, a Roman city was established where the Punic one had been. The reconstruction was highly successful, and Carthage rose to become the third largest and most important city around the Mediterranean Sea. When Rome was crushed in the 5th century, Carthage thrived and prospered. Not before the arrival of the Arabs, did Carthage come to a final end. Now, the ruins of both these great empires, the baths, dwellings, temples, shrines, and the fabled navel port of the Carthaginians, lay open for viewing. Declared a national monument, the town of Carthage and nearby Salamambo abound in vestiges of the Punic and Roman empires. The hill of Byrsa, where in the 8th century BC, Carthage was founded, is a storehouse of history. Newly restored, the former cathedral of Saint Louis, which crowns the hill, is now a cultural center and the nearby national museum of Carthage holds an impressive collection of Punic statues, steles and urns.

Trapani, Sicily is the next port of call. This coastal town was settled as a fishing village and harbor some time before 1000 BC by the native Sicanians. The town is renowned for its fine seafood and Sicilian cuisine. Its name is derived from an ancient word for "hook," for the shape of its harbor. Legend tells that **Demeter**, goddess of harvests and of plenty, while seeking her lost and beloved daughter, dropped her sickle in a moment of despair, and as it fell to earth and landed by the sea, Trapani grew in its place, retaining the form of the Goddess' scythe. Trapani is an unusual Sicilian city for its westward position, which affords spectacular views of some of the Mediterranean's most beautiful sunsets. Although not much trace is left of Trapani's ancient history, the town was a Phoenician trading port, ideally placed for commerce with Africa, Naples and the western Mediterranean. After bombing during the Second World War, much of the town was rebuilt in the depressing style so common in Sicily, but the old town extending westwards with sea on either side, is still worth a visit. Out at the tip of Trapani's headland is the **Torre del Ligny**, a tower which was part of the 17th-century Spanish defenses and now hosts a Prehistoric Museum. A stroll around the largely-pedestrianised old town gives travelers a chance to admire the town's old buildings and landmarks such as the offshore fortress called the Castello del Mare (Sea Castle).

Naples is the last port of call before leaving the ship at Civitavecchia and home. Naples to me brings to mind Dean Marten's "That's Amore". Naples is the third most-populated city in Italy and the biggest city in Southern Italy. It is a lively and vibrant city, full of wonderful historical and artistic treasures and narrow, winding streets with small shops. Sunny, lively, and sassy, Naples is music, theatre, Vesuvius, coffee, pizza, and the sea, Capri, Sorrento and Pompeii. There is more than enough to occupy our time at this stop. 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 Jerry or me a call or contact us by email. What a great trip this is going to be.

Tour information taken from several Google sites. Submitted by Rich Bouska 925-443-4339 rbouska1@comcast.net

2010 RUPA Roman Empire Cruise

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

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

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

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

Cabin prices are the same for both 10 day cruises

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

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

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

Cabin prices for the 20 day cruise

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

All cabins are subject to availability. Rates are subject to change until booked. If a lower rate becomes available we will rebook at that rate. A deposit of \$300 per person for the 10 day cruise and \$425.00 per person for the 20 day cruise is due at the time of booking and is fully refundable until 25 June 2010. If you want verandah cabins, it is important to book early, as they are the first to sell out.

Send all correspondence to:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive, Holden, MA 01520

1-800-309-2023 access code #33

1-508-829-3068

gpsp@aol.com

Check out deck plans and staterooms on the Internet

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

*******PDX — RUPARIANS*******

We are very interested in establishing scheduled PDX Area Luncheons. Any who would enjoy the opportunity to attend these regular events to please let us know, now, not “tomorrow”!! Info below.

ALL Pilots and Flight-Ops retirees welcome

Additionally, if you know any non-members of RUPA, who might be interested in attending these, perhaps you could get in touch with them and have them join RUPA and get on our contact list.

Here's our contact information:

Ron Blash email: rblash@mac.com

Tony Passannante email: hotshotcharley@aol.com

Cell: 503 504 5324

Cell: 503 318 7899

Email is preferred, but phone calls are also welcome.

Thanks! *Tony & Ron*

Editor's Note: If you don't respond it can't happen!! Get on it! *Bruce*

**Here It Is!..... on June 12th, 2010
RUPA & The Cleveland Crazie's
Mid – Summer's Do!**



Directions(you should know by now)

From I-77 or I-71 go west on I-480 and then...
From I-80 to I-71 North to I-480 West and then...
On I-480 to Great Northern Exits, Take Exit 6A
South on Rte 252 (Columbia Road) to the German
Cultural Center (approximately 2 miles) on Right.
Parking will be there, and transportation may not be
provided to and from the party site (about two blocks).
However drop offs are always available.

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: rmcmakin@apk.net

We will start at approximately 4:00 pm. We will finish when we are finished!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN **EMERGENCY** SUPPLY OF BASICS WILL BE AVAILABLE,

PLEASE BRING YOUR OWN BEVERAGE SELECTION.

United Airlines, Ameco Sign 5-Year Maintenance Deal

BEIJING -(Dow Jones)- United Airlines and Aircraft Maintenance & Engineering Corp. have signed a five-year maintenance contract for heavy maintenance, the companies said in a joint statement Monday. Ameco will perform maintenance on United's fleet of Boeing 747s and 777s beginning in June, the statement said. United previously had an agreement with Ameco for heavy maintenance of its B777 fleet that expired last year.

United operates 52 Boeing 777s and 24 Boeing 747s. Ameco is a joint venture between Air China Ltd. (0753.HK) and Deutsche Lufthansa AG (DLAKY) established in August 1989.

United Implements Travel Listing Improvements as Phase II of Secure Flight Program

As part of the Transportation Security Administration's (TSA) Secure Flight program to enhance the security of domestic and international commercial air travel through improved watch list matching, **we added a new passenger information page on WebList in December.**

We now have the functional capability through WebList and Apollo to store, edit and delete Secure Flight Passenger Data (SFPD). Effective March 31, 2010, when you list for flights, you have the option to save the SFPD -- eliminating the need to re-enter the same information for each Passenger Name Record (PNR) created. You will also have the capability to edit stored information for yourself and your travel eligibles -- excluding companions -- at this time.

For more information on the Secure Flight program, visit TSA's [Secure Flight Web site](#) for a detailed program overview, travel tips, and more.

For additional questions, please contact United's Employee Service Center at 1-877-825-3729, Monday through Friday. Representatives are available from 8 a.m. to 5 p.m., Central time or send an email to ESC@united.com.

(ATTENTION VETERANS) DD FORM 214 -- SOCIAL SECURITY BENEFIT

In a nutshell it boils down to this: You qualify for a higher social security payment because of your Military service, for active duty any time from 1957 through 2001 (the program was done away with 1 January 2002).

Up to \$1,200 per year of earnings credit credited at time of application - which can make a substantial difference in social security monthly payments upon your retirement.

You must bring your DD-214 to the Social Security Office and you must ask for this benefit to receive it, it is not automatic!

Soc Sec website: <http://www.ssa.gov/retire2/military.htm>

This is something to put in your files for when you apply for Social Security down the road.

It is NOT just for retirees, BUT anyone who has served on active duty between January 1957 and December 31, 2001 is eligible.

CAROLYN L. WILSON - CTR Security Specialist

Pickles/Brian Crane



Coming Pan Am 75th China Clipper Celebration

November 22, 2010

Dear Pan Amers, here is a tidbit of Pan American history to draw your attention to the upcoming 75th celebration of the China Clipper inaugural flight across the Pacific that occurred in 1935. This celebration will occur in November 2010. Also, there will be a Pan Am reunion for employees in San Francisco at the same time. There are some in our group who remember and have experienced the boat days but they are few in number. For the rest of us we have to rely on history books, magazine articles and hear say anecdotes about these romantic and enchanting days of the flying boats.

This short introductory article of the transpacific route is written to key your interest. The specific date of November 22 was chosen for two special reasons: It was the 100th Anniversary of the first Clipper ship entering San Francisco harbor, and United States Post Office was issuing a new 25 cent stamp featuring the Clipper flying over water. In celebration of this milestone, a committee of San Francisco employees will host a reunion for all Pan Amers in November 2010.

Transpacific Letter # 1

On November 22, 1935 thousands of people lined the shores of San Francisco Bay and millions of people around the world listened to the radio to witness an epoch-making event---the first commercial air mail service to Asia. For the large crowds attending the ceremonies in Alameda, there was much fan fare and pomp adding to the excitement. The significance of the occasion brought many celebrities and government dignitaries in attendance, including Postmaster General James Farley, who read, President Roosevelt's letter expressing the importance of the occasion:

My Dear Postmaster General: Please convey to the people of the Pacific Coast the deep interest and heart-felt congratulations of an air-minded sailor. Even at this distance I thrill to the wonder of it all. They tell me that the inauguration of the transpacific sky mail also celebrates the 100th Anniversary of the arrival of the first Clipper ship in San Francisco. The years between the two events mark a century of progress that is without parallel, and it is our just pride that America and Americans have played no minor part in blazing new trails. There can be no higher hope than this heritage of courage, daring, initiative, and enterprise will be conserved and intensified.

Very sincerely yours,

Franklin D. Roosevelt

Concluding the ceremonies, Trippe gave the command into the microphone for the listening audience on the radio: "Captain Musick, you have your sailing orders. Cast off and depart for Manila in accordance therewith." Musick: "Aye, aye sir."

All eyes were glued to the China Clipper as it taxied out into the take-off channel and turned into the wind. Slowly at first, the new Martin 130 started moving across the surface and as it gained speed, a streaming spray of mist followed in its wake. The aircraft, with a crew of seven, loaded with fuel and 1,837 pounds of mail, lifted off the surface at 1546 Pacific Time, and gradually started a climb to gain altitude. The unfinished Oakland Bay Bridge lay directly in its path, as the plane got closer, the crew could see suspension cables hanging from its underside. Not having enough altitude to fly over, Captain Musick decided at the last minute, to dive under the struc-



FROM THE FRANKLIN D. ROOSEVELT COLLECTION
AUCTIONED FEB., APRIL, 1946 BY H. R. HARMER INC., N.Y.



ture. A swarm of military aircraft in escort followed, believing this was part of the routine. Averting the crisis, the China Clipper banked in the direction of the Pacific, over headed the Golden Gate Bridge, and disappeared into the dusk of the November evening.

As dawn broke the next morning, Mount Molokai was in sight and navigator Fred Noonan reported their position as 300 miles from Pearl Harbor. Thousands of Hawaiians, anticipating the arrival of the China Clipper, lined the shores of Oahu to get a glimpse of this magnificent aircraft. Captain Musick ordered the crew to shave in cold water before landing so they would look fresh and well groomed for their arrival. The China Clipper touched down in Pearl Harbor at 1019 Hawaiian Time, after more than twenty-one hours in the air. The first leg of the inaugural flight was a success and occurred without incidence. Bridging the 8,000 miles from San Francisco to Manila via the stepping stones of Honolulu, Midway, Wake Island, and Guam took six days or 59 hours and 48 minutes in flight time, a trip that would normally take weeks by ship. Connecting the U.S. with the Orient via the mid transpacific route is considered the most important event in commercial aviation and occurred because the vision and determination of a thirty-six year old, Juan Trippe.

LAX SOUTH BAY RUPA LUNCHEON

Fourteen of us met for a long and enjoyable lunch. Sandy Bredin showed and entertained us with stories of flying to the Arctic.

The Valley was represented By Marcene and Doug Rankin. Also attending were Loyd Kenworthy, Don Krueger, Cheryl and Larry Freeman, Arvie, Chuck Raphael Trudy Buck, Norm Marchment, Tom Reidt and Walt Albright.

Linda May arrived to greet everyone and show pictures of her brilliant dog doing agility training.

I showed the X-ray pictures of my recent neck surgery but didn't get near the sympathy I deserved.

Best wishes, *Rex May*

S.E. FLORIDA GOLDCOAST LUNCHEON

Our final lunch of the season was held on a sunny spring day on Thursday April 8 at Galuppis Restaurant and Patio Bar at the Pompano Beach Airpark. We had a good turnout of 29 attendees.

Dick Bodner made an announcement that Ellen Gallant had contacted him to thank our RUPA group for the flowers, and thank those of us who attended the Memorial Service for Pete Gallant.

Those in attendance today were active Pilots Dan and Brian Petrovich, guest American Airlines Captain Mike Forte, Ed Wheeler, Bill Lancaster, Ham Wilson, Billy D. Moss (down from Vero Beach), Murray Warren, Lyn Wordell, Chuck Smith, Stan Blaschke, Dick Bodner, Ham Oldham, Jim Carter, Jerry Bradley, Mike Nelligan, Bill Garrett, Waly Kimmy, Dan Kurt, Bob Beavis, Warren Hepler, Sid Sigwald (from Hobe Sound) Duane Harrison, Terry Lewis, Dave Peat, Dave Dryer, Ralph Rodrigus, Glen Hall.

and Yours truly: *Ned Rankin*

APRIL EXTRA'S

Ed Akin, Hugh "Andy" Anderson, Bruce Anker, Robert Ashworth, Howard Bailey, John Bare, David Bollech, Ben Brower, Glendon Brown, Robert Callaghan, Charlie Choate, Joe Coenberg, Terrence Davies, Lyall De La Mater Peter Dempsey, Roger Dreher, David B Dryer, David Dyer, Donald Fett, Robert Fiedler, John Fortanas, Vic Fox, Lee Gidney, Edward Gilroy, Bud Gimple, Curt Girton, John Gordon, Dick Graver, Kenneth Hendrickson, Ed Hoffmann, Frederick Horsmon, Calvin Jassmann, John T Jenkins, Rex Joseph, Norm Justesen, Jerome Keyes, William Kiper, Fred Kirk, Charles Kittle, Florence Knapp, Victor Kocan, James B Long, Joseph Mahoney, John R Marshall, Thomas McDermott, Robert McGowan, Brian McKay, Charles McKinnon, James W Miller, Dick Monroe, Robert Mosher, Doris Murdock, Edgar Musser, Sam Orchard, Joseph Pernarelli, O B Phillips, Beth Ann Raphael, Brent Revert, Leonard Roquemore, Peter Saeger, Sandy Sands, Richard Savold, Frank Schlarmann, William Scholes, W T Smithdeal, Donald Toepen, Joe Vallejo, Ellis Van Alstine, Robert E McGowan, Joseph West, George J Wilson, J H "Woody" Woodward.

OHIO CLEVELAND CRAZIES LUNCHEON

Thursday was a beautiful spring day in NE Ohio and when we gathered at TJ's for our monthly luncheon we were surprised to find our 'fearless leader' played hooky!

Not to worry, we were pleased to have a guest, long time crewman Jack Preston and nine retiree's to reminisce with. We were treated to some of Ken Wheelers finest stories (jokes). Highlighted by his list do "Darwin' Awards that were hilarious - and sadly, true!

We discussed the Civil War, especially the battle of Gettysburg where George Bleyle had recently visited and reported on the ongoing struggle to keep the battlefield as it was and still have the accommodations nearby necessary for the many visitors that come each year.

Dick Orr gave us a little naval history about the first aircraft carriers 'Wolverine' and 'Sabel'. Very interesting!

Our Miss Vickie did her usual fine job and a good time was had by all.

Those attending were: Ken Wheeler, Dick Orr, Jim Burrill, Howie & Pat Morris (who as usual brought her famous candies to treat us all), Joe Getz, Gene White, George Bleyele, Jack Heiszek, our guest Jack Preston and your scribe for the day, *Ed Griffith*.

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The April 7th luncheon meeting of the North Bay RUPA group marked six years that these get-togethers have been held...thanks to the originator of the idea..Leon Scarbrough! We've had a lot of good times, and sadly lost a few members along the way, but it's been a lot of good camaraderie, combined with some great memories, and good food! We've shared tales of the "Golden Age" of airlines/aviation, of the many people we met...many remarkable..some, perhaps, not so much..and re-told the tales that are now legends..we've shared news and ideas of particular interest to retirees, and veterans, (which are numerous in our group).

If you're in our neighborhood on a first Wednesday of the month...you're invited! Free USA Today, and fresh fruit, in the lobby! Please check guns at the door...

You had a darn good idea, Leon...Thanks!!!

This lunch was missing a few "regulars... (perhaps the excellent Spring WX had a bit to do with that?)... however, the members who prefer two-wheel transportation took fine advantage to attend, and get a good ride in, also!

The meeting opened with Dick Lammerding introducing his guest, Rob Lyon, a WAL/DAL retiree, who was welcomed by all. Rob brought with him a "cruise book" of the USS Hancock, that included a photo of our "Health and Welfare" Chairman, George Hise, as a young Naval Aviator! Unfortunately, George was not in attendance to hear the many laudatory comments. Notice was paid to the passing of Captain Pete Gallant, known to many in the group, and the "sick list" was thankfully quiet. Handouts included an article stating how researchers at UC Davis had determined that beer containing high levels of malted barley and hops are a source of dietary silicon which is good for bone density. Several in the group were busily building bone density at the time! Also, an e-mail containing a rather plausible tale of how the events leading up to, and following, the BK of uaua, were planned some time ago.

The BB had articles on Toyota possibly passing their pensions off to the PBGC, the recent near-miss at SFO, a fine picture of Harry Stonelake and Kathy Lynch, taken at the informational picket line by the AFA, the day before at SFO...among other misc aviation info...

In attendance: Tom and Joyce Grey, Barney Hagen, John Baczynski, Leon Scarbrough, Jules and Sybil Lepkowsky, Woody Lockhart, Randy Hinz, Deke and Merle Holman, Jim Mansfield, Gary Davis, Bob Grammer, Dan Porter, Bill Smith, Bill Greene, Al Milotich, Norm DeBack, Don Madson, Dick Lammerding, Rob Lyon, Bill McGuire, J. R. Hastings, Gary Koverman, Dick Hanna, Larry and Dee Whyman, Bob and Doris Donegan.

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds had a good time at our monthly luncheon today (April 15, tax day). The conversations were lively and the food was good as usual.

Jack Brown stated that he had been retired so long that he no longer dreamed about flying the line for UAL. Most of us present concurred but Ray Randall said he still had dreams about flying Corsairs for the Marines in WW-II and being shot at. Those memories are probably harder to forget.

There was some discussion about Medicare being ripped off by hospitals for emergency room services. Bob Howard made a pitch for a golf tournament and told a good joke. He told the same joke last year, but no one remembered and laughed anyway. The host followed with a joke and drew less laughter, but I think it was a new one.

In attendance: Bud Gudmunson, John Bley, Bob Howard, Herb Marks, Al Haynes, Chuck Westfphal, Ray Randell, Jack Brown, Ed Williams, Don Anderson, Bill Stoneman, Neil Johnson and **Bill Brett**.

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

There were 31 in attendance at the Bay-Siders luncheon on April 13. We were happy to add a new member to our group when Bob Norris came and brought his son, Craig, along. Craig is an A320 captain. We had another unexpected guess, Dale Harper, attend. Dale puts out a daily e-mail with up-to-date airline information of interest to all of us.

Those in attendance were: Bob Ahrens, Floyd & Charlene Alfson, Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billy Cramb, Steve Filson, Dale Harper, Howie Jundt, Bob Kallestad, Karl Kastle, Bob Lawrence, Norm Marshall, Jan McNaughton, George Mendonca, Walt & Mary Ramseur, Norm & Connie Rupp, Cleve & Rose Spring, John & Dorothy Stefanki, Larry & Pat Wright.

We would like to congratulate our "SFO North Bay RUPA Group" on completing their sixth anniversary this month. Good on ya, guys!

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

THE WORLD'S RECORD FOR LOW FLYING AND LIVED TO TELL ABOUT IT

Contributor says: The tail strike occurred during at a 1990 air show in Harrison, Arkansas. The photographer, who was a technician for the FAA and somewhat of a camera buff, was tracking with his camera as this guy looped off the deck in a MiG-15. The pilot had just completed a loop and misjudged his pull-out. Everyone considering themselves as potential victims took-off running in all directions, but the photographer had a non-threatening position along with a strong motivation to take the picture, so just as the MiG scraped the ground, he captured this rare image. The pilot just made a wide circle, lowered his landing gear, touched down and then taxied in showing scratched paint, but no sheet metal damage.



THE MONTEREY PENINSULA RUPA LUNCH BUNCH

The April 12th lunch/golf meeting, despite the heavy rain showers, was well attended. Those who braved the rain showers were regulars Carlos and Judy Quintana, Diane Ellis, Brett Morris, Richard Myer, Dave Mackie, Milt Jines, Pete Walmsley, Phil McLain, John and Jane Rowbottom, Lee Casey, Jim Gwinn, Barrie and Sharon Nelson, Neil and Barbara Brooks, and yours truly. Three new faces were Bob and Hannah Cornell and Phil's guest Gary Jones.

A welcomed back, after a long absence, was Will and Fran Blomgren. Will has been undergoing months of chemo treatment for Parkinson disease. Great to see them both looking so well!

Golf was planned after the luncheon but was out of the question due to the weather! Next opportunity may be June – Pete will make the arrangements.

Next luncheon will be Monday May 12th at Edgar's at Quail Lodge – report time 11:30! **PLEASE RSVP** either by email (preferred) or phone! *Phyllis Cleveland*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all from the Intrepid Aviators of southern Oregon. We had our April lunch at the Pony Espresso in Jacksonville, Oregon last Thursday. A smaller group than recent months, but a lively group and good cheer. Those present were: Steve Fusco, Scott Lee (airline pilot and son of former UAL Captain Don Lee who had flown out of SFO and who I flew with as a F/O for many years ago), George Elliott and daughter Catherine Dimino, Bill Monfort in from his Florida digs, Art and Pamela Lumley, and Bob and Marty Nicolls. We missed many of our regulars, but the weather has turned to Spring and just beautiful so it is most understandable.

Dave and Joanne Ellis should return next month from their winter hiatus in California and we await their return. Joanne writes they anxiously await getting back to their beautiful Rogue River home. Most likely there are lots for Dave to get to after the winter months. Bill Monfort is doing some remodeling on his Applegate River home as he plans to spend more time here....and that is good. We miss him when he's off to Florida and some sailing.

Again, we invite all to join us on the third Thursday of each month at the Pony Espresso, a delightful coffee/lunch spot in Jacksonville, Oregon...itself worth seeing as the town is on the National Historic Register from its days as a mining and frontier town. Give me a call to 541-245-6896 or drop a note to nicolls@clearwire.net if I can be of help. Cheers to all, **Bob**

THE FIRST COMPUTER WITH A HARD DISK

The first computer hard disk was launched in September 1956 by IBM. This was the IBM 305 RAMAC, the first computer with a hard disk (HDD). The HDD weighed over a ton and stored 5 MB of data.

Don't you appreciate your 8 GB memory stick now?



UNITED, CONTINENTAL SAID TO BE IN MERGER TALKS

By Zachary R. Mider, Bloomberg News/From San Francisco Chronicle April 16, 2010

Continental Airlines is holding merger talks with United Airlines parent UAL Corp., the carrier already in discussions on a tie-up with US Airways Group Inc. a person with direct knowledge of the meetings said.

The discussions are preliminary, said the person, who asked not to be identified because the conversations are private. Continental, based in Houston, began studying options last week after the United-US Airways negotiations were disclosed, another person said at the time.

A combination of United and Continental, which rank third and fourth in the U.S. by passenger traffic, would form the world's largest airline. Broader route networks allow airlines to funnel in more passengers and help carriers market themselves to corporate travel buyers.

"The stars have lined up, market sentiment is favorable, industry conditions are favorable, regulatory conditions are much more favorable," said Vicki Bryan, a debt analyst at New York-based Gimme Credit. "Both companies have definitely acted as if they agree they are a good match."

Merger negotiations in 2008 between the two carriers collapsed when Continental decided to stay independent. Continental later joined the Star Alliance group of airlines led by United, which is based in Chicago.

A United spokeswoman, Jean Medina, and Continental's Julie King declined to comment.

A United-Continental combination would surpass Delta Air Lines to take the top spot in global passenger traffic. Delta became the world's biggest airline in 2008 by buying Northwest Airlines Corp.

"There are merits to a combination of United and either party, but Continental-United would be a more compelling option, with less network overlap and a stronger international network," Jim Corridore, a Standard & Poor's equity analyst in New York, said in a note Thursday. "However, Continental has long had a go-it-alone strategy."

The New York Times first reported the UAL-Continental talks. Former Continental CEO Gordon Bethune said no one has told him that his old company is talking to United, "but if they weren't, I'd be surprised."

If United combines with US Airways instead, Continental would be left as the smallest of the so-called legacy airlines. "They have to look at a deal with United," Bethune said in an interview. "It's a combination of two carriers who fit strategically, globally."

William Swelbar, an airline industry researcher and consultant who has advised Continental on labor issues, said a United-Continental merger would face fewer labor problems than a United deal with US Airways.

Combining different airline labor groups can be thorny. US Airways pilots are still fighting over a 2005 combination with America West. Already, the head of the pilots' union at United, Wendy Morse, has said a merger with US Airways probably wouldn't help her pilots.

Morse said Thursday that Continental "represents a more logical merger partner for United Airlines" and would create a stronger company. She said pilots' jobs would be safer because United has less overlap on routes with Continental than with US Airways.

Continental executives have long said they preferred to remain independent, but the changing landscape of the airline industry could force them to combine with another airline.

Size matters to international airlines because high-fare business travelers demand convenient schedules to places they want to go.

Continental has always been big enough to compete. But if it stands idle while United combines with US Airways, Continental would be half the size of Delta and the new United-US Airways, and far smaller than American Airlines too.

The Associated Press contributed to this report





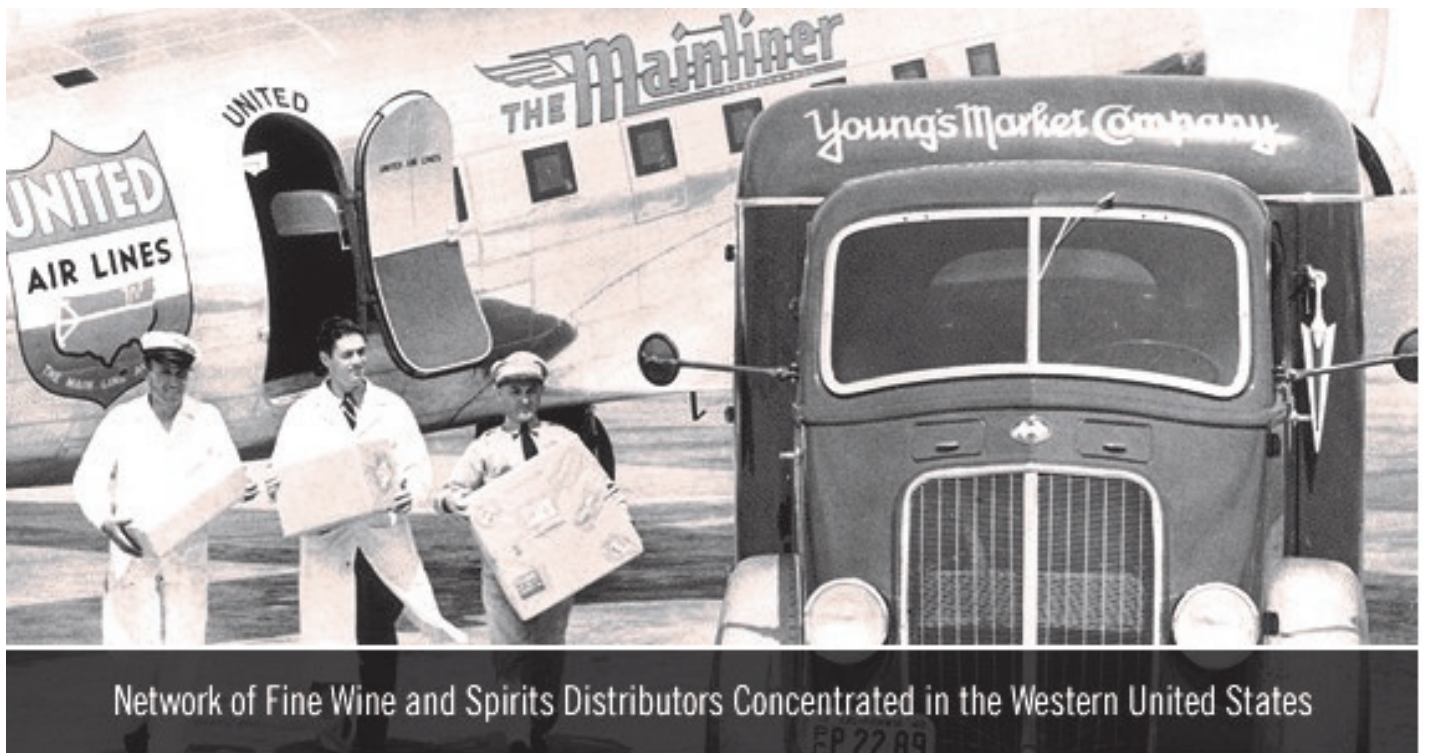
United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



May 15, 1930 - This was the day the "Original Eight" photos were taken in Cheyenne. The graphic in the picture is in celebration of the 80th anniversary of the Stewardess/Flight Attendant Service.

We're not sure where this photo originated. Maybe one of you can provide some information.



PILOT SENIORITY
CAPTAINS AND RESERVE CAPTAINS

Name	Seniority Based on Date of Appointment to Captain or Reserve Captain Position	Name	Seniority Based on Date of Appointment to Captain or Reserve Captain Position	Name	Seniority Based on Date of Appointment to Captain or Reserve Captain Position
1. Lee, E. H.	12-28-18	71. Derby, A. E.	5-1-32	114. Christenson, C. M.	7-7-35
2. Huking, H. W.	4-28-20	72. Gray, E. B.	5-11-32	115. Vaughan, V. W.	7-14-35
3. Williams, W. D.	7-10-20	73. McMillen, E. L.	5-18-32	116. Baird, H. L.	8-12-35
4. Wagner, R. L.	4-23-23	74. Klessig, E. F.	6-1-32	117. Hixson, R. J.	8-15-35
5. Johnson, R. J.	8-25-24	75. Smith, John Alan.	6-5-32	118. Wilson, D.	9-1-35
6. Lott, E. P.	11-1-25	76. Jeppesen, E. B.	6-6-32	119. Gibbons, R. J.	11-20-35
7. Tyler, G.	4-9-26	77. Stewart, E. A.	6-16-32	120. Davidson, F. H.	7-16-36
8. Johnson, P. E.	5-9-26	78. Templeton, J.	7-1-32	121. Roberts, J. M.	7-16-36
9. Grogan, G. B.	7-1-26	79. Kline, O. E.	12-10-32	122. Schmidt, A.	7-16-36
10. Bowman, C. R.	9-18-26	80. Belding, J. W.	2-3-33	123. Hutchinson, J. D.	7-24-36
11. Virden, R. B.	10-13-26	81. Ames, J. L.	5-28-33	124. Blair, C. F.	7-25-36
12. Miller, H. C.	12-17-26	82. Norman, P. M.	6-3-33	125. Jobson, T. S.	11-1-36
13. Remelin, E. L.	4-8-27	83. Schram, L. R.	6-10-33	126. Hoy, E. W.	11-1-36
14. Freng, R. T.	6-16-27	84. Wheeler, C. E.	6-26-33	127. Erickson, F. M.	11-1-36
15. Brandon, J. L.	8-5-27	85. Going, J. N.	6-26-33	128. Davis, W. E.	11-11-36
16. Knoop, H. L.	10-1-27	86. McMakin, R. A.	7-13-33	129. Savage, C.	5-16-37
17. Addems, W. J.	10-13-27	87. Fay, M. H.	7-14-33	130. Sommermeyer, I. E.	6-11-37
18. Peeples, C. E.	10-17-27	88. Stainback, A. W.	7-15-33	131. Berger, H. A.	6-11-37
19. Myers, G. I.	1-1-28	89. Jones, F. P.	7-18-33	132. Andrews, R. B.	7-1-37
20. Little, H. P.	2-1-28	90. Angstadt, F. S.	7-23-33	133. Peyton, L. T.	7-1-37
21. Coulter, R. E.	2-13-28	91. Briggs, W. P.	8-1-33	134. Tremble, G. T.	7-1-37
22. Laughlin, H. V.	3-1-28	92. Crain, J. C.	8-2-33	135. Skannal, C. F.	7-1-37
23. DeGarmo, A. R.	6-1-28	93. Smith, L. H.	8-5-33	136. Rhoades, W. E.	7-1-37
24. Gilhousen, A.	6-9-28	94. Foster, L. A.	8-8-33	137. Pincomb, J. M.	7-1-37
25. Johnson, J. O.	7-18-28	95. Thornton, R. M.	8-10-33	138. Quivey, E. L.	7-1-37
26. Stead, C. B.	9-1-28	96. Kraft, H. G.	8-11-33	139. Craig, J. Y.	7-1-37
27. Larned, W. E.	9-15-28	97. Sharman, L. W.	8-11-33	140. Ransom, W. A.	7-1-37
28. Coppin, C. C. Jr	9-20-28	98. Stephens, B.	8-14-33	141. Wiley, M. W.	7-1-37
29. Anderline, F. W.	11-1-28	99. Broeren, L. T.	8-16-33	142. VanTuyl, R. M.	7-1-37
30. Pickup, C. V.	11-1-28	100. Allemang, W. R.	9-11-33	143. Brown, D. W.	7-1-37
31. Eefsen, W.	12-21-28	101. Meskimen, R. W.	9-20-33	144. Craven, W. R.	7-1-37
32. Bunge, W. O.	12-22-28	102. Letson, L. H.	10-29-33	145. Coleman, H. O.	7-1-37
33. Hudson, C. W.	1-1-29	103. McGlinn, R. M.	12-4-33	146. Seaman, W. A.	7-1-37
34. Robertson, C. T.	1-21-29	104. Gillian, J. D.	6-1-34	147. Spickelmier, R. L.	7-1-37
35. Eshleman, E. J.	4-1-29	105. Ashley, R. C.	6-1-34	148. Anderson, J. A.	7-1-37
36. Boyd, G. L.	4-20-29	106. Jones, E. R.	6-1-34	149. Cassell, R. D.	7-1-37
37. Murray, J. G.	5-2-29	107. Wittenberg, F. E.	7-1-34	150. Ditzen, W. G.	7-1-37
38. Duncan, L. F.	5-24-29	108. Hansen, D. A.	7-1-34	151. Scott, P. C.	7-1-37
39. Reeder, P. E.	7-1-29	109. Dunbar, C. J.	5-23-35	152. Brady, R. W.	7-1-37
40. Murphy, L. R.	7-1-29	110. Hoffman, R. H.	5-27-35	153. Matthews, J.	7-1-37
41. Douglass, G. T.	8-27-29	111. Geer, C. H.	6-16-35	154. Calligan, W. R.	7-1-37
42. Brown, L. C.	9-3-29	82. Norman, P. M.	6-3-33	155. Joyce, C. E.	7-1-37
43. O'Brien, J. J.	1-9-30	83. Schram, L. R.	6-10-33	156. Tribbett, G. V.	7-1-37
44. Fey, H. M.	1-17-30	84. Wheeler, C. E.	6-26-33	157. Shelly, A. P.	7-1-37
45. Garbutt, E. E.	5-5-30	85. Going, J. N.	6-26-33	158. Smith, E. J.	7-1-37
46. Martin, E. J.	5-26-30	86. McMakin, R. A.	7-13-33	159. Kalberer, K. H.	7-1-37
47. Sullivan, C. F.	6-20-30	87. Fay, M. H.	7-14-33	160. Parlette, C. A.	7-1-37
48. Sterling, M.	7-14-30	88. Stainback, A. W.	7-15-33	161. Stiles, C.	7-1-37
49. Dawson, R. F.	10-6-30	89. Jones, F. P.	7-18-33	162. Jones, L. L.	7-1-37
50. Guglielmetti, M. J.	3-16-31	90. Angstadt, F. S.	7-23-33	163. Odell, C. W.	7-1-37
51. Beindorf, C. R.	3-19-31	91. Briggs, W. P.	8-1-33	164. Gerlicher, C. A.	7-1-37
52. Bergesen, R.	4-16-31	92. Crain, J. C.	8-2-33	165. Jones, G. G.	7-1-37
53. Petty, D. R.	5-1-31	93. Smith, L. H.	8-5-33	166. Baird, S. D.	7-1-37
54. Morton, F. A.	5-15-31	94. Foster, L. A.	8-8-33	167. Reckmagel, C. E.	7-1-37
55. Marrs, M. A.	6-1-31	95. Thornton, R. M.	8-10-33	168. Cooper, M. F.	7-1-37
56. Anderson, G. L.	6-8-31	96. Kraft, H. G.	8-11-33	169. Boot, A. J.	7-1-37
57. Thompson, C. A.	7-7-31	97. Sharman, L. W.	8-11-33	170. Bruce, C. F.	7-1-37
58. Payne, P. B.	7-8-31	98. Stephens, B.	8-14-33	171. Milstead, J. D.	7-1-37
59. Kennedy, W. H.	7-11-31	99. Broeren, L. T.	8-16-33	172. Holst, J.	7-1-37
60. Nelson, S. J.	7-14-31	100. Allemang, W. R.	9-11-33		
61. Holsinger, L. H.	7-20-31	101. Meskimen, R. W.	9-20-33		
62. Allen, L. C.	7-20-31	102. Letson, L. H.	10-29-33		
63. Ball, A. C.	8-1-31	103. McGlinn, R. M.	12-4-33		
64. Smith, J. R.	10-19-31	104. Gillian, J. D.	6-1-34		
65. Craine, R. P.	1-9-32	105. Ashley, R. C.	6-1-34		
66. Groen, W.	3-16-32	106. Jones, E. R.	6-1-34		
67. Crismon, F. M.	3-16-32	107. Wittenberg, F. E.	7-1-34		
68. Brooks, E. J.	3-20-32	108. Hansen, D. A.	7-1-34		
69. Bitterman, H. L.	4-7-32	109. Dunbar, C. J.	5-23-35		
70. Gurney, H. A.	4-13-32	110. Hoffman, R. H.	5-27-35		
		111. Geer, C. H.	6-16-35		
		112. VanLiew, H. R.	7-1-35		
		113. Peterson, G. W.	7-1-35		

FIRST OFFICER SENIORITY

1. Ritland, O. J.	4-1-35
2. Crouch, J. L.	4-1-35
3. Cain, G. E.	5-28-35
4. Worthington, H. C.	6-18-35
5. Fregulia, R. P.	6-28-35
6. Stewart, J. O.	6-29-35
7. Nelson, O. M.	7-2-35
8. Kershaw, T. G.	*8-8-35 (40)
9. Sailors, R. E.	8-16-35

Opening a New International Station in Bahrain

You can now add Bahrain (BAH) to our extensive list of international destinations. The U.S. Ambassador to Bahrain, J. Adam Erel, joined Mark Schwab, SVP-Alliances, International and Regulatory Affairs, at an inaugural ceremony as our Boeing 777 landed at Bahrain International Airport for the first time on Sunday, April 18, making us the only U.S. airline to serve the island nation in the Arabian Gulf.

All the elements for setting up the Bahrain station stem from United's standardized, new station process -- developed by the team led by Karen Loess, project manager-Vendor Planning. "Through experience, we've built a station start-up framework that can be customized for our new location and to meet our operational requirements," says Karen.

Our new service features one flight per day originating from Washington Dulles (IAD) with a stop in Kuwait before continuing on to Bahrain. "The Bahraini people were incredibly excited with our presence," said On-board Service Supervisor Jacqueline Martin, who was a crew member on the first flight. "We received a very warm welcome from everyone, including at our hotel where they provided a special cake for the crew."

The process of opening a new station in Bahrain started about six months before the first flight and involved a cross-functional team of employees from our Onboard Service, Legal, Strategic Sourcing, Finance, International and Regulatory Affairs, Human Resources and Flight Operations divisions. "It's an immense body of work," says Ryan Melby, who is the Airport Operations project manager for the start-up. "Success depends on the cooperation of many different stakeholders within United."

Work began with the Network Planning and Sales teams building a business case to launch the route: identifying the opportunity and analyzing its revenue potential as well as the financial and operational impact to the company.

The International and Regulatory Affairs team then established United as a legal business in Bahrain, obtained an operating permit and negotiated with Bahrain's regulatory agencies to fly aircraft within the nation's airspace and for landing permits. The Security team worked with the Transportation Security Administration on a site survey and determined all requirements for a safe operation.

Setting up a computer network is another major task in the station start-up plan. "Having our IT experts establish a local network and connectivity for various applications is a big milestone," says Ryan. "It can be very difficult and may require the longest lead time for success."

Training the staff is also a significant component of the start-up process. "We've educated new workers in United's standards on everything from customer service to cargo handling to cabin cleaning," says Bahrain station start-up manager Amit Badiani. Our team includes a new general manager, supervisor and three customer service directors.

"The true success of this station opening comes from the multiple teams and individuals, both within United and our external partners in Bahrain," Amit concluded. "We are encouraged and excited to deliver a world class service to our customers traveling through Bahrain and beyond."

A Redesigned ualbenefits.com Web site Is Now Ready!

Effective April 19, a redesigned ualbenefits.com is the single point of entry for all eligible employees and retirees, accessible 24 hours-a-day, 7 days-a-week for your convenience.

A demo tour of ualbenefits.com is available to enable employees and retirees to view the redesigned self-service site. You can find the demo link on the homepage of ualbenefits.com, or [click here](#).

If you have questions, please contact the United Benefits Service Center at 1-888-825-0188 (toll-free) between the hours of 7 a.m. to 7 p.m. Monday through Friday, Central time.

INFORMATION ABOUT HEARING AIDS

Submitted by Captain Bob Odgers

This is from a Monthly News Letter from Chicago Healthy Hearing Center. New news about Hearing test for newbies to Medicare.

I used my BCBS for one set of Hearing Aids (1 shot deal)...check it out before buying/trying any aids. Check COSTCO Hearing for prices. *BCBS will cover the cost of hearing aids up to \$5,000, but only one time. I got mine 4 years ago. It's a good deal. Ed*

If you just want to look cool on the cheap, check out activeforever.com and search for Hearing Aides. Walgreens, Target, etc. carry a look alike Bluetooth model for \$10 that is battery operated, comes with several ear pieces and manual volume control. When worn in one ear there is a small green light, and it looks like you are receiving phone calls. NOT SO! It is a cheap way to see if you can use it for TV or the wife or just plain conversation.

Activeforever.com sells a similar look-alike-unit for \$29.95 (free shipping). STEALTH SECRET SOUND AMPLIFIER SSA, that is rechargeable (about 3 hours out of one charge) NO replacement batteries and looks very cool. Either ear with charging and use light, plus the ear pieces (soft plastic). I cut off an old mini-tell and used it for my big ears. (Thanks, United) This is a HEARING BOOSTER AND NOT A PHONE. But if you don't want to get hit for 5k hearing aids, it certainly is a pilot's dream. Bad part is the low battery warning and shut down comes with a series of beeps...then bingo you're on your own. So if the movie, church, TV is more than 3 hours duration...plan you usage accordingly.

Another option is using TV type Ears. I finally succumbed to getting the headphone set which picks up the signal from the TV plug in. (Wireless) Your wife will be happy to have the master volume in hand, while you adjust your own comfort level independently of the TV setting. No more screaming, "TURN DOWN THE VOLUME!!!!". However, peace costs around 75- 100 bucks. I found the headset more comfortable on the ears, than the headset that sticks small hard plastic in your ear canal. Yes, that is why they make chocolate ice cream as well as Vanilla.

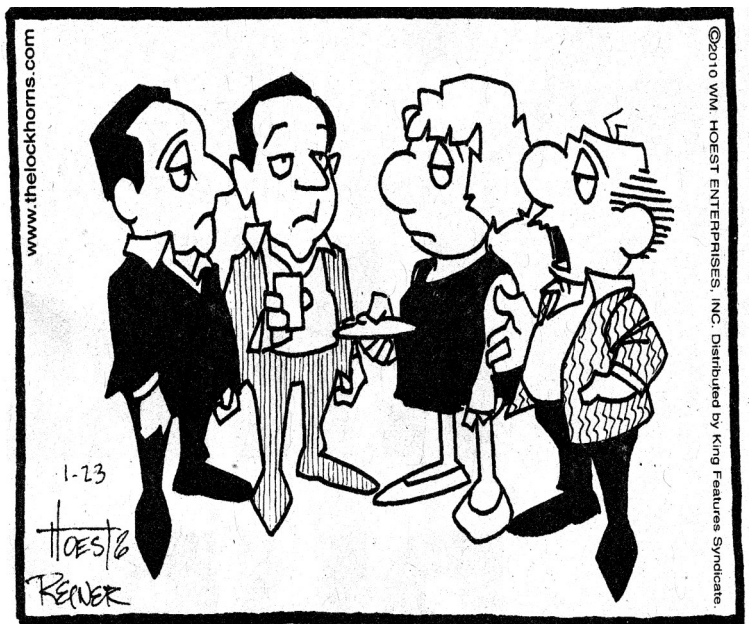
If you are a VETERAN, check out the freebies at the VA Hospitals, etc. If you have a VA HEALTH ID CARD, if not apply for one.

NOTE: Medicare does not pay for HEARING AIDES as of today, but the exam should give you some free clues.

In my Navy Time, we got 50 rounds per month of Skeet/Trap to keep our shooting skills intact. (Multi-Engine?) Most guys didn't use their allotment that expired each month. Too bad no one said that shotguns, power drills, loud music, murdercycles, piston/jet engines were not good for future hearing. Now we know. Ah, those fabulous Fifties will be repeating for the generation now damaging their hearing with loud noises.

The future is supposed to be a combination Bluetooth Phone and Hearing aid made by Siemens of Germany. Stand by to look cool and able to hear all voices. There is a big market out there for reasonably priced hearing aides...check 'em out on Google.

In any event, cheap or high end gets a minimum month FREE testing before buying ANY hearing aid to see how it performs in your daily life.



"WHAT WOULD I DO WITHOUT MY WIFE?
FINISH MY OWN SENTENCES."

Electronically Challenged Seniors (ECS) Does This Describe You?

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

One of my sons informed me this week that my cell phone has become obsolete and I must head down to the Cell Phone store and get a phone that is contemporary with the time.

I pointed out that the fancy Razor/Slim line phone with camera built in that he made me trade my perfectly good flip-top Motorola cell phone for two years ago still works perfectly fine. Well, except for the camera thing. Never could figure that out.. Even the few times I actually did take pictures I couldn't figure what to do with them and gave up.

That is except when I would push the wrong button and take a video of the ceiling or my feet.

Seems the issue is that I am unable to text with the tiny little 3 character buttons. "Hi, son," would come out looking like, "Gh Qmo." My grandkids have even spoken to my wife about Poppa's crazy text messages.

Give me a break. Whatever happened to actually talking on a phone? Isn't that what they were invented for?

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

One of my four sons is a realtor whose real occupation is fly fishing. "Way to go, son." Or in my text language, "Xbz um Io, rmo."

We were floating the Yakima River in his guide quality drift boat south of Ellensburg, Washington. We were miles from anything remotely resembling civilization. Rock canyon walls were on either side of us. Bear with me as I try to explain this strange thing.

His "Blackberry" rang. It was blue and I asked him why it wasn't called a Blueberry. He shook his head with that "dealing with an elder" despair look I get a lot these days. It was another realtor who called to say that the sellers he represented had agreed to my son's client's changes and he had the signed documents in hand.

My son told him to FAX the papers to his office and he would get them signed and Faxed back, to close the deal that morning. A minute later the phone rang and he hit a few buttons and looked over the FAX, now on the Yakima River with us.

He then called his clients and told them he was Faxing the papers to them to sign and asked them to FAX them back to his office. While he was waiting, he hooked into a fat rainbow and was just releasing this 22 inch beauty as his phone rang again with the signed FAX from his clients.

He called the other realtor and told him he was sending the signed papers back by FAX. The deal was closed. He smiled and just said, "You are a little behind the times, Dad." I guess I am.

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

I signed up under duress for Twitter and Facebook, so my seven kids, their spouse, 13 grandkids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twhirl, Twitterfon, Tweetie and Twittererific Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting world.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag. The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Nobles talking to my wife as everyone in the nearest 50 yards was glaring at me. Seems I have to take my hearing aid out to use it and got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-ul-ating" You

would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then when I would make a right turn instead, it was not good.

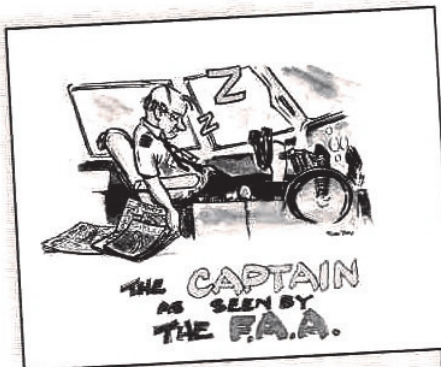
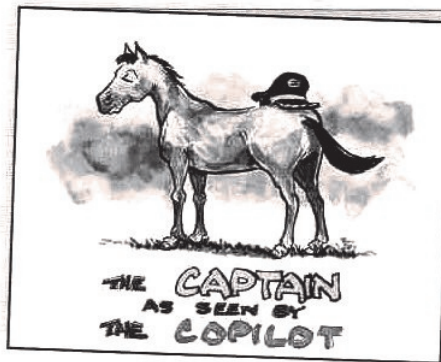
When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GSP lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have to run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop.

I bought some of those cloth re-usable bags to avoid looking confused but never remember to take them in with me.

Now I toss it back to them. When they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-saksual." Then it's their turn to stare at me with a blank look.



LETTERS

HUGH F. ANDERSON—St Helena Island, SC
Went out on sick leave in 1993 with what turned out to be a large kidney stone which showed on 12 of 96 images on MRI, but not seen by the Radiologist. Maybe on drugs, whatever, another long story. Finally, by 1 April 1994, which was my official date of retirement. Stayed on 6.5 acres on Newbegun Creek in NC until 2006, then moved to Dataw Island, SC. Much smaller lot on 17th hole Morgan River. Dataw has two golf courses, tennis courts, community health center, etc. Beautiful place, but I found I didn't like golf anymore than I did before. If we ever sell our home here, we'll be moving back to just outside Winston-Salem, NC to be closer to family.

Often dream about being someplace strange where they need a co-pilot to operate gear and flaps, but I have no flight bag, uniforms, and can't find dispatch.

We are part of USO in the area, and I'm a member of Marine Corp League. We get to spend a lot of time at MCAS Beaufort when Squadrons are deploying and returning. Incredible how much better Corps is to families now, but many units deploy 7 months out, 12 months here, and back out. Got to fly the F-18 Simulator a couple of times. Got it off, some rolls, 1/2 Cuban Eights, Loops, and got it back and stopped on center line.

We missed a couple of years of RUPA. Glad to catch up. There are a couple of UAL guys here, Ernie Thomas, Bob Kirincic, and Mark Schuster. 843-838-8050, newbegun@embarqmail.com *Andy*

ROBERT BOWLES—Deer Park, IL
And still another year has passed. It seems like I wrote one of these letters just last month. Thanks to all of you who work to get this magazine out each month. It is always the first piece of mail that I read. Well,, that is unless my subscription to porn arrives on the same day. Then it might be anywhere from a couple of hours to maybe a day or two.... depending... But it is always ONE OF the first things I read.

St. Jane the humorous is still in the picture. We continue to give divorce a bad name. I attribute our

longevity to two of her mottos: "Nobody's perfect", and "Size doesn't matter." I mean, if I've heard that once, I've heard it a thous....Nuf said.

I'm not even going to mention the "go-to-lunch-bunch" who meet at 3CK every day... at about 11:00.. at Finefield Aviation. None of you has ever shown up to eat with us, so I'm not even going to mention it. Except that when I count my blessings, that group of 30 or so classy individuals rank near the top. I am privileged to be able to call them "friends" over the years. My thanks to them and to all of you I have not yet met,,, at Finefield Aviation, at 11:00, 3ck.

At this time, I would like to express my thanks to those of you who have relatives serving in the armed services in some far away and unpronounceable country. These fine people are performing services to this country that most of us will barely see or understand. The long-term effects though, are measurable. Sometimes, those people provide us a very tangible benefit that we should always remember and appreciate. How about the time we blew up the Yugo factory? Can you imagine how many of those little pieces of junk we'd have around here had it not been for that simple act of mercy. They'd be like speed bumps in an apartment complex.

That's why, when I see someone in uniform in a restaurant, I make it a point to buy his or her meal. They earn it every day. True story: Last spring, I was back in my home town eating lunch, and I spotted a small table of National Guard troops in the restaurant. They were seated behind me, out of my view. I immediately went to the cashier and told her not to take money from those troops, and I would pay their tab. She was shocked that I would offer that, but she agreed. I went back to my meal. I noticed the noise level increasing behind me, and when I turned around to look, there must have been 40 of them who had subsequently come in the back door and were chowing down. ...Turns out that the National Guard Armory is located just across the street from this particular restaurant, and the Armory has NO MESS HALL! And here I am "sans pension"! I'm thinking, How am I gonna pay for this? Guess I'll have to use plastic. Nuts! This is going to be over \$400. Well lucky me, my B-fund stayed intact. The Armory picks up their lunch because of the lack of a mess-hall. Whew!

In closing, might I also suggest that we all keep a sense of humor. Remember, humor is like flatu-

lence; there's always plenty to go around, it's free, and the more you inhale, the sooner you clear the air. So laugh loud, laugh often. And remember this motto: "Life is like a poop sandwich. The more bread you have, the less poop you have to eat."

Ciao *Bob*

JOHN CROFT—Eugene, OR

I was born in 1928 in Virginia of a Virginia Dad and Massachusetts Mom. I lived there 20 years moved to Maryland for 25 years, Rhode Island for 3 and finally Eugene, OR. At age 8 we spent 2 years in Akron OH on a hill overlooking the Goodyear dirigible plant. I even remember waving at the gondola crew of the Shenandoah as it flew overhead. I still have a picture of me taken inside the hanger. That's when AIR became an interest to me. At age 9, my Mom told the story of me, sad one day (I was usually cheerful), and asked why. I said "I was born too late. There is nothing left to explore or invent." See how sharp I was in 1936, and I'm not sure I've learned that much since then. At age 10, I was in the yard teasing an ant hill with a twig and thought "I wonder what those ants think of this huge thing disrupting their life. I wonder if there is something bigger than we people up there in the sky." I am not yet sure of the answer.

I started with UAL June 8, 1948 at DCA Ramp, 1952 BAL as Station agent for 2 years then (APG) Aberdeen Proving Ground, MD until 1965, back to BAL as Sr. Agent until 1968 then to PVD as Supervisor and finally EUG Supervisor until June 8, 1986. At APG, I was a big toad in a small pond. I was JAMTO (Joint Airlines Military Ticket Office) Manager covering Edgewood Arsenal and Bainbridge Naval Training Center with the help of 8 employees of other airlines. Known to the airlines as "The Mayor of North US 40." I became interested in what the military was doing and became a member and then officer of the American Rocket Society which became the American Institute of Astronautics and Aeronautics, which I soon quit as this became far too advanced for me. However, it did give me a chance to work with Maj Gen Holger Toftoy who brought Von Braun and group to the US. I also met Von Braun and some of the others and was even asked to transfer to Huntsville as JAMTO manager. I also joined the American Ordnance Association. (home chapter was Aberdeen) and be-

came an officer of that group. Check all these organizations on Google and you will see why I have such diversified interests. In the late 1950's I applied for Navigator on SFO-HNL flights, but was not accepted due to poor eyesight.

I have always been a PITA (Pain In The A--) to UAL upper management. When I felt I was going nowhere at APG, I applied to AMTRAK and used the UA General Manager of Sales, Dick Dorsey, my first boss at DCA, as a reference. He phoned me, just laughing his butt off that I would do such a thing. But it didn't get me anywhere.

I had gotten acquainted with Jim Hartigan, Sr. when he was in SFO and I in JAMTO. On a station visit he made to EUG as president of UAL, I handed him a letter informing him of what the employees were thinking, that they would not tell him in person. Bad move on my part. About the same time, I was asked to go to EXO to assist in training ALL the CSR's in a new program. I worked with 2,800 individuals and after I returned to EUG sent them a personal note encouraging them. UAL never knew this. I then went to the Division VP, Steve Steers, who had asked me to report on the training. He didn't want to hear what I had to say, but wanted me to mouth his words. I sent him a six page letter telling him how wrong he was. I said "One has to give loyalty to ones employees to expect loyalty back from the employees." Between Hartigan and Steers they decided I'd do much better mowing grass for the city of EUG and put me on the ramp again. I injured my knee, got a few bucks from the state, not UAL, had an operation and retired at age 58.

I drove 48 ft busses for Marathon Coach for ten years, mostly from Quebec City to EUG but frequently, with Maryann, delivering those \$1M (then) 48 foot long coaches across the country. Used them as our home on the road and got paid for doing it. We visited every state but VT and I even got to Halifax on one trip.

Here's one United air travel story for this year. I think it was 1953, I took a familiarization pass DCA-DEN on September 20. It was a lovely day and hot. My boss told me to visit OPB first thing. They were great to me and wouldn't let me leave. Just had to show me more. I arrived about 1400 and at 0200 I was still at OPB. I told them I had to get some shut eye so they suggested I use the pilots lounge. I crashed until 0800 then visited the BAL

regional VP, Dale Medland, and He showed me around until nearly 1100. I had had enough of United and went downtown DEN. It was hot so I decided to go to a movie "7 Brides for 7 Brothers." When I came out of the theater a few hours later I thought I was in a fairyland. There was four inches of snow on the ground and snowing hard. I went to airport and the only flight not yet cancelled was a DC6, SLC-DEN-MDW, due in at 2100. If it could land, I had a seat per my OPB buddies. I went for dinner at the restaurant and found Capt Nate Borcharding and ate with him. He had been scheduled to fly the DEN-DCA trip and was so glad the trip cancelled as he had never seen such a storm that early in the year. The SLC trip landed and they spent 2 hours deicing, boarded and off we went. My description of the flight is verbal/visual only. Just think bad. We broke out over MLI and landed MDW at daybreak. When I got off I went to the cockpit stairs to tell the Captain how nice it was to be on the ground in one piece. He was backing down the steps and when he turned around, we were both shocked. It was my dinner friend, Nate. He had been tapped, as he was there, and told me it had not been a fun flight up front either. Now go to the beginning of this tale and check the date. Funny what one can remember 58 years later and what triggers the thought. *John*

NORB CUDNOWSKI—Bonita Springs, FL
Hit the big 80 in March. How did I get so old, so fast? Can't complain because Carole and I are in reasonably good health along with our children and grandchildren. Still spend around eight months in FL, and four at the cottage in the UP of MI.

Feel very fortunate to have flown fighters in the USAF in Japan and Korea and to have flown with the airlines, at the best of times. It certainly is a different ball game today.

We fly about six round trips a year to ORD out of RSW and TPA. When convenient, I try to strike up a conversation with the pilots. In general, most are unhappy. They are mad at UAL management, ALPA, wide body pilots and the bidding/scheduling procedures. For their sake, I hope things get better, probably not in my lifetime.

Just recently, I have heard talk about designing aircraft for UPS and FED-X that will not have a pilot on board. That will make for interesting negotiations, if approved. Also, some time in the future,

military fighters will be remotely controlled without a pilot on board, and the drones that are presently used will be able to stay airborne indefinitely. Sounds crazy, but they say it can realistically happen. Our oldest grandson is showing an interest in becoming a pilot. At this point, I don't know whether to encourage him or discourage him.

Now for a little bit of humor. Many of you have probably heard this before. Prior to the "no pilot on board" concept, the next cockpit design was to have one pilot and one dog in the cockpit. People would ask, "Why a dog?" Answer. The dog was trained to bite the pilot's hand if he tried to touch anything. Like I said, a little humor, very little.

Until next time, good luck and good health to all.

Norb

G.C. BUD GIMPLE--Grand Junction, CO
Eighteen years since my last trip and counting.

Last September I had a heart procedure, an ablation to cure an atrial flutter of my heart. It was completely successful and I feel 20 years younger.

I am on the verge of getting my FAA physical back. It has been so frustrating, dealing with the folks in Oklahoma City.

This June will be the 10th Wedding Anniversary for Kennie Ruth and me. We have a wonderful life of gardening, flying (She has an instrument rating), and travel. We spent twelve days In Costa Rica in January. It was a wonderful experience.

In February we crossed the border to Algodones, Mexico (about twenty miles southwest of Yuma AZ). We had about \$30,000.00 of dental work done for less than \$3,000.00. Excellent work and very professional. They spoke excellent English. If any of you would be interested, I would be happy to walk you through the process.

I still have persistent dreams about - a lost flight bag, no clean shirts on a four day trip, unable to find the posted gate, and so on. I always wake up in a cold sweat.

We would love to host any and all. Come on out to Western Colorado.

Bud, MDW-ORD, DEN, SFO-OAK, DEN

H. MIKE HEPERLEN—Crystal Lake, IL
Hi Cleve and Bruce, I just celebrated 3/4 of a century on this planet. Peggy and I also celebrated our

50 wedding anniversary last July with all our children and grandchildren. It was a weeklong party and was enjoyed by all.

I continue to enjoy flying my RV-8. I flew it to Sun and Fun last year with a stopover in Fort Myers to visit with my son Ted and daughter in law Jess.

The Church that Peg and I founded, Saint Paul's Anglican Church, is doing well and growing.

Our health remains good after 2 hip replacements for me and 2 knees for Peggy.

My check is in the mail. *Mike*

SID HUFF—Lake Tahoe

Another year has passed am now 91 and still very healthy--hope next year is the same. I'm still playing golf twice a week, only nine holes. Last summer I bought some new clubs--this year another--still planning on 92.

Two years ago we sold our RV in San Diego where we had been spending January & March for the past 15 years and miss it very much.

It has been a real cold winter, great for skiers, am looking forward to warmer weather.

Always enjoy the *RUPANEWS* every month.

Thanks to all the volunteers. *Sid*

R.C "Skip" IRWIN—Sarasota, FL

Hi Guys: I made it through another year. Enclosed are my yearly dues, a little late but earlier than last year.

Not much happened this last year. The highlight of my year was taking the whole family (sons, daughters-in-law, and grandchildren) nine in all, on a cruise from New York to Boston to Portland to St John New Brunswick to Halifax and return. I doubt I will be able to get all involved at the same time to do another adventure like this.

Still living in Sarasota and summering at Buckeye Lake, Ohio, where I have enough projects to keep me busy for many years to come.

Retired for nine years and don't miss it at all, didn't even bother to get a physical eight years ago.

Cindy and I are doing well in the health department and with any luck will stay that way all this year.

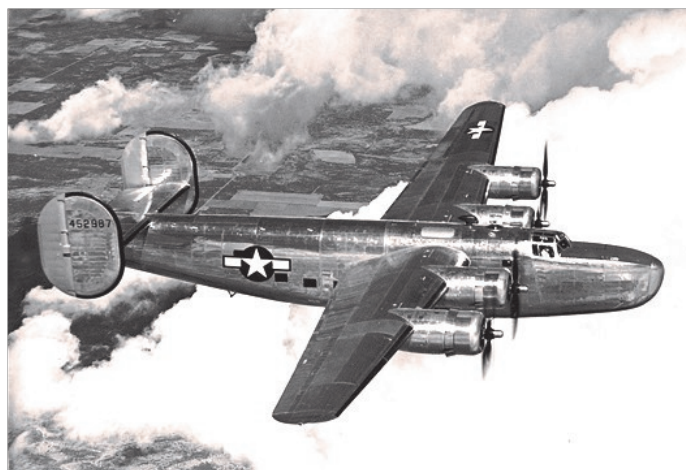
Expecting our fourth grandchild in six months.

That's it for now, best to all.

Skip EWR, DTW, MIA, DCA, ORD, CLE, ORD

RICHARD M. JOSLIN—Anacortes, WA
Hi Leon: Vital stats: Hire date 9/3/41. Original employee badge number was 555. Post war file number 12233. I was hired as a "station agent" and sent to Reno, NV where I cut weeds on the runway.

In May of 1942 I went to Chicago as a part of the radio operator group assigned to support the construction of the "Alcan" highway. (The army required radio operators on the DC3s we used to haul military cargo.) In midsummer of 1942 arrangements were made to furnish crews to the military for a trans-pacific airlift. In July we were moved to the Boeing School of Aeronautics. My first trip left on August 2, 1942. We were using Army C87 aircraft. That was the cargo version of the Twin tailed, high wing, 4 engine B24 bomber. Crews were staged in



Hawaii, Canton Island, Fiji Islands and Brisbane, Australia. We operated 1 or 2 flights per day and this allowed a 12 or 24 hour layover at each stop. In early 1944 we switched to the Douglas C54, (DC4) and flew these for the remainder of our operation which also supported the occupation of Japan through 1946.

The next two years were spent in LAXCM as a shift lead. When the Honolulu operation was opened at LAX, I returned to flight status as a Flight Navigator and that lasted until I was displaced by a black box at the end of 1975. I missed my "last trip" which was cancelled due to the pilots strike in December. Airplanes navigated were DC4, DC6, DC7, DC8, and the B377 (Strato Cruiser). I moved to the Northwest in Jan of 1976 and was a regular at the Gooney Birds Luncheon until I moved to Anacortes in 1989. Used to see L Joslin's VW in the Seattle parking lot, but never crossed paths.

Health is good and I survived a bout with Prostate cancer, thanks to proton treatment at Loma Linda Hospital, in So. Calif. Their treatment is fantastic! No side effects and no re-growth! None! Not for ANY Patients. Treatment took 15 minutes per day, 5 days/week for 8 weeks. Played golf, drove thru the San Bernardino Mts, enjoyed a great vacation while receiving the treatment. No surgery so no recovery! And the success rate is better than 2000 to 1, and still improving. Go to <protons.com> for more on this. Guess that is more than you wanted to know. Sorry. *Burro Dick*

NORM JUSTESEN—Truckee, CA

Ten years of retirement as a pensioner. I love it. So much to do here in the mountains: skiing, water skiing, and hunting. Sometimes, I just have to blast us out of here for a while.

Karen and I are hale, hearty, and healthy. I still regard United as just an ex-job; it takes the sting out of how shabbily we have been treated. I still love the great people that I work with; I guess that's still the yin and yang of life.

Best regards, *Norm*

FRED & PATRICIA KEISTER—Kihel, HI

This is the letter I sent in March 2009 that did not make the 2009 *RUPANEWS*. Nothing in it is non PC that I see. Not much to report this year from MAUI except it has been a bit cooler than usual. I guess Hawaii hasn't figured out that we are supposed to be in a global warming phase.

We took a trip to Lanai for a couple days. The Lodge at Koele is about the finest hotel I have ever stayed in.

I am downsizing my farming operation as it takes a lot longer to do things than it used to. I was able to finally sell part of my farm in MD. It only took three years and three months from the time I had a buyer to close the deal. There are seventeen different agencies in MD that have to give their approval for sub dividing and each with a hefty fee to give their approval.

I was sorry to learn of George Simmons and Roger Ide passed away. They were both well liked by everyone who knew them.

Nothing much new to report for 2010 except another nice winter on Maui and now twenty years retired. *Fred*

JERRY KEYES—Colorado Springs, CO

Leon, You are faster than a speeding bullet!

Apr issue not yet. 8/5/63 Date of hire, Retired 11/30/94. If qualifying, you might include this in the next issue as it would be my 1st since retiring.

Just perused the updated news on our web site. It brought to mind my memories of IAD in the early days. My Dad took me out to the site when it was under site preparation. It was just a sea of red clay. As I recall, the original name was the Chantilly Airport as the politicians had not determined what the field would be named.

In 1964 we landed a B 720 there as JFK was socked in. It was late at night. There was not another aircraft in sight on the entire field which really surprised me. We went into Ops and there was an old classmate from Fairfax High, Henry Ayres, on the crew desk. He was one of the best on the crew desk ever.

I always told my Dad that I didn't think much of the "Busses". The note about the underground train's inaugural at a cost of \$1.5 BILLION also reminded me of the sea of red clay. It probably wouldn't have cost over a few million in those days to just trench the site and make it a built in original. For those interested in all of the history of IAD, here is a fairly good piece: http://en.wikipedia.org/wiki/Washington_Dulles_International_Airport

Thanks again Leon for all that you and others do for us in getting the *RUPANEWS* out!

Jerry, a 17 yr commuter as "Tricky Dick" didn't want a crew base at IAD.

BRUCE KUTZ—Easton, PA

On a biannual schedule and still almost late!

Can't believe its 12 years this May! Time flies when United has nothing to do with your schedule.

Anyway, we are still enjoying ballroom dancing lessons after 5 years now. The grandkids are growing up. We are clearing a lot on our place to maybe build a house and sell the rest. Mostly miss the folks at United and the flying.

A big thanks to all who make the *RUPANEWS* possible, a great publication.

Check's in the mail. *Bruce* '65-'98

BRIAN MCKAY—Redmond, WA

Dear Leon, although I flew the 47-400 I'm basically computer illiterate. Hand writing will have to do (an old and treasured form of communication).

Fifteen years retired this April and just had a pet/ct scan declaring me cancer free of the lymphoma-non Hodgkin's. Pain in the ass disease I've been playing with these last three years.

No travel by air, but by car. Home to Canada quite frequently.

Other than that, still on the rainside up here in the northwest.

Fraternally, *Brian*

CHARLES "Mack" MCKINNON, St Helena, CA

It is now my 94th year and still healthy and happy in the Napa Valley. My wife Jan Barden, probably the best known woman in corporate aviation, is chairman of API and still very active in the aviation employment industry. She has been the chairman of seven NBAA conventions (35,000 attendants).

Sadly most of their work now is in working with the corporate HR departments on outplacements of their flight crews.

Next month we have been invited by the government of France as honorees to a 50 year celebration of saving le Bourget Airport from being converted into condominiums and shopping centers. It's a long story. The aviation community of Paris credits the location of IBM's Flight Operation at le Bourget as one of the deciding factors in keeping LBG open when CDG Airport was activated. We are very pleased with all of the attention and look forward with great anticipation to Paris where I lived for three years in the 1960's.

Our local newspaper had a full page article about me last week. If anyone is interested it can be found at: <http://www.sthelenastar.com/articles/2010/03/04/features/community/doc4b8f0ece47a14246171394.txt>

In 1940 I was a Tracy Ace and flew out of Chicago for 13 years before joining IBM to manage their aviation interests. I don't see many names in the *RUPANEWS* now except in the "Flown West" section.

C' la vie, *Mack*

DICK MONROE—Woodinville, WA

Parked the aircraft at N9, SEATAC, 24 April 2000. Somewhere around 350 Boy Scouts, Cub Scouts and parents and friends were on hand that day to welcome me home. It was a good day.

Hard to believe 10 years has come and gone so fast. I have not set foot on any Commercial Airliner since. So far very busy with Scouting activities, and doing "gopher" work at my Wife (Toni's) Restaurant. Still wondering when retirement will come? So far; Traveling by car. I kind of like that! We don't travel much. Still tied down.

Toni is doing well, but does have many aches and pains from arthritis. Always trying to find relief for her. I'm enjoying good health, somewhat chubby now, and am joyfully looking forward to my 70th, 4/29/10 out in the boondocks with my FOS buddies (Friends of Scotch), as we sit around the campfire, telling lies and maybe burn a cigar.

Really enjoy the *RUPA Magazine* and send our best wishes to all! Keep up the good work.

Check sent to Vineburg. *Dick & Toni*

BETH RAPHAEL—Kailua Kona

A trip to Korea, a niece with a new baby boy, visitors from the mainland, working for the Census, volunteer tax aide for AARP....

The year melts together with good memories. I'm looking forward to the Roman Cruise.

Thanks for all you do with the *RUPANEWS*.

Beth (See you on Board! Ed)



"I HAVEN'T LOST THE CAR KEYS AGAIN... I JUST PUT THEM SOMEWHERE OTHER THAN WHERE I'M LOOKING."

HAL SNYDER—Parker, CO

Sorry I'm late again, on "Island Time" SPI, TX. Still here, flying Mooney, winter in TX, summer in CO, NH, and WA. *Hal*

ROBERT LEE SWOFFORD—Coppell, TX

April 19 I will be 88 years old. A couple months ago I wouldn't give two cents for my chances of making it. The ambulance rushed me to the hospital just in time. They put in a stent in one artery and the others were either closed or nearly so. It is like a night flight in a single engine plane with big drop on both mags.

Other than that, life is great. Most days I feel fine. I wish I lived near some of the luncheons. I do like the letters and I agree with Paul Andes about Capital. The merger was a good business deal but I did miss the friendly relations with management. The chief pilot was just a phone call away. I have flown a lot of airplanes and loved most of them. I did not care for the DC 3 much for I had just spent a year flying the DC 4 New York to Paris in the Military at three times the pay. The period that I liked the best was the Viscount.

It had a very noisy cockpit, but I liked the way it flew and it was the last aircraft that could go direct VFR. The period I liked best was flying from Washington to Buffalo looking at the Dogwood in the spring and the fall colors later. Sliding through the gap and down the side of the mountain to land at Williamsport. Racing a NW DC6 to MPS. He started his decent and I stayed at altitude and he realized that I was gaining and he poured on the power and I watched a big puff of smoke from one engine. I went on in and landed while he came in with an engine feathered. That was great sport.

I was glad to see that the Air Bus dropped out of the running for the tanker contract. If we get into a difficulty I would not want us having to go to a foreign country for help.

There are fewer and fewer WW2 people around these days. If you haven't written your story, you should do it for your children and grandchildren would like to read it. I get several military magazines and there are often letters pleading for help finding out what an uncle or grandfather did in the war. It is really sad. I had a brother who was in Patton's army. He went all through France and into Germany and was wounded five times. His story is

gone. Another brother was on the Aircraft Carrier Enterprise. The Carrier was in twenty of the twenty one major engagements and his story is also gone. Too bad, I am sorry that I did not sit them down and force them to tape their story.

It is nice to read that Charlie Ryan and Dick Russell are still flying. Way to go guys!

We sure have a poor health insurance policy. My hospital stay cost over fifty thousand and Blue Cross etc paid only one hundred and seventy five dollars and that was after my wife made several phone calls.

Cheers, *Lee*'45-'82

DON TOEPPEN—Sun City West, AZ

Hi Guys: April, the month I had to hang it up with United. Thirty Three years with the best airline in the world. Thirty Three years retired! Well, at least the Feds saw the error of their ways and let today's guys (and gal's-Ed) fly to age 65.

Maybe you didn't feel like I do. I always wanted to fly. So did my Dad, but he never had the chance, even though he was Lincoln Beechy's Line Boy! Still fly when I get the chance!

Still diddle with airplanes. I live only 8 miles from Buck Hilbert and Saturday mornings on good days, you'll find a half dozen guys working in his hangar!

So what happened this year? Well Mary, wife #2, passed away. That was a real downer. She was the most vivacious, enthusiastic individual around. Mary even captured Buck Hilbert's heart! If either of us had an idea, we'd at least try it! Her liver quit working. That's the bodies "filter". I can assure you, you can't live without your filter.

We found a great lady with husband and a young boy who show up to keep this place tidy. Sometimes she'll even bring over something for me to eat!

Having houses in both Sun City West near Phoenix and Huntley, IL, with cars in both places, we have surplus wheels. Anyone needs a good car; the price is right. You might even get an airline discount!

We have many United pilot retirees here, you'd be right at home. If the snow gets too deep here in Illinois, we can always escape to Arizona.

Keep the blue side up!

Don'44 to '77, MDW & ORD

TERRY TRUE—Libertyville, IL

The proverbial check is in the mail. (Actually made it in my birth month this year.)

I'm still flying the Citation Sovereign and Excel for DB Aviation. Some of the interesting destinations this year included Maui, Lanai, St. Martens, and Eluthera in the Bahamas. Of course, there were many Teterboros, Sarasotas, etc., as well. The good thing about the job is that I am able to continue to fly, the bad thing is that I'm still contending with First Class physicals and six-month recurrents. But, I'll keep at it as long as they let me.

Son, Chad, just got engaged and is planning a May, 2011 wedding. He is managing the Charter department for DB Aviation while pursuing his MBA at Lake Forest College. Daughter Teryn is living in Mesa, AZ with her fiancé, Rich. She is trying to hold on to her music therapy position as the state of Arizona continues to cut funding for special programs.

Jerry is still flying the increasingly unfriendly skies for UAL. She mostly flies as Purser, but schedule cutbacks have made it difficult to hold international trips. She occasionally flies with Captains who remember me. (I guess out of sight isn't always out of mind.) We frequently pass in the night with our diverse schedules but that just makes the time that we do have together more precious.

Keep up the good work with the *RUPANEWS*, we all appreciate your efforts. *Terry*

AUGUST TUIT—Greenbank, WA

Hi all ! Another year gone by & 19 into retirement. Seems like yesterday. It was an amazing 34 years active with Capital & United. Considering the close quarters we worked in, I think it's also amazing that in those years there were only 3 or 4 crew-members who I would have been happy not to have flown with again.

'09 turned out to be a much better year than the previous with no major medical problems. Didn't do

much traveling & the urge is pretty much gone.

Only trips were to granddaughter's H.S. graduation back in IL and a short trip to Kauai.

Thanks toall for the *RUPANEWS*.

Check's in the mail. *Gus*

JOE VALLEJO—Blue Jay, CA

Hello. Well here I am, late but still here.

I have been teaching aviation ground school for Ventura Co. Office of Education, part time, out of Camarillo Airport, CA, and will get my CA teaching credentials this June.

I am also flying with the Civil Air Patrol, and doing some flight instructing. When there is extra dough, I fly a T-34 out of March AFB. Not much of that available these days. I'm spending my time between Lake Arrowhead and Wood Ranch in Simi Valley.

I have a problem, I do not feel old but every time I look in the mirror, I see an old guy... pictures are worse. Even though I have been retired only 5 years now, the stress of all that has happened with UAL, and the lack of opportunities in a failing economy have taken a toll. Shoot, I am back feeling like a refugee!

Well, I am still in the game, and that's what counts. For whatever it's worth, but I cannot help but wonder, "What the hell happened?"

Thanks to all you guys that flew with me, we sure had a good ride while it lasted. Keep the blue side up! *Joe*LAX

ELLIS D. VAN ALSTINE—Naples, FL

I still enjoy reading about my fellow compatriots.

I'm still playing the trumpet, but time is taking its toll! We have a good group who get together at Ft. Myers.

Hi to everyone until next year! *Don*

LYMAN WALTER—Inverness, IL

After spending the better part of the snow shovel season in Sarasota, we have been wintering in Amelia Island, FL, for the past four years. It is relaxing here and we both enjoy the area.

Jan and I are doing fine and wish you all well. Sincerely, *Lyman* ORD 1961-1993



IN MEMORIAM

RONALD P. CORDES

Ronald Perry Cordes, age 71, of San Clemente, California passed away in his sleep on Monday, April 5, 2010 due to amyotrophic lateral sclerosis (ALS), also known as Lou Gehrig's disease.

Ron graduated from the University of Missouri in 1960 and immediately joined the United States Navy as a Naval Aviator flying the S-2 Tracker, eventually completing over 100 carrier landings on the USS Kearsarge. Following his honorable discharge in 1965, Ron joined United Air Lines as a pilot where he flew a wide variety of aircraft. He retired in 1998 as a Captain on the Boeing 747, and in retirement he found time to play golf, learn piano and travel widely. He began the new millennium by marrying Mary McGill Cordes.

Ron was born on April 22, 1938 in Mt. Pleasant, Iowa. Ron met Annabelle Boubelik on a summer break and they were married in 1961 and they had three children. Annabelle predeceased him in 1998.

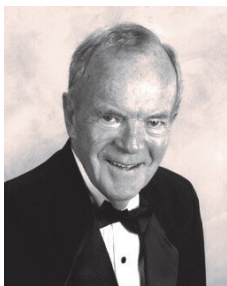
Ron is survived by his loving wife Mary; his three children nine grandchildren, a great-granddaughter and a brother. Ron was active in the AFS foreign exchange program throughout the 1970s and 1980s.

Ron faced the challenges of ALS with courage, dignity and a sense of humor. He will be missed by everyone who had the great fortune to know him.

Services were held at St. Andrew's by the Sea United Methodist Church, San Clemente. In lieu of flowers, the family requests donations be made to The ALS Association, Orange County Chapter, (714) 285-1088.

RICHARD "DICK" CHARLES MITCHELL

Richard "Dick" Charles Mitchell, 79 years old, of Bend, Oregon, passed away on March 14, 2010. Born Oct. 6, 1930 in Denver, Colorado. He attended high school in Allentown, Pennsylvania, then enrolled in the labor relations program at Cornell University and played on the school football team.



Dick left Cornell in 1952 and joined the United States Air Force, and began flight training. During his twelve years of military service he became a flight leader, deployed in support of the Korean conflict, attained the rank of Major, and met and married the love of his life, Aud.

Following his military service, Dick joined United Airlines and flew for over 30 years before retiring in 1990.

Throughout the years, Dick could be found backpacking with his children, fishing a backwoods stream, hunting over his bird dogs, or marveling at his good fortune to have a wife he so adored.

Dick is survived by his wife, the former Aud Rundhovde of Bergen, Norway, three sons, two daughters and 10 grandchildren.

Quick to smile, a dedicated family man, and a loyal friend; remembrances may be made to the Vietnam Veterans Memorial Fund.

Dick, you are cleared for takeoff ... have a safe trip.

RAYMOND RICHARD RETTIG

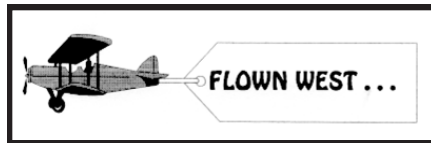
Raymond Richard Rettig, 80, of Sarasota, FL died April 2, 2010.

Raymond was born July 8, 1929 in Cincinnati, OH. He attended St. Xavier High School in Cincinnati and graduated from Charleston Catholic High School in Charleston, W. VA. After attending Fordham University in New York, Ray graduated from the University of Missouri, Columbia. Ray served with honor as a pilot in the U.S. Air Force while stationed in both Korea and Japan. After his discharge, he flew for United Airlines, retiring as a captain in 1987. He was a winter resident of Sarasota for five years before becoming a permanent resident in 1985, having moved from Cary, IL. Ray did volunteer work in both Cary and Sarasota, as well as being a member of St. Martha's Catholic Church. He was also a former member of the Meadows Country Club, where he enjoyed his favorite pastime, golf.

Survivors include his wife, Patty; a daughter, a son, a brother, and three grandchildren.

A memorial Mass was held at St. Martha's Catholic Church, Sarasota.

If desired, donations may be made to the United Cerebral Palsy Foundation, 1090 South Tamiami Trail, Sarasota, FL 34236.



Charles W. Moore	Jan. 19, 2010
John W. Williams	Jan. 20, 2010
Peter E. Gallant	Mar. 23, 2010
Raymond R. Rettig	Apr. 02, 2010
Ronald P. Cordes	Apr. 05, 2010
Frank J Mihalic	Apr 15, 2010



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of – wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew –
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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PERIODICALS



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

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

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*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*- 760-480-7420
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 Crazyes (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

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

Washington

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

Washington D.C.

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