
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

The 2010 RUAEA convention is now in the history books and according to my source, it was a rousing success. The number of people attending was smaller than last year but that is to be expected. They are facing the same problem of diminishing membership and increasing apathy. The site for the 2011 convention was announced during the convention. It will be held in Portland, OR.

I have requested in past letters for opinions on continuing our biannual conventions. Since I only received one response, I am going to try a new approach. Below you will find a survey asking you to answer one of three questions. You can either e-mail me or send it to me by snail mail. If you would like to combine forces with the RUAEA convention but are concerned about traveling SA around Memorial Day weekend. I plan to have our convention Tuesday through Friday, departing on Saturday. RUAEA departs on Sunday and Monday.

I have been receiving many e-mails concerning the UAL/CAL merger. Most of them relate to the merging of the retiree pass policy. From what I have read, RUAEA is very involved in the ongoing talks. I hope we have someone from RUPA who has access to the hallowed halls of EXO keeping an eye on the situation. That is about all I have for now. When I am sure of the direction to take in regard to the 2011 convention, I will have more to say.

Ron

CONVENTION SURVEY

Would you like to combine our 2011 convention with the RUAEA convention in Portland, OR?

Yes ___ No ___

Would you like to have our own convention in late September or early October?

Yes ___ No ___

If yes, where? _____

Would you like to discontinue the conventions and concentrate solely on the biennial (every other year) cruises?

Yes ___ No ___

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

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

ABOUT THE COVER

Remember some of those fabulous sunsets you used to see from the cockpit!!!

Cleveland Crazies Annual Summer Gathering

Wow! What a grand gathering, once again, of the CLE folks for our annual summer 'DO'. The weather, always a question, managed to hold off, and although warm and humid, all seemed to enjoy the chance to gather and spend some time together. As the summer answer to John and Jo Ann Pinters' wonderful Christmas parties which, for years, were held in their home, we stole the idea, moved it to the summer months, and have continued the idea by holding it in our home. The Pinters have said that they may have a Christmas Party in 2012 because their daughter told them that the earth would end at New Years and would they please stay up north and not go to Florida that winter. Mark your calendar for that one. We all face at least another year, and most find themselves as healthy as can be expected for such a distinguished group of elder citizens. I must say though, the ladies seem to improve with age.

Arriving for the afternoon with edibles and potables were Dan and Bev Seiple, Jim Burrill, Ed and Judy Rooney, Bill and Dorothy Christie, Dick and Jo Anne Orr, Don and Beverly Karaikos, Bob and Dawn Lang, Ed Griffith and Guest, John and Jo Ann Pinter, Dick and Cindy Irwin, Rip and Shirley Curtiss, Pete and Ann Granata, Victor and Bridgette Popelars, Bob Olsen, Dave fuller and Guest, Len Chamberlain, Harv Morris, Jack Heidsick, Jack Preston(retired CLE crew desk) and his wife, Richard and Carol McMakin, and Jim and Marilyn Nacarato (CLESWs). Missing , with approved excuses, were regulars Dick and Mary Lou Sanders, George and Jane Bleyle, Al and Danni Cavallaro, and our sage , Kenny Wheeler.

Our thanks to Bob Olsen's work release program for allowing him to attend without his ankle bracelet, and to Baldwin Wallace College for their Lawn Identification class for Don Karaikos. We, that is Saint Carol the Tolerant, and I thoroughly enjoyed the event and are very proud to have a place for it. Thanks to her for all her effort on behalf of all of us. It was super....



Enjoy the photo...Can you match the names with the faces?

Dean Seiple, Jim Burrill, Ed Rooney, Ed Griffith, Bill Christie, Dick Orr, John Pinter, Richard McMakin
Don Karaikos, Bob Lang, Jack Preston, Dick Irwin, Rip Curtiss, Bob Olson, Dave Fuller, Pete Granata
Vick Popelars, Jack Heidsick, Len Chamberlain, Harv Morris

DANA POINT RUPA LUNCHEON

Once again our early birds opened the deck and the staff ran up some umbrellas for our group. Quite day at the harbor. Some of the June gloom of the coastal clouds were hanging around but that didn't affect the up-beat of our group. I think the staff likes us to be there to drawn in customers. Several non RUPA customers came over an asked if we were having a military reunion... "Nope, but we do have a lot Veterans present."

On Deck were: Park Ames, Bruce Dunkle, Ron Dye, John Grant, Rudy Haluza, Ed Judd, Bob McGowan, Al Pregler, Bill Rollins, Ted Simmons, Glenn Schwarz, Bill Stewart, and Joe Udovch. Not present was Jerry Myer, who told me he would be absent, from our meeting, getting his boat surveyed for sale.

Ed Judd got into talking about his possible sale of his Baron to some Guy in Taiwan. Complicated, but do-able but...he was cautious. He thought more conversation and investigation were needed.

Got a call from Woody Grover, he and his wife are up at their hideaway in Libby, Montana. Woody said they were able to get in some "pasture picking." His place is up this creek, Pipe Creek. Ever year musicians from the USA and Canada come to park their campers and have a music fest with their Fiddles, Banjos, and Auto Harps. The area is in walking distance from Woody's place on the creek.

Bob McGowan was able to bring down Glenn Schwarz and Rudy Haluza with him. Bob checked on Don Morgan who said he was a little weak to get out but sends his best to all.

A question came up on what was the name of the Captain who was known as 'Jingles the Clown'? He used greet and enroute entertain the passengers. Kids loved him! He was in LAX in 60's. Cheers, *Ted*

DENVER GOOD OL' BOYS - JUNE 2010

The third Tuesday occurred on probably too nice a day, as the turnout was poor for the June meeting. It's possible the golf links were summoning or other presumably worthwhile endeavors. (Washing the car, waxing the boat, etc) In any event, the meeting occurred and a good session of socializing and dining was enjoyed by those who attended. The grub reportedly met with the approval of most.

The coordinator had to apologize for his feeble attempt at humor, as he resurrected a joke off the 'net, which was at least 40 years old, but it seemed to go off pretty well, so either it was too old for this crowd or it strained the memory cells of most.

There were no new reports of infirmities, nor flights west. Bob Blessin reported on the picnic, scheduled for August. Plans are progressing well and it is being avidly looked forward to. Ray Bowman announced the 52nd annual National Summer Muster of antique fire engines and trucks, and made mention that all who attend should wear clothes that they don't mind getting wet, as it is almost assured such will happen. Sounds like fine summer entertainment.

The notes and interesting tidbits becoming exhausted, the meeting adjourned at a respectable hour.

Those in attendance included: Ray Bowman, Jim Reid, George and Vesta Maize, Ed Cutler, Stanley Boehm, Mack Connelley, Tom Hess and friend Erica Mercer, John Prestegaard and Friend Dee Ketterl, Dennis Getman, Rick and Kaye Madsen, Al Dorsey, Woodie and Bill Matheny, Eve and Bill Hoygaard, Bob Sannwald, Dick Garbrick, Ron and Georgia Schafer, Al Snook, Jim Hixon, Bill Fife and daughter, Claire Fife, Charles and Sandy Fellows, Tom Johnston, Jim and Arletta Adair, Ann and Bob Blessin, Rex Bales, Gary and Marian Gore, Ray O'Shay, David Horwitz, Hal and Janet Myers, Jim Krasno, Bob and Marji Crowell, Cliff Lawson, Rick and Gayle Bebee, and the coordinator *Ted Wilkinson*

LOS ANGELES SOUTH BAY RUPA LUNCHEON

We had ten souls on board for our June 10 lunch. Of course we discussed the up coming merger, but no one had any pertinent information.

We were delighted to see retired Captain Sharon Crawford in attendance. Also attending were: Loyd Kenworthy, Trudy Buck, Norm Marchment, Walt Allbright, Arvie, Marcene and Doug Rankin, Tom Reidt and me. Best wishes. *Rex May*

LAS VEGAS HIGH ROLLERS (April and May) LUNCHEON

The High Rollers met on April 16th at our usual place (Memphis Barbecue). In attendance were: Andy Anderson; Dick & Nancy Boston; Barry Dixon; Jerry & Susanna Johnson; Ron & Jan Kakaldy; Joy & Bernie Klopfer; Gene & Mary Lamski; Lyle Miller; David & Bonnie Munyon.

We had some very bad news about one of our members Andy Anderson's wife, Dawn, passed away on 4 April 2010. It was a shock to all. She will be remembered.

The May meeting, held on the 18th had the following in attendance: Andy Anderson; Mike Baird; Ed & Judy Fullerton; Jerry & Susanna Johnson; Lyle Miller; Dave Munyon; Bud Puckett; Jim Tight. As always, a good time was had by all. We will be dark June, July, and August.

See you then, *Andy*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Our first planned golf tourney initially looked like it was going to be played in cold coastal fog. But by tee time at 1:30 the fog was breaking up and the sun broke through for a glorious afternoon. Eight players vied for the honor of the first team win – the gals against the guys. Pete Walmsley arranged all the competition details with the guys taking the win! Bob Cornell, Lee Casey, Carlos Quintana, and Jon Rowbottom each received the grand prize of a gift wrapped Quail Lodge Golf ball. Gals, Mary Alice Gifford, Judy Quintana, Jane Rowbottom, and Donna Walmsley made a gallant run and enjoyed 19th hole beverages after the loss. Thank you Pete for making all the arrangements!

Those who also enjoyed lunch but no golf were: Jerry Quitney, new comer Neil Kelly, Fran and Will Blomgren, Brigitte and Paul Olson, Hannah Cornell, Sunee and Milt Jines, Mary Lou and Dave Mackie, Deryl Moses, Pete, and yours truly.

With the U.S. Open in town and our first annual golf tourney to be played after lunch, several golf jokes were shared – some good some groaners – but we laughed none-the-less.

We also discussed ideas about the next RUPA convention site slated for 2011. Cities of interest were San Francisco, San Diego, Monterey, Lake Tahoe, or Napa. Cruises to Hawaii, Alaska, or the east coast for the fall colors were discussed too. There was no interest in any event over Memorial week or weekend. Primary problems being air travel!

Thank you all for the RSVPs! The next luncheon is Monday July 12th at Edgar's Quail Lodge. **PLEASE** RSVP by email or phone! *Phyllis Cleveland*

SAN DIEGO COUNTY RUPA LUNCHEON

There were four attending the San Diego luncheon held at the San Marcus CC on June 8, 2010. They were: Gerry Johnson, Bill Pauling, Paul Whitby and Bob Bowman.

We meet the 2nd Tuesday, every month at 12 noon. We always look forward to more in attendance. *Bob*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

There were 28 in attendance at our June 8 luncheon. They were: Bob Ahrens, Rich & Georgia Bouska, Bob Clinton, Sam & Billy Cramb, Bob & Jill Ebenhahn, Rich Erhardt, Dick & Jeri Johnson, Howie Jundt, Bob Lawrence, Bob Lynch, Bessie McEachern, Jay Plank, Bud Schwartz, Cleve & Rose Spring, John & Dorothy Stefanki, Jim Taylor & his son Jimmy, Gene & Carol Walter, Ron Weber, Larry & Pat Wright.

With all the conversations going on, I'm sure the group solved many world issues. I don't know exactly which issues, but the noise level was quite high! We were honored to have Bob & Jill Ebenhahn spending their fifty-third wedding anniversary with us that day. Another pilot who really knows how to show his wife a good time. I think he even paid for her lunch!!!

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be July 13, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

First Wednesday of the month, 2 June, at 1230, the rowdy crowd was chased from the bar to the dining room where order was slowly restored. Not bad for a bunch of old guys and gals. After the food orders were taken, the meeting was somewhat called to order by the lowly serf substituting for the Distinguished EmCee, Bob "Padre" Donegan, who at the very last moment called in sick, not even allowing his substitute time to get him a signed get well card.

Health and Welfare Czar, George Hise, was also missing in action, so we missed his very fun and sometimes lucid remarks.

Attending were: John Baczynski, Dan Bargar, Mike Barrett (Guest of Woody), Gardner Bride, John & Sharon Candelo, Ken and Shirley Corbin, Bill Greene, Joyce and Tom Grey, Barney Hagen, Dick Hanna, J R Hastings, Deke Holman, Jules and Sybil Lepkowsky, Woody Lockhart, John X Loughran, Don Madson, Jim Mansfield, Bill McGuire, Al Milotich, Sam and Mickie Orchard, John and Carol Reed, Rick Saber N.1, Leon Scarbrough, Bill E Smith, Dick Smith, Galen Wagner, Dee and Larry Whyman, Gleefully signed, *Leon*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings from Southern Oregon. We gathered on the 20th of May (the 3rd Thursday of each month if any out there might be so inspired to join us) at the Pony Espresso in Jacksonville, Oregon. Good times, good food, good chatter and a good group.

For us a large one with Bob Keasby, George Elliott and his daughter Catherine Dimino, Art Lumley, Steve and Leann Fusco, Scott Wood, Harvey Saylor, Bob and Marty Niccolls and our wanderers returning from their Winter digs, Dave and Joanne Ellis. We missed our group photographer, Rob Miller, this month so no pic for RUPA.

Around the table there was talk of the possible merger with United and Continental certainly, but also stories from past and present, often accompanied by a round of laughter. It's always a delight to gather with the group, each month different, but always that wonderful connection of good times past. What could be better. We invite any and all to join us. Till then, Cheers, *Bob*

MAY EXTRAS

Don Aitken, Michael Allum, Raymond Amato, Fred Armstrong, David A Anderson, Donald E Anderson, William Bates, Paul Benz, Eugene Biscailuz, Ralph Briggs, Bob Burnett, David T Clark, William Clerico, Stephen Connors, Ken Corbin, Gerald Coss, Buddy Decosterd, Ronald Denk, Carl Eberle, Roger Ehm, Philip Field, Raymond Furlan, Frank Gerould, W Grover, Elaine Harris, Tom H Harris, Norman Hart, Allen Hayes, Joseph Holub, Francis Hopkins, Fred Hudson, Dryke Hutchison, Richard Jameson, Ron "El Presidente" Jersey, Joe Jones, C Ed Judd, Gordon Kelly, Joseph Koshay, James Krasno, Gene Langford, Robert Lawson, C B Lesser, Rod Lion, Phil Lucas, Rick Madsen, Frederick J D Martin, Larry Mason, Ronald Matsuda, Edward May, Gary H Meyer, Hugh McIntyre, Hampton Miller, Richard T Miller, Norman Moore, Robert M Moore, Yuz Morita, Richard Murdock, Arthur Nelson, Ham Oldham, Bob Olsen, Burt Olson, Eugene Peterson, David Pirrie, Bruce Pottorff, James R Reid, William Reynolds, James Richardson, Jack Roderick, Richard Ruitter, David Runyan, James Scherer, Scotty Scott, Harry Seymour, Peggy Shimer, Richard Smiley, Thomas W Smith, Steve Spencer, William F Stewart, Skip Strickler, Thomas Trotter, Robert Tinsley, Terry True, Frank Vancini, Robert Whitman, Joseph Williams.

JUNE EXTRAS

Herbert Baker, Bruce Barton, Joseph Bieryla, Charles Bloom, Richard L Boyer, Jack Brady, Deanna Coffey, Ted Collins, Frank Cowles, John H Davis, Eleanor Forsythe, Mel Franzen, Ellen Gallant, Charles George, Jerry Goebel, Earl Gordon, William R Harris, John B Hilderbrant, Ken Hobbs, Mike Jones, Milt Jines, Richard Kaapuni, Edward Klenner, Gary Koverman, Wesley Leighton, Doris Leonard, Tom Leonard, John Loughran, Pete Maury, Richard W McBride, Paul Meyer, Robert L Mitchell, John Papadakis, Terrence Rogers, Richard Sanders, Ronald R Saunders, Gerald Simonson, David Subaiya, Curtis Taylor, James Whitmer, Bruce Wilkins.

A LETTER FROM THE RUPA SEC/TREASURER

Your Sec/Tr does not normally contribute monthly, as the president does, and should do, so every once in a while I will offer my two cents.

This time I am going to tell you about RETUP. A bulletin board, moderated by four RUPA pilots, and for the benefit of those 600 who presently belong. I find it useful, informative, and if you have a question regarding travel, medical-one recent question reference a hip replacement garnered many responses, as did a question about a colonoscopy, and the comments lasted for a couple of days. You are sent the BB each day, and if there is something you are interested in you can read it and then reply, if you desire. And if not, just use the mighty delete key. To join, contact any of the moderators, Denis O'Malley, dj.omalley@cox.net, Charles Tolleson, bibag@comcast.net, Pete Sofman, psofman@gmail.com, Jim Marshall, koal-dog@gmail.com. All four RETUP moderators are volunteers.

Two other sites, neither of which I read, are RUFF, and G-RUFF. I will refrain from commenting about those two BB's, as I don't have the time for either.

RUFF <http://groups.yahoo.com/group/RUFF/> is run by Jim Morehead, moreheadjames@aol.com.

G-RUFF <http://groups.google.com/group/g-ruff?hl=en> is run by Denis O'Malley, dj.omalley@cox.net. *Leon*

Information on Retiree Non-Rev Pass Policy Issues if CAL and UAL Merger

Information regarding employee travel privileges as they will affect retired pilots and other retired employees of CAL and UAL after the merger will be discussed in this web link as such pass policy is formed. Current pass policy as it affects retired employees is so different that it has become a topic of great concern for nearly all current and retired employees of both companies.

We have a common concern with other groups at both companies, namely protecting or enhancing benefits from our working years. We all know of the sacrifices that we at Continental, and our cohorts at UAL, have made to preserve our companies' very existence during the hard economic times after deregulation. A management, such as ours at Continental and at United, should, justly, recognize and reward those who made these sacrifices. United, to a degree, does just that in their pass travel benefits for retirees. Hopefully, by presenting a combined, united and coordinated voice during any merger discussions, our voices will be heard and our sacrifices recognized and rewarded. Even today's active employee should realize that they, too, will some day be retired and will be able to enjoy these benefits for the rest of their lives.

New Pass Policy will not be a negotiated item:

Employee travel privileges as they will affect retired pilots and other retired employees of CAL and UAL after the merger is not a mandatory item for negotiations under the Railway Labor Act. Despite the huge potential positive (or adverse) effect of this issue among all employee and retiree groups, it is not in the purview of any single union or group to settle the extraordinary differences between existing policies. At present, the plan is to form a committee for this purpose that will presumably include members from both airlines and from an appropriate demographic spread that fairly represents senior and retired employees as well as younger employees.

New Pass Policy Committee:

This committee is expected to be formed late this year, since the larger issues of the merger have the highest priority. Much can be accomplished early to help en-



sure that all retirees and senior working employees have their interests represented by the time the committee meets. The Golden Eagles will continue to be a fully engaged player in this issue representing not just the well-organized retired Continental pilots. The retirees of both airlines, whether they served as pilots, flight attendants, mechanics, agents or others deserve to be treated honorably and fairly. We hope this issue will serve as a catalyst for our diverse and geographically dispersed groups to meet, get to know one and another and work jointly and effectively for our common good.

Existing Pass Policy Differences:

This issue could become an effective vehicle to set a positive tone as the carriers merge, if the new pass policy honors those employees who sacrificed for decades to build our airline. Since almost every employee will someday become a retiree, in time all employees of the new airline will share this common view: a great company will reserve special privileges for their most respected people, its retirees. Given CAL's reputation for excellent treatment of its people and recurring recognition as one of the Fortune

100 Best Companies to work for during the last decade, one would presume that CAL would be an industry leader in rewarding long service. In fact, UAL has a far superior treatment of its retirees than CAL.

1. Retirees at United travel at the same classification as working employees and retain their original Date of Hire. CAL imposes an adjusted DOH and a down-graded pass status. AAL also boards its retirees by DOH, in effect preserving the value of a long career. CAL boards all retirees after the newest employee, greatly reducing the value of their long service.
2. UAL honors those with more than 25 years of service by giving them boarding priority before current employees. CAL boards all retirees after the newest employee, resulting in a huge disparity for those retirees with the longest service.
3. Though an argument can be made that a working employee has less flexibility and time than a retiree, granting priority boarding to someone hired yesterday over someone who has worked 30 years flies in the face of anything reasonable and serves to diminish the contribution made over the span of a long career. Not everything about UAL's treatment of its people is better than CAL's. The more favorable policy should prevail, as a way of rewarding our retirees and employees for long service.
1. CAL exempts its nonrevenue employees and retirees from bag fees. UAL does not.
2. CAL exempts its nonrevenue employees and retirees from service charges or pass fees after a certain number of years' service.
3. There are some differences in upgrading either frequent fliers or nonrev's to available first class or business class seats in order to board as many nonrev's as possible.
4. There are a number of other key differences to address and some new ideas such as providing any employee or retiree something between a nonrevenue pass and a full fare ticket. American Airlines gives its people the ability to purchase a positive space ticket for 80% of the lowest published full fare price. DAL has a similar positive space ticket purchase option.
5. While most pass policy changes would be at no cost to the company, a positive space ticket purchase option would be a significant new revenue source.
6. The company has stated that it will seek to minimize or avoid furloughs by offering early retirement and COLA's. Correcting the pass policy disparities would significantly enhance the value of an early retirement package.
7. When a retired pilot, flight attendant, mechanic, gate agent, ramp worker or former executive with 25 or 30 years doing their best to help the airline deliver our product safely and effectively, they deserve to board first if seats are available.
8. Early resolution of this demoralizing disparity can set a great new attitude among all employees and retirees, providing hard evidence that the future merged airline will reflect the CAL culture.
9. Few subjects that have such strong potential for lifting the spirits of all employees and retirees of both CAL and UAL as the two companies merge, at no significant net cost to the company.

UAL, CAL Testify on Merger Benefits Before House Subcommittees

Glenn Tilton and Jeff Smisek testified June 16 before two U.S. House subcommittees about the benefits of the merger for employees, customers, shareholders and the communities both United and Continental serve. Also testifying before the House Transportation and Infrastructure and Judiciary committees were representatives from labor unions and witnesses representing different points of view on anti-trust issues and industry competition.

Glenn and Jeff both discussed the challenges the industry faces and its chronic inability to cover its costs. They explained that the merger is one step the two companies can take toward achieving sustained profitability.

"We must create economic sustainability through the business cycle, and to that end our objective at United has been consistent -- to put our company on a path to sustained profitability," Glenn said. "Our proposed merger is a logical and essential step toward our objective of sustained profitability."

Representatives from the IAM, AFA, and ALPA, the pilots' union for both airlines, testified. ALPA representatives said the merger represents an opportunity for both airlines.

"United and Continental managements now stand at the threshold of what could be a great airline, one that sees sustainable profits and will also provide unmatched service to our customers," said Captain Wendy Morse, chairman of United's ALPA master executive council, in her written testimony to the committees. "The proposed merger between United and Continental represents not only an opportunity for both airlines, but a possible sea-change in the economic direction and customer satisfaction for the airline industry. How this merger is handled will determine whether it is change for the better."

Rep. James Oberstar, chairman of the Transportation and Infrastructure Committee, suggested the proposed merger would reduce competition, which he believes is counter to the intention of Congress in legislating for a deregulated market.

Others on the committee spoke in favor of the merger and entered into the record hundreds of letters of support from the communities they represent.

Rep. Frank LoBiondo, a New Jersey Republican, said the merger will strengthen both United and Continental and help reduce job losses. "Do we want to see our employees go by the wayside?" he asked.

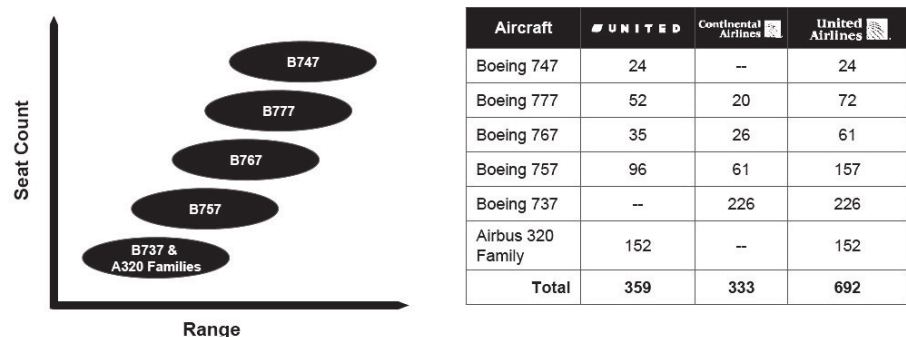
William Swelbar, research engineer for the MIT International Center for Air Transportation, testified that the proposed merger would enable United and Continental to better compete both domestically and globally.

"The network carrier model of the 1980s and 1990s does not work in today's environment," Swelbar testified.

"Consolidation is a logical step to position airlines in a highly fragmented domestic and global industry to better weather the financial challenges that have caused years of economic pain for many stakeholders and a rising tide of red ink."

Fleet Optimization

Aircraft Range and Capacity
Current Mainline Fleet

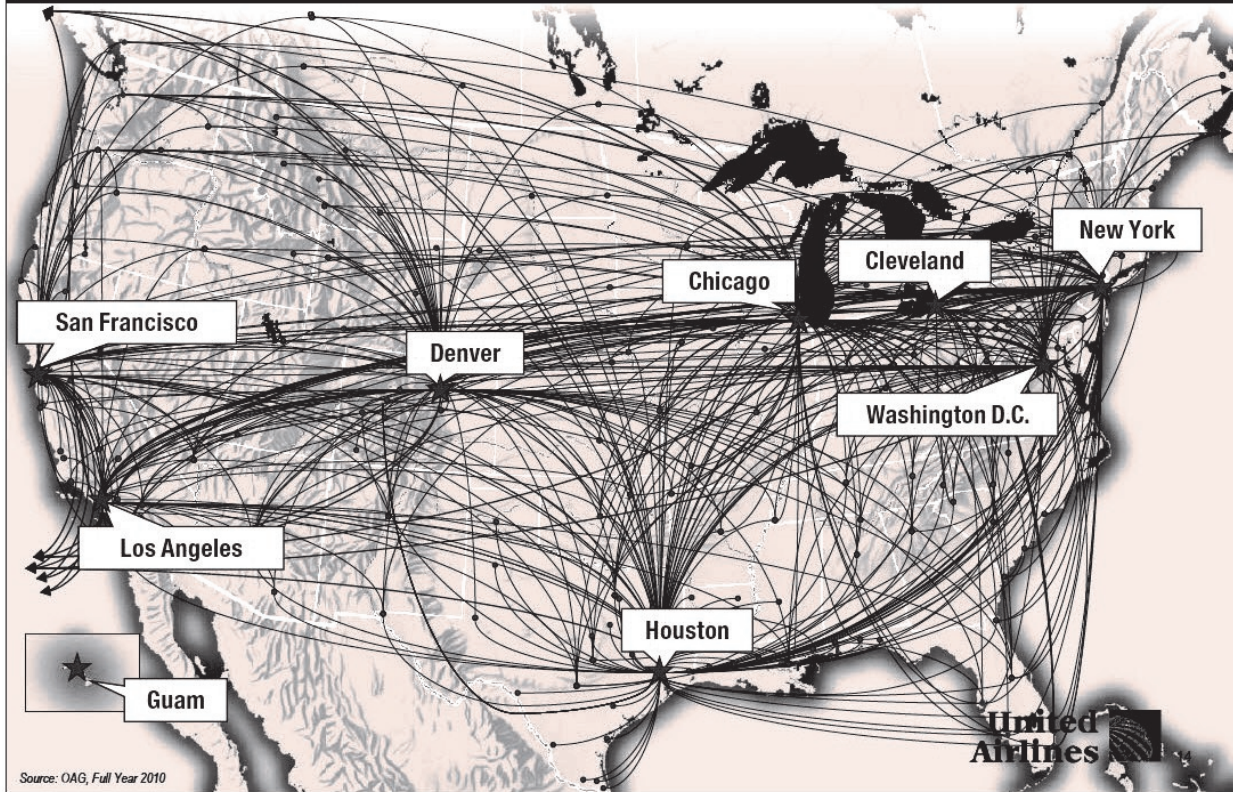


- Utilizing right aircraft in the right markets
- Aircraft size and range offer flexibility to optimize gauge on routes to meet market demand

As of 3/31/10

United Airlines

Comprehensive Domestic Network



World-Class Global Network



Trans-Pacific Service

31 Destinations
14 Countries
62 Daily Departures

Latin American & Caribbean Service

72 Destinations
24 Countries
156 Daily Departures

Trans-Atlantic Service

34 Destinations
21 Countries
74 Daily Departures



Source: OAG, Full Year 2010



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



During the government-forced reorganization, Joe Ripley was able to get United Air Lines off the ground, free of debt and with \$4,000,000 in working capital. The airline division had approximately one-third of the assets of The United Aircraft and Transportation holding company but received more than half of the money. Ripley also urged Rentschler and other heads of the holding company to name Pat Patterson as Philip Johnson's successor as president of United Air Lines. Patterson, a junior officer of United Air Lines in 1930, remained "untouched by the purge" because he had not been invited to Postmaster Brown's "spoils" meeting. On April 13, 1934 Patterson assumed the presidency of the newly incorporated Delaware company, United Air Lines Transportation Company. To the public, it was still "United Air Lines" and in 1943 the name was officially changed back. Following the reorganization United bid-for and won-back all of its former routes except the Chicago-Dallas route where Braniff Air Lines underbid United (by half). United continued to fly the Chicago-Kansas City segment as a passenger route until May 12, 1934.

The Air Mail Act added two more hoops-to-jump-through, in addition to the U.S. Post Office, the airlines now had to deal with the Interstate Commerce Commission and the Department of Commerce.

The ICC cut United's average return on air mail from 38 cents to 31 cents per plane mile and also put a 300 pound-per-plane limit on what the Post Office could pay. As a result United had to fly many 300 pound bags of mail for free. This loss of income led to the cancellation of the Chicago-Kansas City passenger flights. A last-minute clause in the Air Mail Act forbade any carrier from holding air mail contracts for more than one primary route and two secondary routes.

United's Transcontinental Route was designated a primary route as was its Pacific Coast route. This meant that United could not keep the PAT route unless it was split-off into a separate company and was completely independent of United. Faced with protests from Pacific Coast cities, Congress relented and designated it a Secondary Route. *Marvin Berryman DENTK, (Ret.)*

Welcome to FLYZED, the solution for passenger self-listing via the Web.

Go to www.flyzed.com, User ID is UAL, password is 016. It doesn't show available seats, but has smiley faces that are green, yellow, or red for "good", "risky", or "pretty full." Lists origin/destination flights but many that UAL does not have Zed agreements with, but gives an indication of reduced fare travel too.

WWII British Bomber Command Heroes To Get London Monument

Story from BBC NEWS

The RAF Bomber Command's Offensive was the longest & costliest Allied Campaign of WWII. It began on the second day of the war & ran until 25 April 1945. The RAF lost 8,655 aircraft on ops + 500 recovered but written off. 55,573 (51%) of crew members of the Bomber Command, with an average age of 22, were killed during the War. An additional 4,200 were wounded in Action (WIA). 22 Victoria Crosses were awarded and they didn't even get their own Campaign ribbon.



A £3.5m permanent monument to the World War II heroes of RAF Bomber Command is to be built in central London.

Westminster Council gave permission for the open style pavilion at the Piccadilly entrance to Green Park.

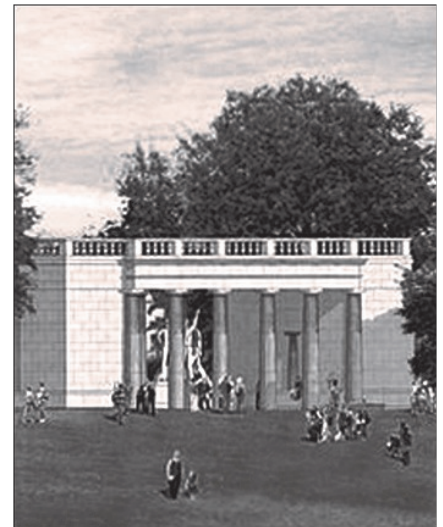
The memorial, which should be built by 2012, will commemorate the 55,573 crew of Bomber Command whose role was to attack Germany air-bases, troops, shipping and industries connected to the war effort.

During the war the command ensured the damage caused to London's squares, streets and parks from German bombs was not as extensive as it could have been.

Councillor Alastair Moss, chairman of Westminster City Council's planning applications subcommittee, said: "This new landmark for London is a fitting tribute to the heroes of Bomber Command who made the ultimate sacrifice for our freedom. It is a sign of this country's gratitude to these exceptional people who were brave enough to fight for us and it will stand as an iconic London monument marking how good came to triumph over evil for many generations to come."

The roof of the 8.5m-tall pavilion, made from Portland Stone, will be open to the sky and the open entrance will be made from melted down aluminium sections of a Halifax bomber shot down during the war and in which all seven of the crew were killed. It will also house a sculpture of the seven crewmembers by the sculptor Philip Jackson. The memorial will contain inscriptions, carvings, and a dedication. There will also be inscriptions from Winston Churchill, who said in a speech to Parliament in 1940: "The gratitude of every home in our island and indeed throughout the world except in the abodes of the guilty goes out to the British airmen who undaunted by odds, un-weakened by their constant challenge and mortal danger, are turning the tide of world war by their prowess and their devotion."

The monument had been promoted by the Bomber Command Association with assistance from the Royal Air Force and the Heritage Foundation. The concept behind the memorial, its size, design and location in a Grade II listed park, has attracted some objections from groups including the Westminster Society, the Knightsbridge Association and the London Parks and Gardens Trust.



FAA under pressure to open US skies to drones

By The Associated Press

Unmanned aircraft have proved their usefulness and reliability in the war zones of Afghanistan and Iraq. Now the pressure's on to allow them in the skies over the United States.

The use of drones has stepped up in Pakistan and Afghanistan, killing hundreds, but concern to date about their use in the United States has focused on their potential collision threat to civilian aircraft.

The Federal Aviation Administration has been asked to issue flying rights for a range of pilotless planes to carry out civilian and law-enforcement functions but has been hesitant to act. Officials are worried that they might plow into airliners, cargo planes and corporate jets that zoom around at high altitudes, or helicopters and hot air balloons that fly as low as a few hundred feet off the ground.

On top of that, these pilotless aircraft come in a variety of sizes. Some are as big as a small airliner, others the size of a backpack. The tiniest are small enough to fly through a house window.

The obvious risks have not deterred the civilian demand for pilotless planes. Tornado researchers want to send them into storms to gather data. Energy companies want to use them to monitor pipelines. State police hope to send them up to capture images of speeding cars' license plates. Local police envision using them to track fleeing suspects.

Like many robots, the planes have advantages over humans for jobs that are dirty, dangerous or dull. And the planes often cost less than piloted aircraft and can stay aloft far longer.

"There is a tremendous pressure and need to fly unmanned aircraft in (civilian) airspace," Hank Krakowski, FAA's head of air traffic operations, told European aviation officials recently. "We are having constant conversations and discussions, particularly with the Department of Defense and the Department of Homeland Security, to figure out how we can do this safely with all these different sizes of vehicles."

There are two types of unmanned planes: Drones, which are automated planes programmed to fly a particular mission, and aircraft that are remotely controlled by someone on the ground, sometimes from thousands of miles away.

Last year, the FAA promised defense officials it would have a plan this year. The agency, which has worked on this issue since 2006, has reams of safety regulations that govern every aspect of civilian aviation but is just beginning to write regulations for unmanned aircraft. "I think industry and some of the operators are frustrated that we're not moving fast enough, but safety is first," Krakowski said in an interview. "This isn't Afghanistan. This isn't Iraq. This is a part of the world that has a lot of light airplanes flying around, a lot of business jets."

One major concern is the prospect of lost communication between unmanned aircraft and the operators who remotely control them. Another is a lack of firm separation of aircraft at lower altitudes, away from major cities and airports. Planes entering these areas are not required to have collision warning systems or even transponders. Simply being able to see another plane and take action is the chief means of preventing accidents.

The Predator B, already in use for border patrol, can fly for 20 hours without refueling, compared with a helicopter's average flight time of just over two hours. Homeland Security wants to expand their use along the borders of Mexico and Canada, and along coastlines for spotting smugglers of drugs and illegal aliens. The Coast Guard wants to use them for search and rescue.

The National Transportation Safety Board held a forum in 2008 on safety concerns associated with pilotless aircraft after a Predator crashed in Arizona. The board concluded the ground operator remotely controlling the plane had inadvertently cut off the plane's fuel.

Texas officials, including Gov. Rick Perry, Sens. Kay Bailey Hutchison and John Cornyn, and Rep. Henry Cuellar, have been leaning on the FAA to approve requests to use unmanned aircraft along the Texas-Mexico border. Homeland Security Secretary, Janet Napolitano, has told lawmakers that safety concerns are behind the delays. Other lawmakers want an overall plan to speed up use of the planes beyond the border. A bill

approved by the Senate gives FAA a year to come up with a plan; a House version extends the deadline until Sept. 30, 2013, but directs the transportation secretary to give unmanned aircraft permission to fly before the plan is complete, if that can be done safely. Marion Blakey, a former FAA administrator and president of the Aerospace Industries Association, whose members include unmanned aircraft developers, said the agency has been granting approvals on a case by case basis but the pace is picking up.

Some concerns will be alleviated when the FAA moves from a radar-based air traffic control system to one based on GPS technology. Then, every aircraft will be able to advise controllers and other aircraft of their location continually. However, that's a decade off.

Michael Barr, a University of Southern California aviation safety instructor, said the matter should not be rushed.

"All it takes is one catastrophe," Barr said. "They'll investigate, find they didn't do it correctly, there'll be an outcry and it will set them back years."

F.A.A. Tries to Accelerate Air Traffic Conversion

By BLOOMBERG NEWS

The government is seeking to speed up the installation of a new air-traffic network ahead of a 2020 deadline. The system, called the Next Generation Air Transportation System, or NextGen, by the Federal Aviation Administration, uses satellites to direct aircraft rather than ground-based radar.

The upgrade of the network is intended to increase safety, cut delays and save fuel. It will cost \$2.1 billion to \$4.1 billion, which will be shared by the government and airlines, Randy Babbitt, the agency's administrator, said Thursday in a conference call with reporters.

The Obama administration has considered offering incentives to airlines as a way to install the satellite navigation equipment sooner, Transportation Secretary Ray LaHood said in the call, without offering details.

"We have the White House's attention on this, significant enough people where there could be some opportunities for us to be helpful to them along the way," Mr. LaHood said. "If we want the airlines to be a part of it, we have to move things along."

NextGen will reduce total flight delays by about 21 percent by 2018, according to the agency's Web site. The installation of new equipment in airplanes, required by an F.A.A. rule announced in 2007, is one step in the 20-year upgrading of the network that controls the nation's airspace.

The agency awarded Boeing, General Dynamics and the ITT Corporation contracts to help integrate new procedures and technologies into the air-traffic system, the F.A.A. said. The contracts are worth as much as \$4.4 billion in the next 10 years.

Mr. Babbitt said he did not expect resistance from airlines to the performance standards for the equipment announced. "They clearly see the benefit," he said. "The business case for NextGen becomes clearer daily."

James C. May, the chief executive of the Air Transport Association, the trade group for airlines, said it was "carefully reviewing" the rule given its cost.

Pickles/Brian Crane



NWA pilots who overflow their destination

By ANDY PASZTOR

A pair of Northwest Airlines pilots who said they were distracted by their personal laptops while flying a jetliner at 37,000 feet last year-and were out of touch with air-traffic controllers for more than an hour-won't get their old jobs back.

The incident involving the two veteran aviators sparked a media and congressional furor last October. The Northwest jet sped over several states without responding to air traffic controllers and overshot Minneapolis, their destination airport, by roughly 100 miles, before the pilots realized their mistake. The Federal Aviation Administration initially revoked the licenses of both pilots for endangering the lives of passengers and operating the airliner in an "extremely reckless" fashion.

But the men contested the license revocations, setting the stage for a series of legal skirmishes. In March, the pilots signed a settlement with the FAA which ended the dispute and left the door open to their being reinstated to flight status after successfully completing certain training and test requirements. Northwest is now part of Delta Air Lines Inc.

On Tuesday, however, a Delta spokesman confirmed that Timothy Cheney, the veteran captain on the controversial flight, has retired rather than try to seek reinstatement. Richard Cole, the first officer on Northwest Flight 188 from San Diego to Minneapolis, declined to retire, according to people familiar with the details. The Delta spokesman said Mr. Cole "is no longer employed" by the carrier, but didn't elaborate.

A spokeswoman for the Air Line Pilots Association unit representing Northwest and Delta pilots declined to comment or make the pilots available.

The latest moves mark the end of a high-profile legal and political tussle that to some extent also affected labor relations at the airline. Pilot union leaders complained that FAA officials acted hastily and bowed to public pressure in summarily yanking the pilot licenses. The pilots themselves never admitted any wrongdoing, even though their actions that night became a symbol of pilot distraction and stoked a debate over the importance of professionalism while sitting behind the controls

After the incident, regulators and lawmakers moved to bar U.S. airline pilots from turning on personal laptops, cell phones or any other electronic devices while taxiing aircraft on the ground or flying them in commercial service. The incident also exposed weaknesses in the government's system of promptly alerting the military about suspicious or potentially dangerous aircraft.

Who ever heard of putting a P-40 fighter plane into a C-47?

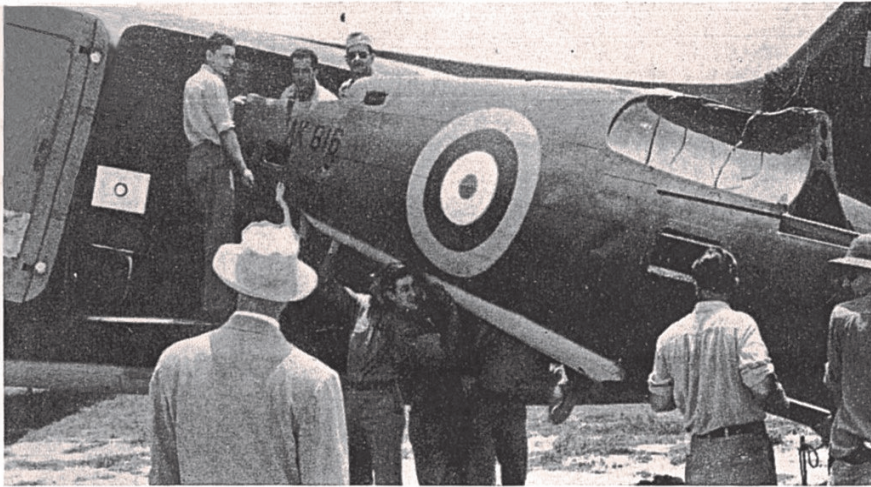
"During WWII there were battle-wounded P-40s on the African front that needed to be repaired and there was a Douglas-run African assembly, testing and repair base where these planes could be repaired. The problem was there were a lot of miles of sand between, and no way of transporting the invalided craft to this airplane hospital.

"The C-47s are carrying wounded men from the front - why can't they bring back wounded planes as well?" demanded a Douglas man. That was where everybody laughed - or almost everybody. Fortunately, there were a few open minds; and the experiment was tried.

In at least one case, a British Curtiss P-40 "Warhawk" was transported by a C-47 "Skytrain". The wings were unbolted and strapped beneath the Douglas transport. Then the engine was detached and hoisted through the wide-open doors, and finally the fuselage was swung in after. The doors were closed, and there it was - the kangaroo-plane that's been talked about so much and never realized.

What happened after that is a military secret. Maybe the experiment ended right there. Maybe C-47s were kangarooing P-40s from the battle front every time there was a casualty among them. And it may even be that the experiment had been extended to cover all of the American pursuit planes that were escorting our bombers on the African front.

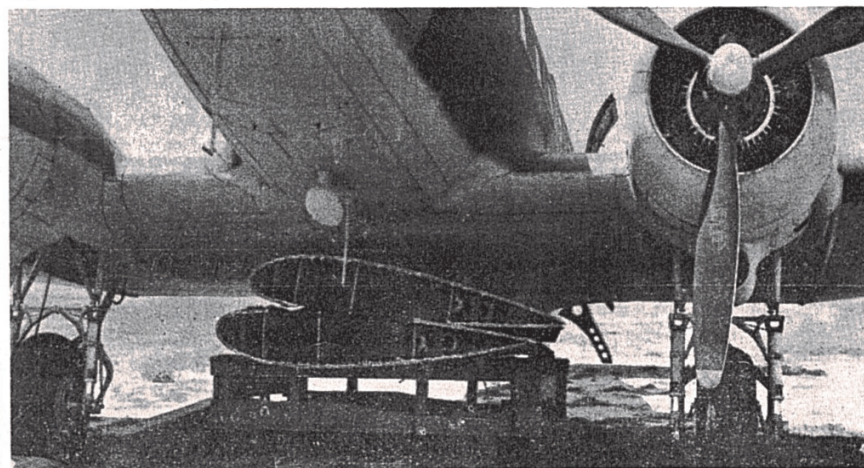
Thanks to Steve Ellis & Ted Young, of Seattle's "Museum of Flight" for info.



It won't fit. Anyone can see that. The door is big enough perhaps, but did you ever try to move a grand piano through a hall? The smaller airplane is a British P-40 Warhawk in Africa. The men are Douglas workers at the African plant.

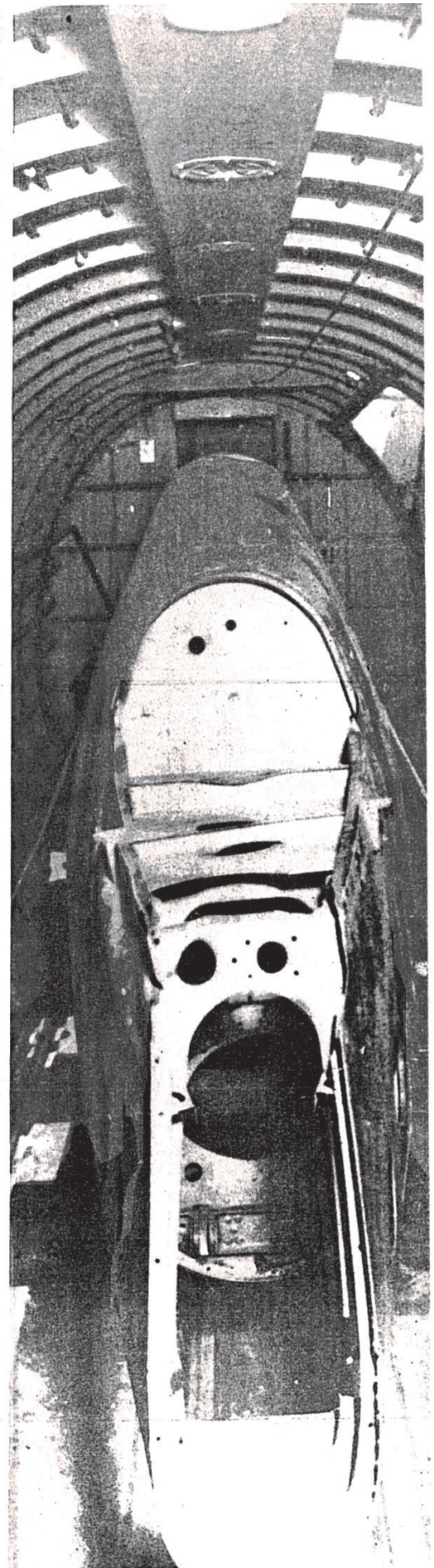


What do you know, they made it. It was a tight squeeze, but the P-40 went inside the C-47 without a scratch. Photo at right shows how the fighter looks inside the transport's fuselage lashed down ready to travel.



The P-40 wings won't go into the C-47's fuselage, but it doesn't matter. They are lashed under the fuselage and carried easily. In China DC-3s have carried spare wings to other DC-3s that were damaged in remote locations by Japanese bombs.

February, 1943



Do you remember Kilroy?

WHO THE HECK WAS KILROY? In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters. One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo.

However, to the troops outbound in those ships, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. Servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

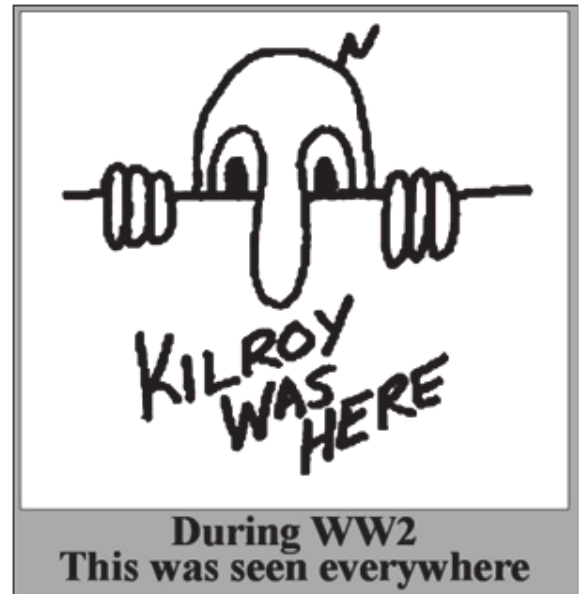
Kilroy became the U.S. Super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc De Triomphe, and even scrawled in the dust on the moon.)

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. Troops (and thus, presumably, were the first GI's there).

On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So, now you know the rest of the story!



Happiness May Come With Age, Study Says

By NICHOLAS BAKALAR

It is inevitable. The muscles weaken. Hearing and vision fade. We get wrinkled and stooped. We can't run, or even walk, as fast as we used to. We have aches and pains in parts of our bodies we never even noticed before. We get old.

It sounds miserable, but apparently it is not. A large Gallup poll has found that by almost any measure, people get happier as they get older, and researchers are not sure why.

"It could be that there are environmental changes," said Arthur A. Stone, the lead author of a new study based on the survey, "or it could be psychological changes about the way we view the world, or it could even be biological — for example brain chemistry or endocrine changes."

The telephone survey carried out in 2008, covered more than 340,000 people nationwide, ages 18 to 85, asking various questions about age and sex, current events, personal finances, health and other matters. The survey also asked about "global well-being" by having each person rank overall life satisfaction on a 10-point scale, an assessment many people may make from time to time, if not in a strictly formalized way.

Finally, there were six yes-or-no questions: Did you experience the following feelings during a large part of the day yesterday: enjoyment, happiness, stress, worry, anger, sadness. The answers, the researchers say, reveal "hedonic well-being," a person's immediate experience of those psychological states, unencumbered by revised memories or subjective judgments that the query about general life satisfaction might have evoked.

The results, published online May 17 in the Proceedings of the National Academy of Sciences, were good news for old people, and for those who are getting old. On the global measure, people start out at age 18 feeling pretty good about themselves, and then, apparently, life begins to throw curve balls. They feel worse and worse until they hit 50. At that point, there is a sharp reversal, and people keep getting happier as they age. By the time they are 85, they are even more satisfied with themselves than they were at 18.

In measuring immediate well-being — yesterday's emotional state — the researchers found that stress declines from age 22 onward, reaching its lowest point at 85. Worry stays fairly steady until 50, then sharply drops off. Anger decreases steadily from 18 on, and sadness rises to a peak at 50, declines to 73, then rises slightly again to 85. Enjoyment and happiness have similar curves: they both decrease gradually until we hit 50, rise steadily for the next 25 years, and then decline very slightly at the end, but they never again reach the low point of our early 50s.

Other experts were impressed with the work. Andrew J. Oswald, a professor of psychology at Warwick Business School in England, who has published several studies on human happiness, called the findings important and, in some ways, heartening. "It's a very encouraging fact that we can expect to be happier in our early 80s than we were in our 20s," he said. "And it's not being driven predominantly by things that happen in life. It's something very deep and quite human that seems to be driving this."

Dr. Stone, who is a professor of psychology at the State University of New York at Stony Brook, said that the findings raised questions that needed more study. "These results say there are distinctive patterns here," he said, "and it's worth some research effort to try to figure out what's going on. Why at age 50 does something seem to start to change?"

The study was not designed to figure out which factors make people happy, and the poll's health questions were not specific enough to draw any conclusions about the effect of disease or disability on happiness in old age. But the researchers did look at four possibilities: the sex of the interviewee, whether the person had a partner, whether there were children at home and employment status. "These are four reasonable candidates," Dr. Stone said, "but they don't make much difference."

For people under 50 who may sometimes feel gloomy, there may be consolation here. The view seems a bit bleak right now, but look at the bright side: you are getting old.

LETTERS

JOHN ARP—1 Big Bear Lake, CA

I can't believe that it's been 3 years now since I was flying the line and studying for those PC's. I seem to be busier now than when I was working. Traveling a lot to places like the British Isles, Tahiti and Hawaii. Have to buy tickets like the rest of the world. Just too hard to use passes on the few flights United has any more.

I'm keeping busy flying for a company in California that has 4 C130s. One of the C130s that I fly has a glass up to date cockpit. A 1957 aircraft with 2010 technology. I do lot of flight test work for DOD, military and private corporations dealing with new type weapons and airborne fire fighting. I gave up the yearly trips to Switzerland and Germany to work on the Lockheed Constellation that I helped to restore and fly all those west coast air shows. The aircraft now is sitting in a hangar in Lahr, Germany waiting on a decision about some major wing corrosion.

I try to make the Dana Point Luncheons as much as I can. I love the stories and the BS we all give. A great bunch of guys! Take care. *John*

JACK ASHFORD—Longmont, CO

RUPA - Note to Ron re concerns about PBGC. I contacted PBGC requesting a verification of income for one of my Lenders. I received a letter back stating my Pension amount, starting date and ending date - 2099! As I read that my Pension is guaranteed by PBGC through the year 2099! Guess I had better eat more fruit and veggies!

My wife, Jenni, 63, had both hips replaced last year, 4 months apart, due to severe pain. The last one was done in December. Her hip pain has gone, but she now has leg pain, bilaterally, above the knees on the outside. The Surgeon said the pain could last 2 years after surgery.

We met at a Christian Singles Club in Aurora, Colorado and have been married 17 years. She is from Cape Town, South Africa. Her Dad, from England, was a life-long Methodist Minister in Cape Town. He passed away last year at 97.

We have 4 grandchildren between us; a girl and 3 boys. We live on a lake on the North side of Longmont in a home surrounded by trees and wild life; with ducks, geese, birds of all kinds, including pelicans, blue herons and eagles, etc. It's like a Paradise! We may need to down-size though because of my limited mobility, there is too much to take care of. We still enjoy traveling in our motorhome with our two border collies.

I will be 78 this month. My health is excellent (taking no pills of any kind, except vitamin supplements), but I'm slowly losing control of my left leg and foot. I can still get around with a cane, but, it's slowly becoming more difficult. Some muscles aren't getting a signal from my brain, probably due to old injuries.

My last year's letter was not printed. I made a suggestion to show "age at death" with a column of numbers on the last page. This would be interesting, since most names are not familiar to most people.

I appreciate the *RUPANEWS*. Thanks to all!
Regards, *Jack*



JOSEPH BIERYLA—San Antonio, TX
Thanks so much for the stories, updates, news, and info. I've been retired 3 years, all in ORD, and miss flying, the pilots, F/A's, and even the gate agents--but NOT United.

Keep up the super work--you deserve everything from everyone for keeping retired pilots informed.

Joe

CHARLES BLOOM—Missoula, MT
Again my thanks to all those who make the big bucks for keeping this *RUPANEWS* coming.

Starting the 15th year of retirement and I can only say it sure seems to be going fast. I manage to keep on the green side of the grass and am blessed with good health, short term memory notwithstanding.

My bride of 39 years, Peggy and I do a little traveling. I enjoy flying around the Northwest in my little Kitfox Model IV, hitting a couple of BMW motorcycle rallies in the summer and generally just having a good time.

Anyone passing through Missoula, give me a call and we'll split a glass of something. *Chuck*

KENNETH CORICA—Fallbrook, CA
June 1st marked the 16th anniversary of my retirement flight 757 SAN-SFO-SAN with my whole family aboard. Nice memory.

Last June (2009) we took our 16th cruise, this one to Alaska. Upon our return our children gave us a wonderful 50th Anniversary party with great friends and relatives attending.

When we travel by air we go Southwest!

Thanks for all your work with RUPA and *RUPANEWS* and best wishes to all.

Ken & Jerry 57'-94' Mostly LAX

S.F. "TUNK" DUNNING—Fredericksburg, TX
While I've reached the age of 80, I'm still in relative good health, except for diminishing eyesight.

Jo and I "nested" after retirement in the Texas Hill Country 21 years ago and have no plans to move. Enjoy reading about other retiree's: *Tunk*

WILLIAM T. EADS—Palm Desert, CA
Just received my "Formal Determination of Benefit" from the PBGC dated May 28, 2010. It seems incredible to me that it has taken this U. S. Govern-

ment Agency almost five and a half years to do the simple math to determine what my benefit should have been! The only good news is that I will get a small increase in my monthly check. They promise to send me a check with interest for back pay I didn't receive. Hope it will cover my beer bill for a month or two!

News from here is as follows: After 18 years living part and full time at The Lakes Country Club in Palm Desert, Donna and I have decided to relocate to Nevada. The only problem with where we currently live is that we are *surrounded by California!*

My latest book, a novel titled "DEATH BY MOONRISE!" should be published by the end of this year. It is a techno-thriller about a non-conventional strike from an Aircraft Carrier in the Persian Gulf against a terrorist underground stronghold along the border between Afghanistan and Pakistan. It involved a lot of research to write but I enjoyed the effort.

All in all, health is good, life is great.....

CARPE DIEM!! *Bill*

MELVIN FRANZEN—Maitland, FL
Greetings. Thanks for a very nice publication. Very professional!

I guess the thing many of us miss the most, is the friendships formed in our careers. This journal keeps us in touch. Best regards, *Mel*

LARY E. FREEMAN—210 Via Dijon, CA
It has been several years since I last wrote. For us it has been a year to appreciate how important our health can be. Cheryl was diagnosed with breast cancer in February, 2008, just four months after her regular mammogram at our local top of the line Hoag Hospital in Newport Beach, CA. She had the new "high tech" digital reading version and got a letter that said everything was fine! A real surprise just four months later to discover the aggressive lump. She elected a double mastectomy, followed by chemotherapy and total reconstruction. The chemo really takes a toll but she returned to work as a Flight Attendant in LAX 21 months later and is now in her 43rd year with United. Needless to say, it was a very long two years. She is happy to be back flying, a job she has always loved.

At the time she was diagnosed, I was the Chief

Pharmacist at Soledad Prison, which is about 40 miles south of Monterey. I initially took a leave of absence and later resigned. I have returned several times to fill in since then but am now back working in Long Beach, CA where I first started in pharmacy 46+ years ago. I also fill in a couple days a month at a local Costco where I have been a "Floater" for the past 10+ years.

So, in many ways life is back to where it was in 1967, when while working as a Pharmacist in Long Beach, CA, I responded to an add in the LA Times that said "Even If you have never flown you may be qualified to become a pilot for United." Well, a year later, with a fresh commercial license and 162 hours of flying time I was off to Clinton Aviation in Denver to get an Instrument Rating. I still remember that first time in BFO training on the DC6, rolling down the runway at Stapleton with Instructor Bill Hatfield over in the left seat and wondering "what am I doing here?" It sure felt a lot bigger than the C-150. (Some military guys did not know what a C-150 was). It was a long 3 month school, and followed by about 14 more schools over the next 34 years. I am probably one of the few people to go through the B-727 program six times. Three times in the S/O seat, twice in the F/O seat and one time for a Captain rating while serving as a TCA at TK. I was getting to know the systems on that aircraft. I was once told to beware of job titles composed of letters like FMT, TCA, LCA, etc. They were right. After the long tenure on the S/O seat, and finally getting close to a copilot slot, I guess my incredible flying skills were recognized by some of the great guys who used to give a leg to S/O's. Apparently LAX Chief Pilot, Bill Thomas, thought I would be safer "flying a desk" at LAX as a FMT than being on the line as a copilot. That lasted four plus years and after a short stint at TK I finally got to go out and take my F/O line bid. Another learning experience.

So here I am back selling drugs. I guess it still feels good as I am still doing it but now less and less. When I returned to Pharmacy before retiring from UAL, I thought it might be for about 5 years and it has now been 12.

I was at a social function a while back and ran into a former pilot I only vaguely remembered. He was close to my seniority but about ten years older. After he greeted me and told me how gray my hair had gotten (not nearly as gray or sparse as his), he told

me that he had lost his non qualified pension to the tune of \$300 a month so things were a little tight. I told him my pension (and those of many others my age and seniority) was hit for over 75%. He said, that just can't be because he had not heard of anyone taking a bigger hit than his \$300. Well, some of us do remain unconnected after we leave the airline! He suggested that I should hire an attorney and "probably I might get some of it back." Well, I do live in the real world. I truly am glad that he only took a \$300 hit because of his age and I do not begrudge any of the older pilots with six figure pension that are "untouchable." Seems like I took that right out of someone else's RUPA letter a couple of years back along with claims of an unchanged 34 inch waist, which I also cannot claim.

But, life is good. I bought farm land in Minnesota during the early 1970's and it is still there. I also avoided Barry Marlin, Bernie Madoff and the other snakes. We take several cruises a year, ski a little, spend time with the six grandchildren and appreciate each good day that comes. No planes, boats or toys and thankful that the aging fleet of vehicles keeps running.

Thanks to the hard work of those who keep things moving for the *RUPANEWS*, RETUP and I hope that with no new blood from new retirees for several years the news keeps coming out in a print form. I do always read it from cover to cover.

I remember years ago there were rumors that most airline pilots die within just a few years of retirement. The many letters from members in their late 80's and 90's dispel that myth. Was saddened by the recent death of Captain Bill Thomas, the former Chief Pilot in LAX. Probably the finest person I have ever worked for. *Lary* LAX 1967-2002

CHARLES GEORGE - Camano Island, WA
Well, here it is, my birthday month. I have only recently figured out that if I want my message to actually appear in my birthday month publication date, then I have to send it sooner than in my birthday month. I still haven't figured out how much sooner, and I probably won't remember next year anyway, so I guess you folks will have to read this a month or two late. I actually remember to send the dues pretty much on time, but I don't remember how much sooner there either, so no telling when it will reach you next year.

There I go, rambling again, but since I really don't have anything to say, rambling is the best I can do. Hey, guys, at least I still remember my birthday month, and, oh yes, how to use my computer to tell you my ramblings.

Actually it has been a great year. Marla and I spent April in Gold Canyon, AZ, and we were fortunate enough to get a visit with Frank and Jeanette Soare. Frank was nice enough to give Marla a ride on his Harley, so now she thinks of herself as a "Biker Babe". That would be OK, except she spent a bunch of money buying leathers. Even that would have been OK, except for the "Heck's Angel" vest that she wears to family reunions. My kids are now including her in my "Rest Home" plans. Sigh.....

Thanks to all of you who make it possible for us old F**ts to ramble on. *Chuck*

J JOE GERKEN—West Portsmouth, OH
Many thanks to you all for all you do for the rest of us!

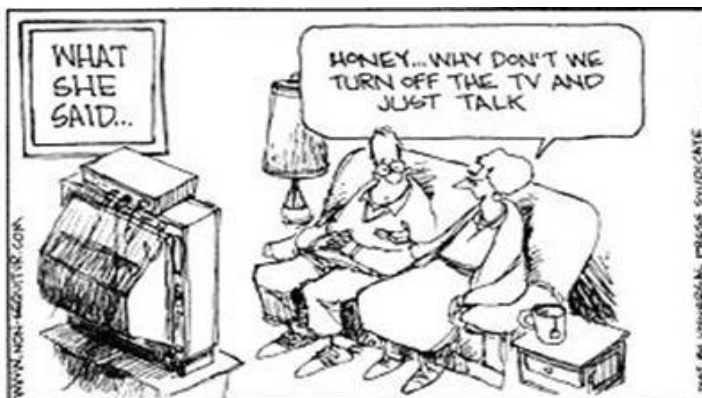
Still alive and kicking (about most everything). Winter in Maui, rest of year in southern Ohio. Still fighting the demons that come with a golf addiction. Pretty good shape for the shape I'm in. That goes for the golf game also.

Mary Ann is doing well. She's still enjoys flying, mostly to China. Her seniority number is now lower than mine was when I hung it up.

Call if you get in the neighborhood, we'll tee it up. Number in RUPA directory.

Aloha, Maluhia, Pono. *Joe* '65-'02 ORD LAX
DCA EWR MIA LAX CLE SFO LAX ORD

EARL "SHELL" GORDON—Custer, SD
All is well with the Gordon's. Enjoying the summer in Minnesota. Thanks for the good work men.
Shell



JAMES GWINN—San Martin, CA
Twenty four years retired and still enjoying life with only a slight slowing down, afternoon naps are now the Order of the Day.

Tommy and I will celebrate 63 years of marriage on our mutual Loss of Independence Day, July 4th (had two days off during operational training so why waste time). Health is reasonable for both of us-no major problems, just the nicks and aches that go with sticking around for so long.

After one of the wettest winters we've had in several years and a cool spring, we are now into our wonderful summer, defined as Golf Season. The handicap index is still under 10, but I'm toast competing with the youngsters 55-75 with handicaps of 15 and on up unless I play better than I know how. I had the pleasure of playing 3 days with my #2 grandson, T.J. (27) at our pilots 44th Singing Hills, SD outing. It's amazing how far the kids hit it these days. He survived the schmoozing with old pilots and their buddies and held his own.

Very little traveling by air but am planning for an October Washington, DC get together with my ex-roomies and other classmates from Navy flight training class 46C. It is getting late and this may be the final one, but quite a few are amazingly still in very good health.

Thanks to all the staff and helpers who are doing such a fine job each month. *Jim*

DAVID HEILBURN—Huntingdon Valley, PA
Hi All, Wow, is it just us or are the years going by faster and faster!
Paulette and I are just back from a rail trip thru Canada and we can't recommend it enough. We started in Vancouver and went up through the Canadian Rockies. We got off the train in Jasper and motor coached thru Banff and the Lake Louise area plus

the glaciers and then on Via Canada Rail the rest of the way across to Toronto. Check out Vantage tours “Canadian Rail Odyssey” if you might be interested. The only downside being the extra 10 pounds of body weight that we came home with.

We are looking forward to the JFK/EWR retired pilot's luncheon at the end of June and a F/A reunion for all of the EWR gang earlier in the month. We're also hoping that Fall will be filled with more time at the Mana Kai in Maui.

Stay well and active everyone. Now, back to getting the pool opened. *David & Paulette*

JACK HILDERBRANT—Fort Collins, CO

Well, it's been eleven years since I parked for the last time and I can't say that I miss the all night flying and the hassle of commuting. However, I sure could go for a couple of days in Hong Kong, Narita, or Singapore. We have a noodle shop here in town but it just doesn't compare to the noodle shop in Narita. I'm in a lunch group of retired pilots and the Continental retirees agree with my assessment.

Not much to report about the past year. My wife, Pat, is still busy with quilting, gardening, and Crossroads Woman's Shelter. I finished up ten years as Chairman of the Eagle Scout Boards of Review and passed the baton on to some new blood. I worked with about 435 of the finest young men that you will ever meet. I'm still serving on the facilities committee at our local Boy Scout camp and manage to spend quite a few days up there helping out with the maintenance.

Late last winter, while I was helping to build a new crafts lodge, I manage to aggravate the injuries that I suffered in my shoulder when I crashed about four years ago and after physical therapy and an MRI, it was decided that repairs to my partially torn rotator cuff were in order. The doctor agreed to defer the job until late fall so that I would not miss the summer cycling season.

I've also been helping my son restore his hundred year old house. We have the master bedroom and bath left for the rehab in our house and by then it will be time to start over again and redo the stuff that we did fifteen years ago.

I enjoy reading about what other guys are doing. I wish that more people would participate. Thanks

for all of the work that is done to publish this fine magazine. *Jack*

NICHOLAS J. HINCH—Parker, CO

Hello Cleve and Bruce. Thanks for all you do to keep the *RUPANEWS* on track and timely. The articles, updates, and medical tips are great. Keep 'em coming.

Still flying as a check pilot on the 777 for Air India and completing year number two this summer. Only one year remaining on the contract and the 65th birthday, so it will all come together nicely, if I can keep my sanity for one more year. Many of the expats have left, and I believe more will follow over the summer. The experience is not a pleasant one; let's just say that all of us are getting extremely tired of it. Many UALers remain, however, and it is always good to see them on the “trail of tears” for drinks, dinner and “war stories” somewhere around the world.

I was always expecting the “golden years” to get a little less stressful, but that is hardly the case. We had to move my wife's mother from California to Colorado, as she has developed Alzheimer's and needs to be closer to us. We thought she would be able to maintain herself with our help in her own apartment, but that is not the case. We are now looking around for the proper nursing home for her. Funny how we never seem to have had this problem with our parents, and I am still looking for the answer to that question.

In the meantime, my wife, Lanique, continues to struggle with her own health problems resulting from a fall on the ice three years ago in front of her business location. She had a partial knee operation in the fall of 2008, but it now appears she will have to have a full knee replacement this summer. In addition, the fall caused injury to her back, which she is trying to cope with until we see what the knee replacement does. Using the good leg to compensate for the bad will affect your whole back alignment. Charming, but I am sure many of the other RUPA stalwarts have been down this road as well.

That quickly covers the year, and we hope that next year's report will be a little more bright and cheerful for the Hinch's. The dues check is in the mail, along with a little bit extra for the good guys. Cheers, *Nick*

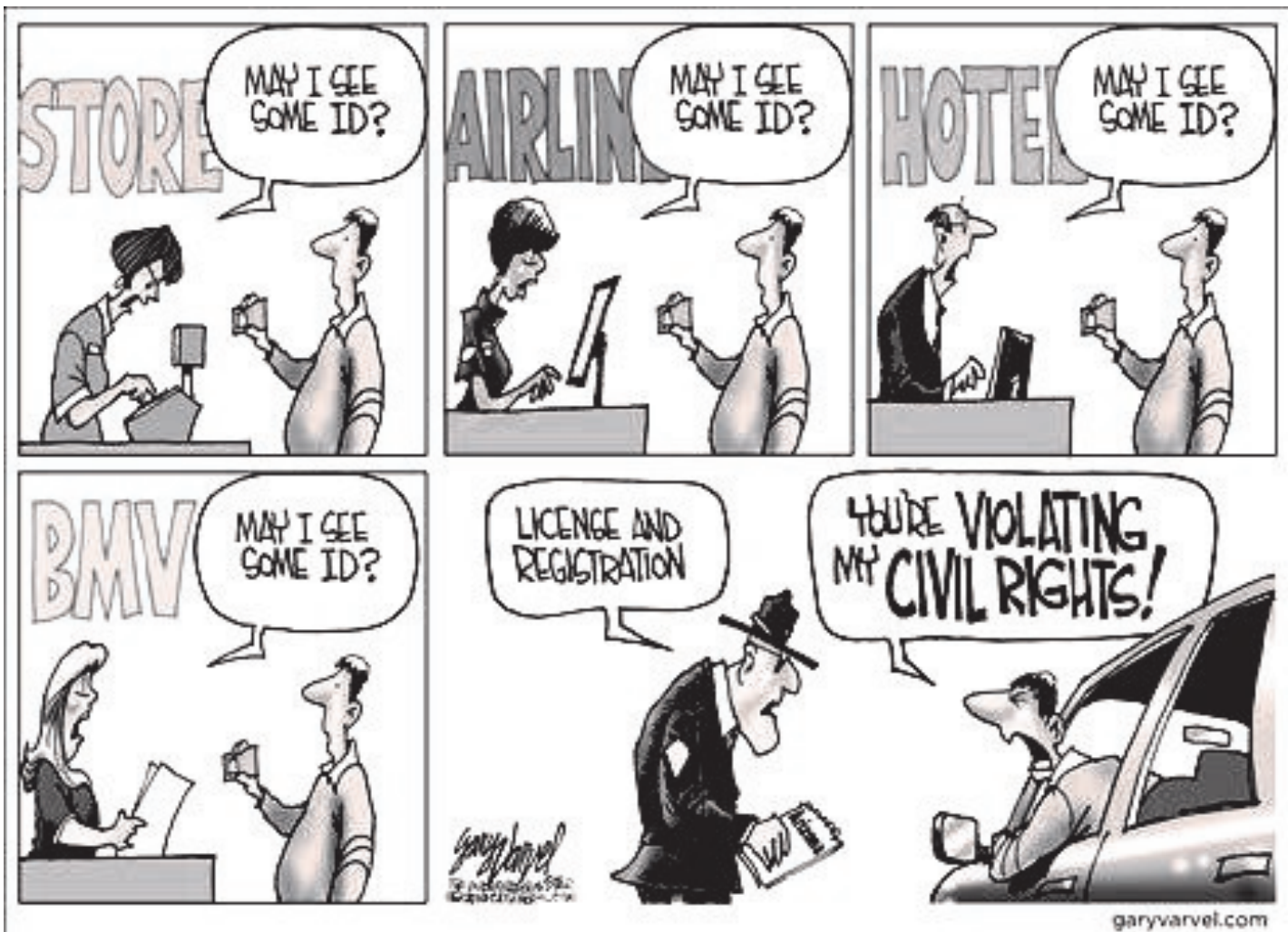
LEE HOLCOMB—Elorado Hills, CA
Hi Cleve, the enclosed is a short story about a TRUE happening back in the 1950s when I was a young Lt. in USAF.

JUST A WARM SUMMER'S DAY

Standing alert in Kansas City in the summer time could be a thrill a minute when the summer squall lines moved through. Conversely, the oppressive heat dulled the brains, of every living thing---except the "yellow jacket" wasps that lived in the upper reaches of the alert hangers at Richards Gebaur AFB.

The scramble horn went off and I was in afterburner accelerating down the runway four minutes later. Just about the time I rotated I discovered there was one of the yellow jackets in the cockpit with me---and he had no desire to fly the friendly skies. He ricocheted off each side of the cockpit as I was pulling the gear up and then settled on the glare shield looking me right in the eyes. I could tell from his attitude that this was not going to be a happy flight

for either of us. I zipped up every opening in my flying suit, turned my gloves up all the way, and tried to talk to the radar site all in some sequence while eyeballing the "Jack". I could tell he was sharpening his stinger and getting ready for action. I turned up the collar of my flight suit and tried to think of some logical reason to abort the flight. I was in full burner with the climb rate pegged passing through ten thousand when he made his first pass. It was head on just like the Luftwaffe at a B-I 7 only he did not roll and go under. Just BAM right into my visor and up around the canopy for another high side pass. I tried a few swats with my left hand while flying with my right and then changing hands trying for the kill. This "Jack" was as crafty as Adolph Galland and kept circling just out of reach and then lighted way up front on the glare shield. The radar controller was giving me vectors for a bogey over the Topeka area at angels 40. I tried frying the "Jack" with the windshield defrost which delivered a hot air blast. This was a big mistake on my part as he could stand the heat better than I could. I tried



for a smash with my clip board and he disappeared down under the instrument panel. As I leveled off he appeared crawling up the leg of my suit with murder in his eyes. We traded passes and blows then he circled to the rear behind the head rest. I could literally feel him crawling down the collar of my flight suit. He waited me out trying a little psychological warfare by doing a quick appearances then returning to the back of the head rest. It seemed as though he was getting slower on his passes when it occurred to me that the cockpit was getting cooler. I cranked the heat down to full cold and the ice balls started blasting out the vents and fog rolled across the windscreen and through the cockpit. I could barely see the radar scope but I didn't dare to bend forward and open the back collar of my flight suit. The bogey I had scrambled on turned out to be a B-47 going into Forbes so I headed home for a fly swatter. The "Jack" couldn't stand the cold and evidently went into hibernation somewhere behind the seat. I stayed at forty grand until right over the field, went to idle with boards out, and was on the ground about four minutes later. I popped the canopy open as soon as I slowed on the runway and headed for the barn. I stop cocked the bird about forty yards out from the hanger and abandoned ship without a backward look. The "Jack" either froze to death or thawed out and escaped later. We did keep the canopies closed after that and the crew chief opened them when we got a scramble. Kansas City could be a thrill a minute. Thanks to the staff of *RUPANEWS* for helping to keep us up to date on each other.

I still do a lot of flying for the Coast Guard as an Auxilarist and mostly in a Cessna-310. We do fly in USCG C-130s occasionally and they let us use some really neat equipment to help. It's a pleasure to work with our fine young troops of the Coast Guard.

I needed a CFI-MEL rating recently and there I was, at 78 years old, taking one more FAA check ride. At least I didn't have to go to DENTK to study for it!

Rae is still judging piano competitions mostly in SOCAL. Keeps her busy and pays for our trips down to see the grandchildren.

Best to all, *Lee & Rae Holcomb*

MILT JINES—Carmel, CA

Sunee and I are still enjoying the good life here in our favorite place on the Planet, Carmel, California, trying to look creative by doing our artwork. Occasionally a client is "taken" by her beautiful water colors and/or amused by my nonsensical ceramic sculpture and actually pays hard cash for it! Amazing!

If you are in the area visit our (co-op) gallery on Cannery Row in Monterey. *Milt*

TOM LEONARD—Poway, CA

I missed my payment on 19 May so I fined myself \$10.

Great magazine and getting better. Thanks for all you do. *Tom*

DAVE LINK—Edmonds, WA

Retired since 1997. Last year was not one of my best, until Aug. 25, when my first grandkid, a beautiful girlchild, was born to my daughter and Son-in-law. I am busily trying to spoil her, and had fun teaching her how to give a Bronx cheer. Her mother was horrified. I get to babysit each Monday, and count getting up and down to the floor for play time as PT for my healing hip.

My Mar. 09 fall on an icy stair (hip fracture) never healed properly. A 2nd opinion and a CAT scan showed why. Two breaks, one still broken. A long 8 months. Full hip replacement in Nov. I'm now bionic.

Have managed a few short flights with purchased tickets to Wichita, San Diego, and Santa Rosa to visit family and friends. Bought the tickets online, 2-3 months in advance, and got real bargains. TSA has no sense of humor. When told "I'm bionic" prior to the metal detector, a scowl is your reply. Do they hire males that enjoy feeling you up? Wonder if I can request a female body searcher? Returned to the gym in January, biking, treadmill, and elliptical machines are starting the long process of getting back in shape.

Hope to do some overseas travel summer and fall, before the proposed merger destroys forever our Seniority for International travel. Domestic is already gone. Hunting and Fishing this fall, albeit much more carefully.

Check already mailed. Thanks to those who work hard for RUPA, and best wishes to all. *Dave*

ROBERT E. LYNCH—San Carlos, CA
Postage on the way. I'm a little late this year but better late than never.

Fifteen years now since setting the parking brake for the last time. Kathy & I are thankful to be enjoying good health. Kathy got a clean report on her four year anniversary of being diagnosed with breast cancer. She has been back flying for some time now but recently was off for about six months with bunion surgery. Of course, we don't count the trivial stuff. She's now back to flying a normal schedule again, mostly to the Far East and some Frankfurt.

No big trips this past year. Just our usual treks to Carmel and Kauai. In comparison to the great places some of you have been visiting I guess we sound very boring. But on second thought, after all the traveling we've been doing for the last 15 years, boring doesn't sound so bad.

Our kids are all healthy and busy doing their own things. Our son, Ron is still flying the 737-800 for Delta, based in LAX. Delta seems to be gearing up for some expansion. They are taking some 767s out of the desert and they just purchased some additional MD88s. There are also rumors of new-hire classes. Delta doesn't have any pilots on furlough. Maybe when Tilton finishes sucking the last few million out of UAL, the company can return to being an airline rather than just a cash cow for corporate executives.

Most people we've talked with think the Continental management team will be a breath of fresh air at UAL. Let's hope it will work out that way. It's hard to imagine anything worse than Tilton's Raiders masquerading as airline managers.

The NASA work is on hold again for lack of new funding so, I'm retired again. Too bad really because the program would have provided some of the same safety technology to the GA community that we developed for the airlines. The helicopter community is particularly upset because of NASA's failure to continue funding for the program. They really need the help. I'm told there is still a chance the program will be refunded but I'm not holding my breath. In fact, it's kinda nice to have some free time for a change.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year. Best regards – *Bob*

DAVID MACKIE—Salinas, CA
Dear Cleve and Bruce, It has been some time since I last wrote a letter to RUPA. I have had many good intentions, but for one reason or another it just didn't get done. I apologize for the lapse and will try to do better in the future.

It has now been 14 years this month since I last chocked in at San Francisco. In retrospect, I feel very fortunate that I retired when I did. Some good things, but also some unexpected surprises have occurred during these intervening years. The latest that has kept us busy for the last 2 1/2 years is that my wife Mary Lou was diagnosed with ovarian cancer just before Christmas 2007, stage 3C. She was operated on immediately at Stanford, but the cancer had spread so much that they just closed her up and started chemotherapy 3 days later. Fortunately, she was very receptive to the carboplatin and taxol infusions over the next 5 months, and then a second surgery successfully removed her ovaries, omentum and spleen. After a summer of several more chemo treatments she was declared in clinical remission. Then a month later the cancer returned. After trying several more chemo treatment drugs, including a special experimental drug, things were up and down, until this past spring when another drug, Gemzar, checked the cancer to the point that her oncologist could take her off chemo for a needed break. She is now in remission again, and we are hopeful, but we still take each day as it comes and are thankful for what we do have. It's interesting how certain events tend to help you narrow your focus to the things of real prime importance in life.

Prior to these events I was fortunate enough to have taken a number of trips abroad. I went with an archaeological and historical study group from Monterey Peninsula College to western Turkey one year and then Egypt the next. In Egypt we traveled to Abu Simbel, then cruised up the Nile to Aswan and on to Thebes, then crossed the Sahara 250 miles to the Bahariyya Oasis where we checked out the "Golden Mummies" there that had only been discovered a few years earlier. Then three years ago I accompanied our son Kirk on a trip to Israel and Jordan. He has his doctoral degree in ministry, but this was his first trip to the Holy land. This was my fourth and the best trip yet to this fascinating coun-

try. We covered the whole of Israel from Eilat on the Red Sea to the Golan Heights and Metulla, the most northern city in Israel.....even talked to the IDF border guards there (of which there were only 4), with Lebanon only a few yards away. Then I did a return trip to Petra, an exquisite archaeological site.

When we aren't going to doctor appointments, I seem to stay fairly busy attending a number of luncheons with various organizations, including the Monterey RUPA group (with thanks to Phyllis Cleveland for getting us organized down here). I hope that things work out well for both sides if the proposed merger really does come to fruition.

My humblest gratitude also to all involved who keep the *RUPANEWS* going. Best regards to all.

Dave Mackie mdcmackie@aol.com

R. L. "PETE" MAURY III—Florence, OR

Hi Gang, Thanks for the fine job keeping the publication together. I read it cover to cover when it arrives. Reminds me of the great people who I was fortunate enough to work with for some 25 years.

Life is good, 9,700 miles on the motor home last summer, grandson wedding in May, a random TIA event in October, a new right knee in November, a new left knee in April just about sums up my year. I'm looking forward to getting back to dancing at local Elks on Friday nights, probably another month though.

Rick is still aviating with US Airways, and building a Van's RV-7 kit, nice airplane.

Until next time, stay flexible, *Pete*

ROGER NELSON—Fort Smith, AR

Thanks to everyone who works on the publication. Enjoy reading it.

Everything is good with the Nelson's. We did three cruises this year, Caribbean, Mexico, and Hawaii. Spent the winter months in the motor home in the Rio Grande Valley, Mercedes, TX.

Now planning to get out of Arkansas for the summer. Will head to the Wyoming area for a couple of months.

I took one trip on the airline. Went to Salzburg, Austria to visit the granddaughter who was doing a semester of school there. Had a great time and really enjoyed Austria and Germany. This country

could learn a lot about trains and buses for transportation from those countries. I got to ride first class from ORD to MUC and back. The service was very good. Did arrive there the same day as the volcano erupted, so spent a few extra days in Austria.

No health problems, it has been one year since the Aorta valve was replaced.

See you next year. *Roger*

KERMIT REUTLINGER—Tucson, AZ

My stats at United. Hired 31 Mar '42. Received Celestial Navigation Training at Boeing School.

Conducted classes in Celestial Navigation for pilots at various times during WW2 as crews were added. Retired 13 Jun '73 at age 60.

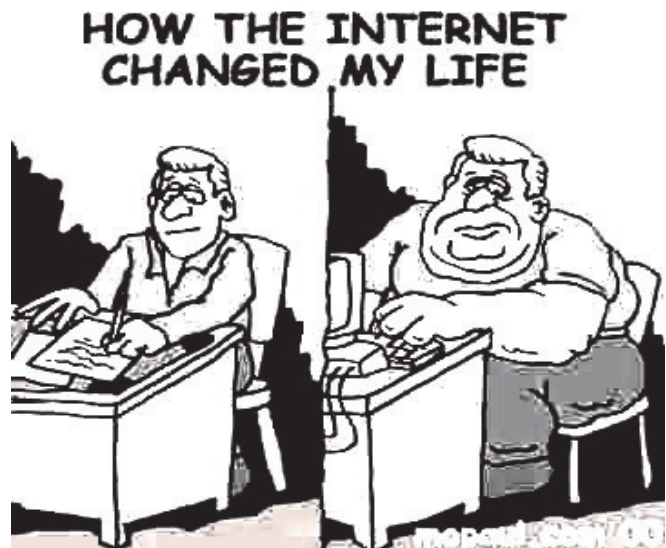
This birthday I will be celebrating birthday # 97.

The love of my life, my wife Vera, will celebrate birthday #93. Together at the end of August we will celebrate Anniversary #73. Adios, *Kermit*

RICHARD B. SANDERS—Westlake, OH

Terrific article on the 314 in the May Issue. As a kid growing up in Seattle I remember my dad, a Boeing Engineer, taking our family down to the Red Barn on the Duwamish River and into the "Ways" where the hulls were constructed. They were subsequently launched, towed down the river and "final assembly" and test flight took place from Elliot Bay. Early memories of this lifelong love affair with flight.

A good year in all respects for Mary Lou and me. Crowned with a fine road trip to Seattle and San Francisco in April. Several days in Seattle for a family wedding and visits with lifelong friends and,



in San Francisco, a visit with our son Rick and his wife, Adrienne, and an introduction to our first grandchild, Audrey. We do not contemplate any difficulty adapting to the grandparent role.

The days continue full for both of us. I just signed on for another Angel Flight and enjoy every one. If you have a plane, or access to one through a club and have thought about lending a hand, give it a try. I think that you will be glad that you did.

Thanks to everyone for keeping us connected through "the news". Fraternally, *Dick*

STEVE K. SCOTT—Annapolis, MD
2010 THE YEAR OF MILESTONES

50 years ago I started with United Air Lines. Our new hire class of 7 March '60 started with 23 pilots, two of whom dropped out for various reasons. Of the remaining 21 to fly the line, 7 have flown west and 2 have dropped from sight, probably in the witness protection program..... kidding of course! The past half century did have several memorable milestone events: The strike 25 years ago, retirement 15 years ago and our 50th wedding anniversary this September.

Our son, Steven, has been awarded his third Captain vacancy with USAir, perhaps this time permanently.

We are still traveling, but not as much as the first 10 years of retirement. Fortunately we had the foresight to do the more rigorous travels those first ten years. Any future travel will be to a great extent cruising, both river and blue water. If the gulf oil spill befouls the Florida beaches this year, as some predict, the cruise industry will have a banner year, leaving a shortage of heavily discounted staterooms. Thus, leaving a lot of unoccupied beachfront hotel rooms in Florida. That may be a good deal, sights and smells notwithstanding!

As for our health, we have had some health issues, as do most people our age, none life threatening (thanks to the advances in pharmacology), just the annoying, activity limiting aches and pains. If I may, I suggest rearranging the letters: AARP to the acronym ARAP, for Age Related Aches and Pains.

The new *RUPANEWS* cover is a thing of beauty. Thanks Guys, *Steve*

CURT SIMPSON—Port Orange, FL

Hi Cleve, Today marks six years since my age 60

retirement from UAL. I haven't written for a couple of years and for that I apologize.

We are still enjoying the Florida lifestyle in general and the Spruce Creek Fly-In in particular. However, bad news came in the form of a diagnosis of cancer of the appendix (very rare) for Susan in March. It had spread through her abdomen, but with surgery and chemo we are hopeful that it has been arrested. The level of support we have received from both within and without Spruce Creek has been phenomenal.

I continue to fly the Citation Encore for NetJets on a seven-on seven-off schedule. (Except for being on family leave during March.) You may have heard that the company had laid off 495 (out of some 3600) pilots at the beginning of this year, but things seem to be improving at this point. Some things never seem to change in the aviation business.

As always, thanks to all responsible for this great publication. Check is in the mail.

Curt, EWR, CLE, ORD, LAX, 1967-2004

FRANK SOARE—Goodyear, AZ

I was so pleased that finally after so many months I actually got my letter written for the journal in the March issue. About that time the US Census called to see if I wanted to work for them again, and I said yes. With training and doing interviews, time seemed to get away from me. Anyhow, I am enclosing a check for \$35 for another year.

We had a nice visit a few weeks ago from Chuck and Maria George. They do the snowbirding down here and we were able to spend a day together. We took them to the Goodyear Airport to see all the UA aircraft parked there. A special treat was the Goodyear Blimp, which stays at the airport whenever there are events in the Valley. It was here because the weather between AZ and CA was too bad to attempt to return to Carson where it is based. We were able to get quite close to get some good shots. With kind regards, *Frank*

WAYNE WALCZAK—Austin, TX

Well all, another year of survival!!! Check is in the mail, and a sincere apology for it being late!!!

Not much to report, other than another year of wishful thinking about restoring our pension benefits, and perhaps living better than what a paycheck from

the PBGC provides.

Nani and I have done some pass travel visiting the new grandchildren, but going to the airport, being challenged by all the security rules, treated like criminals by the wonderful TSA personnel, and waiting to see if the CSR will give you the desired middle seat, is becoming tiresome. And I think the BP6's will be history after the merger, making travel even more onerous.

Have stayed in touch with some of you old farts thru email correspondence and hope none of you mind the "educational material." If there are others who would like to get in on the mailings, let me know at cesjet@yahoo.com or capt-wayne777@yahoo.com.

I had some eye surgery in January and Nani had some arthroscopic surgery on her left shoulder in March, otherwise, we are in excellent health, and looking forward to another year and beyond. It has been four years of bliss and she is promising forty more!

A big thank you to the guys and gals who keep putting out this excellent publication. Keep up the good work. Aloha, *Wayne*

WALT WHEATLEY—Castle Rock, CO
RUPA, thanks for the birthday card! I have been retired three years now and still can't remember to renew on time. I am getting busier every year just trying to get caught up. I am sure you all can relate to that. When I get caught up, maybe I will have time to go back to work.

I lost my day job caring for my granddaughter; she is old enough for preschool. She is in potty training and that is way above my pay grade. I am still on reserve in case she gets sick. I was on reserve most of my career at United, but that was my doing to upgrade ASAP.

This past year we have been busy remodeling our rental property. We had to gut the place and start over, but now we are Jack and Jane of all trades and Jane is still the master.

We traveled to Idaho in October for our daughter's wedding. Our daughter married a Pastor in our denomination of the Lutheran Church-LCMS. Also, our daughter graduated this May from Medical School and will soon start her residency in Family Medicine. We are very proud of her as she is a cancer survivor, too.

We are very proud of our son, too, as he graduated from the school of hard knocks a few years ago, the Marine Corps. Two down, zero to go, this should help my retirement economy considerably.

Now that we have a Doctor and a Pastor in the family, if the daughter can't help, then maybe the son-in-law can. I am thinking about going to Mortuary School, and then the family can provide care from cradle to grave and maybe beyond. Maybe I could offer a package deal to supplement my PBGC retirement plan.

Take Care, *Walt & Jane*, 89-07

IN MEMORIAM

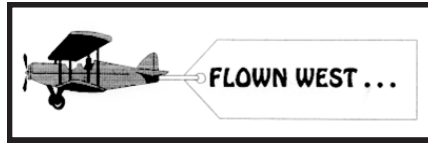
GEORGE M. PETERSEN, JR.

George M. Petersen, Jr. (Pete) 90, of Littleton, Colorado died April 9, 2010. Pete was born September 19, 1919 in Brush, Colorado, and grew up in a farming and ranching family.

Upon graduating as Salutatorian from Brush High School he received a scholarship to study at Colorado University in Boulder, Colorado. After two years of study, he was recruited by United Air Lines and graduated in the second class that was trained at Tracy Air Force Base, thereby making him one of the "Tracy Aces." In October 1941, his flying career started in the DC-3 and after 39 years, he retired from the left Seat of the 747-100 as one of the "Old Grey Foxes."

George is survived by his loving wife of 61 years, Marian Strobel Petersen, four children, 8 grandchildren, 2 great-grandchildren and brother Harry Petersen. He was a wonderful, devoted husband, father, grandfather and great-grandfather paying loving, close attention to his family. He was an avid reader, scholar, musician, amateur archeologist, horticulturist, weatherman, hunter, and sportsman.

He will be greatly missed by his family and friends. Episcopal services were held at Holly Creek Retirement Center in Centennial, Colorado on April 21, 2010. If desired, donations may be made to the Petersen Family Scholarship Fund, NOLS (National Outdoor Leadership School), 284 Lincoln Street, Lander, Wyoming, 82520.



*Dean R. Sather	Mar. 03, 2010
Norton D. Pladsen	Mar. 05, 2010
Charles V. Wilson	Mar. 25, 2010
Robert E. Ilseman	Apr. 02, 2010
George M. Petersen, Jr.	Apr. 09, 2010
Paul R. Osborne	Apr. 22, 2010
Alton A. Coward, Jr.	May, 22, 2010

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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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)-- 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 Crazies (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