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# rupanews



**Journal of the Retired United Pilots Association**



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Washington D.C.

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

**Change your mailing address for any reason, permanent or temporary, advise RUPA at the  
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## PRESIDENT'S LETTER

On July 14th, I attended a meeting of the UAHF Executive Board. The primary purpose of this meeting was to elect new officers for a two year term. Congratulations to Tom Goodyear for being selected to continue as President. Also, congratulations to our own Rich Bouska and Ray Lahr for being selected as Vice President and Treasurer. I guess those two missed the class on volunteering.

Seriously though, we need more men and women like Rich and Ray to volunteer in order to keep organizations like the UAHF viable in the future. Not only did I volunteer to be President of RUPA, but I volunteered to be on the Executive Board of our local American Legion Chapter. You think RUPA and RUAEA have problems with diminishing membership, the Legion is faced with the same problem. I would be willing to bet that the average age of the Legion members is higher than RUPA. Even though we have a bar and a kitchen plus many social events, maintaining a positive income flow has become quite a problem. The younger generation warriors are not joining.

In response to my Convention Survey, a few people have responded as of July 14th. Hard to predict a trend, but so far most feel a RUPA convention is history. The biggest reason is traveling SA has become very difficult. They like the idea of combining forces with RUAEA but don't think they would attend their convention for the reason listed above.

Cruises remain popular but there is a concern about the cost. They feel they can do better price-wise by booking a cruise on their own. I have not researched cruise costs over the internet but based on the amenities that our cruise director provides, both before, during, and after our cruise, I do not feel the cost is a deterrent. Just cruising with a group of fellow Ruparians is priceless. I have been cruising with RUPA since I retired in 2002, and I have enjoyed every one of them. I made a vow to my wife and myself that now that the kids are gone and the family pet has passed, that I was not going to let money influence my lifestyle. As the bumper sticker says, I am spending my kid's inheritance. They make more money than I do anyway.

Keep those cards and letters coming about your feelings for conventions, cruises and RUAEA. I cannot do my job unless I know what direction I need to follow. With the imminent merger of UAL and CAL, it is important to express your hopes and dreams for the future of United. For those of you who care about UAL's past and want to preserve it before it becomes lost what will be eventually a mega-carrier called UACA, become more involved with the UAHF. Volunteer, donate, whatever to keep UAL's past alive. UAHF is working very hard to keep our memories alive. Speaking of volunteering, I would like to pay special recognition to all of our luncheon coordinators. You are the glue that holds RUPA together. National events are becoming a way of the past but local events continue. **Ron**

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

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### **Address changes, Snowbirds & Others:**

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

**RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

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



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## ABOUT THE COVER

A landing by a B-747-400 during a storm at SFO

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### GOOD NEWS ABOUT YOUR RUPA DUES

The good news is that starting right now your RUPA dues are being reduced to an annual fee of \$25. This decision was made by the Board of Directors after careful review. The dues were raised to \$35 January 1, 2009. This was because RUPA was running a deficit due to the increased cost of printing and mailing the *RUPANEWS*.

Bruce and I took over the duties of Editor in April, 2009. The RUAEA Newsletter Manager, Virgil Goose-law, contacted me to get mailing addresses for both Bruce and me, so that we could exchange publications with each other. During the conversation I found that RUAEA was getting a much better price for printing their magazine than we were. Virgil gave me the information for their printer and I immediately contacted him. The printer gave us an amazingly better price and said he would also print our cover in color. The printer is located in Denver so we have to use a mailing service there as well, and that did away with the Folders & Stuffers. The amount of money we save in printing costs and Folding & Stuffing expenses more than pay for the mailing service and allow us to reduce the annual dues.

The extra money so many of you members generously sent in with your dues has been greatly appreciated. RUPA is now in great financial shape and the extra money is no longer necessary. You guys really come through when your help is required. Thank you all!! *Cleve*

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### A REQUEST FOR HELP FROM THE SEC/TRESURER

We have just revised our digital database and have added two fields, date of hire and cell phone. It would be a big help to me, when you send in your annual check, to just add your Hired date to it, and also check the Directory to see if your other information is correct, especially your email address. One out of 25 e-mails bounce back. While entering your check in the database, I also check for any missing information. If I find there is anything missing I will first try to send an email, if one is available, requesting the information. If that doesn't work I will then phone. Sometimes I find the phone has been disconnected, so I will then write a letter, hoping it will be answered and someone will fill in the blanks for me.

As I said, we've also added a cell phone field to the database. Cell phones will not be listed in the 2011 Directory unless you prefer that number instead of your land line.

Thanks ever so much. *Leon*

## SFO Guppy Gathering

Remember the good old days on the Thunderguppy, Fat Albert, FLUFF, Jiffy Jet, aka Boeing 737-200 Guppy Pilots/Flight Attendants mark your calendars and pass this on to interested parties.

**SFO Guppy Gathering**

**All 737 Pilots and Flight Attendants Welcome**

**Wednesday, September 29, 2010**

**11:00 until 3:00, Bring your own sandwich and beverage**

**N E Corner of the Sonoma Plaza, Sonoma, CA**

**If you can make it, contact Jan Wheadon**

**707-224-3901**

**janicewheadon@aol.com**

**Jan Wheadon and Leon Scarbrough**



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## NEW YORK SKYSCRAPERS

The NYSkyscrapers had a record turnout for our luncheon on June 30th, at the Montclair Golf Club in West Orange, NJ.

Those attending included: Ray and Sharon Amato, Howie Aronson, Bob Beavis, Bud and Mary Berlingeri, Ray and Pat Bernosky, Bill and Lou-Jane Bickert, Roger Bjornberg, Vinnie Ciriello, Ben Conklin Sr and Jr, Jan and Patti Conover, Frank Decker, Ron Denk, Don Devine, Todd Donohue, Bob Eccles, Wayne Erb, Wes Erbe, Ken Ernst, Skip and Billie Fairman, Bob Falco, Ray Furlan, Jim Gardner, Dorothy Gates, Rich Granger, Ed Griffith, Dave and Paulette Heilbrun, Jack and Glinda Hill, Pete Kohlsaas, Koop Koopmann, Jody Kraly, Bruce Kutz, Jim Lattimer and friend EWRDD retiree Robin Pritschau, Harry and Jane Lloyd, Hank Lopez-Cepero, Don and Carol Matheson, Mac and Janet McFarland, Augie and Margaret Miller, Al and daughter Susan Mitchell, Bill and Lynn Muller, Rip Munger, Bob & Lynn Odgers, Bob Olsen, Dave Ormesher, Ken and Kari Perkins, Mike Perry, Charley Pocher, Tom Purrington and friend Nancy Daniel, Ned and Rae Rankin, Bob Schaet and friend Bobbi Trepte, Steve and Geri Scott, Mike Severson, Irv and Mary Soble, Pete Sofman, Dick and Clare Strickland, Jack Traeger Jr, Al Venskus and son Paul, Watts Waddell, Charlie Walther, George Williams, Woody Woodworth, Lyn and Martha Wordell, and Jim W. Wright.

Unable to attend, but sending their regrets, were: Winnie Balboni, Jim Colligan, Betty Denk, Mike DeSantis (Council 52 Chairman) Drew Duerwald, Bob Fiedler, Jim Haeni, Pat Harben, Barney Higgins, Joe Holub, Ron Jersey, Joe Kollar, Bob Lawson, Joan Mcintosh, Chuck Melbourn Jr, Denny Morell, Jerry Nindorf, Jim Nolan, Neil O'Malley, Gene Peterson, Jim Pifer, Leon Scarbrough (RUPA Secty/Treasurer), Bob Seits, Jack and Liz Smith, John Stewart, Al Swanson, Ron Tsolis, Joe Vitelli, and Murray Warren.

Former NYSkyscrapers who died this past year included: Dave Peat, Gerry Bosse, Chuck Moore, and Beau (A.J.) Ferguson.

Ron Denk reported to us that Jerry Schlichter has moved to a new Rehab/Nursing facility with multiple problems, and the prognosis is not good. This facility has many advantages over the last one. Jerry seems to be making some progress and appears to be less dependent on oxygen. He certainly enjoys talking, especially about sports and aviation. Here is the contact info for him: Summer Hill Nursing Home, Room B-22, 111 Hwy 516 Old Bridge, NJ 08857. At the present time there is no hard wired phone in his room. Jerry prefers we call his cell phone at 732-236-7303.

Contributors of raffle prizes were: Mary and Bud Berlingeri, Ken Ernst, Skip and Billie Fairman, Dorothy Gates, Jim Lattimer, Ann and Jack Traeger, and Steve and Geri Scott.

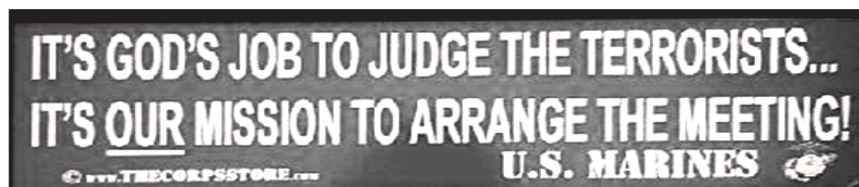
Pat Harben, who was unable to attend, contributed \$50 towards our \$350 donation to the United Airlines Retired Pilots Foundation, which represented the proceeds from the raffle.

Among those who traveled from afar to join us were: Ed Griffith (OH), Jack and Glinda Hill (NC), Pete Kohlsaas (RI), Koop Koopmann (CO), Bob and Lynn Odgers (IL), Bob Olsen (OH), Ken and Kari Perkins (NH), Bob Schaet and Bobbi Trepte (Cape Cod), Steve and Gerry Scott (Annapolis), Al and Paul Venskus (MA), Charlie Walther (ID), George Williams (MA).

Our next luncheon will be held in Portchester, NY, next to Greenwich, CT, sometime in October 2010. We'll let you know details soon.

Thanks to all those who attended, as well as all those who sent us their regrets.

And our best wishes to those who are ailing: Bill Bickert, Ron Denk's wife Betty, Pat Harben's husband Bob, Fred Harris, Barney Higgins' wife Rie, Joe Holub, Chuck Melbourn, Jerry Schlichter, and Jack Smith. Respectfully submitted, *Pete Sofman* 203-322-0724 Connecticut



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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The July, 2010 luncheon gathering of the North Bay RUPA group began with reading quite a few "unable to attend"/ "Best wishes to the gang!" call-ins, yet still a very nice turn-out did attend, and enjoyed a good get-together! The group noted the passing of retired Captain Lee Grude, and the sick leave list was thankfully short.

The latest news regarding the Final Determination Letters, now beginning to be received, was discussed, and the recent "Hole-In-One" made by our esteemed Health and Welfare Chairman, George Hise, brought applause, (and a questioning remark.. "On a golf course?")

Tim Delany, volunteer official at the Pacific Coast Air Museum, and CPA/Adviser to several of our members gave a brief presentation on the state of the market in today's times. On the Board, from the RUPA website, was a picture and story of Sue Ross, retired LAXCM/FOSR, and a friend to many in the room. Sue is currently residing in a care facility in Texas, and several signed a card to send to her.

It was noted that, for those that enjoy Aviation history, Amazon now has a book on Alameda Naval Air Station available for order.

Attending were: Sam Anderson, Dick Hannah, Leon Scarbrough, Dick Lammerding, Bill McGuire, Buddy DeCosterd, Norm DeBack, Tom and Joyce Grey, Ken and Shirley Corbin, Dick Smith, Jules and Sybil Lepkowsky, Larry Whyman, Bob Grammer, Tim Delaney, Sam and Mickie Orchard, Dan Barger, Gardner Bride, *Bob and Doris Donegan.*

Sue Ross' nephew, Hank Angell, advised us that Sue has Progressive Supra Nuclear Palsy, which affects the central nervous system, etc. She falls too easily, has loss of vision, speech has slowed. Hank was able to find a supervised care facility for both Sue and her 92 year old mom near him in Texas.

For communication, contact Hank at 817-275-2057 or send her, care of him, at 2306 Crown Colony Dr., Arlington, TX 76011. She will continue to receive RUAEA and ReLAXers mail, and will welcome cards from friends.



Sue at the Dana Point RUPA Luncheon

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## OHIO CLEVELAND CRAZIE'S

A swell meeting at TJ's with 15 attending and the conversation wide ranging. We covered CLR and discovered that Jack Heiszek, by his own admission, was a 1/1. There was an inflight jewelry heist and George Bleyle fessed up to landing on 9R at O'hare without clearance. With his help we also recovered from a train derailment. Our resident golfer, Ed griffith, was missing today. Turns out he was in Scotland with a son playing courses other than St. Andrews where the British Open was taking place. He should have some great golf stories to relate when we see him next month. Our Scotsman, Bill Christie, took a good natured ribbing from colleague and neighbor Don Karaiskos as did Dick Orr. Don finished his remarks off in class style, commenting just how much he enjoyed being part of the "Crazies" and how close the group had stayed through the years. Sanders took a few hits from his days in the CLE Flight Office, but just about everyone present dealt with some incoming rounds.

The medical report indicated Dave Suits was struggling.

Kenny Wheeler, designated humorist, got off some great stories. Kenny's son, Bill, joined us as he has in the past, and Bill's daughter (Kenny's granddaughter) Kristen, graced our presence. Finally, Pat Morris did not forget the group's love of chocolate.



We drove in and flew in on this 90 degree Ohio summer day and, as always, enjoyed one another's company. Our grand poobah, Rich McMakin was given an excused absence. Those attending: Don and Bev Karaiskos, Jim and Monica Burrill, Bill Christie, Dick Orr, Kenny Wheeler, Bill Wheeler and daughter Kristen, George Bleyle, Jack Heiszek, Pat and Harvey Morris, Phil Jach, and interim scribe *Dick Sanders.*

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## S.E. FLORIDA TREASURE COAST SUNBIRD'S (June & July) LUNCHEONS

Normally we do not get together during the summer months because many of our members are up North or some other place on vacation. However, this year we thought that we would give it a GO and see how it would work out. Our secondary purpose was to try a few other locations so that we could find a suitable replacement for our long time favorite, Mariner Sands CC (thanks to Jim Dowd). So far, I must admit that it is going well.....about as expected. I'm glad (and our attendees are as well) that we are sending the trial balloon up. The group is smaller each month than we're used to, but just as noisy, feisty and full of laughs (as well as 'other' stuff too.)

On June 8th, six (Clay Grant, Paul Andes, Bill Northup, Dick Starita, Bill Smith and I) met at Finz Restaurant which is right on the shore line of the beautiful Manatee Pocket Harbor. As we were having our lunch (items from the menu) we had the pleasure of watching all of the beautiful (and expensive) boats go up and down the harbor as well as those that were just anchored there. Certainly a most pleasant and enjoyable lunch. Coincidentally, right next to our table, there was a group of about 10-12 retired Eastern pilots who Luncheon there every month as well. So, we exchanged a few pleasantries and stories with them.

Then on July 13th, eight (Paul Andes, Bill Smith, Jack Boisseau, Bill Northup, Skip La Rocque, Dick Starita, Del Gartner, and I) of us got together at Shrimpers which is also at Manatee Pocket Harbor, just a little South of Finz (our June location). Once again, a real good time was had by all. The results of my EXIT POLLING (just getting in some practice before the elections coming up in November) indicated that so far.....SHRIMPERS is well in the lead of places to go back to for future Luncheons. (BTW, and this is 'off the record' -- I rather suspect that our waitress, Jody , might have had something to do with the sizable lead that Shrimpers has achieved...oh yeh, the food wasn't bad either ) We'll see if it can stand the test of time and hold its lead until we start our REGULAR Luncheons once again in October.

For those of you who might be interested in attending one of our Luncheons, please contact me at either: BobL34997@aol.com - or - 772-219-0905. Our next 2 get-togethers will be on August 10th and again on September 14th. The location is yet to be determined at the time that this article is being written. That's about it for now, but hoping that everyone is having a Happy and Healthy Summer with Safe travels. We'll let you know what's goin' on in about 30 or so more days. *Bob Langevin*

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## THE SEATTLE GOONEY BIRDS (June & July) LUNCHEONS

The Seattle Gooney Birds turned out in force for their monthly luncheon (June 17th). It must be the weather! The attendance was double last month's and it was nice to see some old friends who we haven't seen in many months, in particular Dean Turner, who at 95 is our oldest member; also, Verl Roth, Jim Shipman, who is in town visiting from Oklahoma, and Ralph Vritaznik.

The conversation was lively, the food was good, and a couple of good jokes were told to brighten every ones day.

In attendance: Al Haynes, Chuck Westphal, Bob Howard, Jim Bleasdale, Tom Smith, Neil Johnson, Verl Roth, Al Teel, Geogr Brown, Bill Jensen, Dave Carver, Eric Malm, George Nicolai, Dick Weisner, Ralph Vritaznik, Jim Chilton, Vince Evans, Ray Hull, Jack Brown, Herb Marks, Dean Turner, Ray Dapp, Jim Shipman, Gere Pryde, Fred Sindlinger, and *Bill Brett*.

A small group, compared to last month, turned out for the monthly luncheon on 7/15/10. We had a good time with lots of airline stories and remembrances of pilots we had all flown with or knew over the years. The host asked if anyone had received their Final Benefit Letter from PBGC and there have been only three reported from among our small group; two with reduced benefit and one with a slight added amount. No jokes this time but a good cheerful bunch and good conversation.

In attendance: Bill Stoneman, Frank Carpine, Chuck Westphal, Ray Hanson, Jack Brown, Fred Sindlinger, Gere Pryde, Al Teel, and *Bill Brett*.



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## SOUTH WEST FLORIDA RUPA GROUP

RUPA is still alive at the Sun 'n Fun fly in Lakeland, Florida. Thanks to the generous hospitality of the Midwest Florida Wing of the OX-5 Club, its President Wayne Gordon, Secretary Evelyn Latorre and crew, we were able to enjoy the comfort of their clubhouse on RUPA Day on 15 April, 2010. Although a small group this year, we did have seven sign the roster and many who came by but missed the sign-in sheet. Those that did sign included J.D. (Dave) Thompson, R. J. (Ron) Szot, Phil Steiner, Jim McKinstry, Will Collins, Ted Collins (American Airlines) and Jean Harper (potential member-not yet retired).

Pictured holding the RUPA welcome banner are left to right: Will Collins, Jim McKinstry, Phil Steiner, Dot Prose (representing her dad Ed Prose), and Dave Thompson.

We plan to carry on the tradition next year. RUPA Day is planned for 31 March, 2011. Sun 'n Fun is being held earlier than normal in 2011 due to some conflicts with other aviation exhibitions.

Thanks to all who stopped by. Truly, *Dot Prose* and *Gary and Janice Crittenden*.

Note: For some time there was a tradition that RUPA members and guests could gather at a centralized location for fellowship, rest and relaxation while attending the annual EAA Sun 'n Fun air show and exposition in Lakeland, Florida. The OX-5 Club extended an invitation to use their clubhouse for one day during the show. The club house is conveniently located and offers an ideal meeting place, and in addition the OX-5 Club offers refreshments for a nominal fee.



We at SW FL RUPA are dedicated to continue this tradition. Please plan on stopping by on RUPA day if you will be attending the Sun N Fun in 2011. *Gary Crittenden*

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## SAN DEIGO COUNTY RUPA LUNCHEON

Eminent Editors Cleve & Bruce- Thanks again for your work in producing the *RUPANEWS*. I'm sure you invest quite a few hours every month on the job.

Today, July 13, there were three of us at the luncheon. There was Bob Bowman, Bill Pauling, and myself. Even though it was a small group, the conversation never stopped and the laughs were many. No politics, mostly hangar flying. Every pilot has a marvelous collection of happenings that occurred during his/her years flying aircraft. When any subject comes up, it triggers the memory of a previous happening. Indeed, we could have gone on for a much longer time swapping stories, but next month there will probably be more. The amazing part is the amount of details one recalls at times.

The luncheon food was great, the waitress competent, amiable, and good looking, too. Who could ask for anything more? It's always fair weather when good friends get together. (Author unknown).

Fraternally yours, *Bob Harrell*



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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Our area representative, Don McDermott, could not be with us today so Doug Bielanski graciously stepped in to lead our discussions.

We had a very small turnout today but all who attended had a nice visit. Attending were: Chuck Raphael; Mary & Tom McQueen; Mike Herriott; Herb Goodrich; Doug Bielanski; Trudy Buck & Norm Marchmont; Marcene & Doug Rankin.

Doug Bielanski reported on the Quiet Birdmen Annual Air show and BBQ held at the Broome Ranch near the Pt. Mugu Naval Air Station. He said there was a good representation of United Retirees. He had no new news concerning the UAL-CAL merger. Trudy Buck told of seeing a program on C-Span pertaining to the proposed merger in which there were many people interviewed including both CEO's and both MEC chairmen. There was general discussion about what Trudy had said. Next there was discussion on the pass policy and whether United's current policy or Continental's would be the ultimate outcome.

Our 50-50 drawing resulted in Norm Marchmont being the lucky winner this time.

Our next luncheon at Mimi's is Thursday, September 9th. Til then, *Marcene & Doug Rankin*

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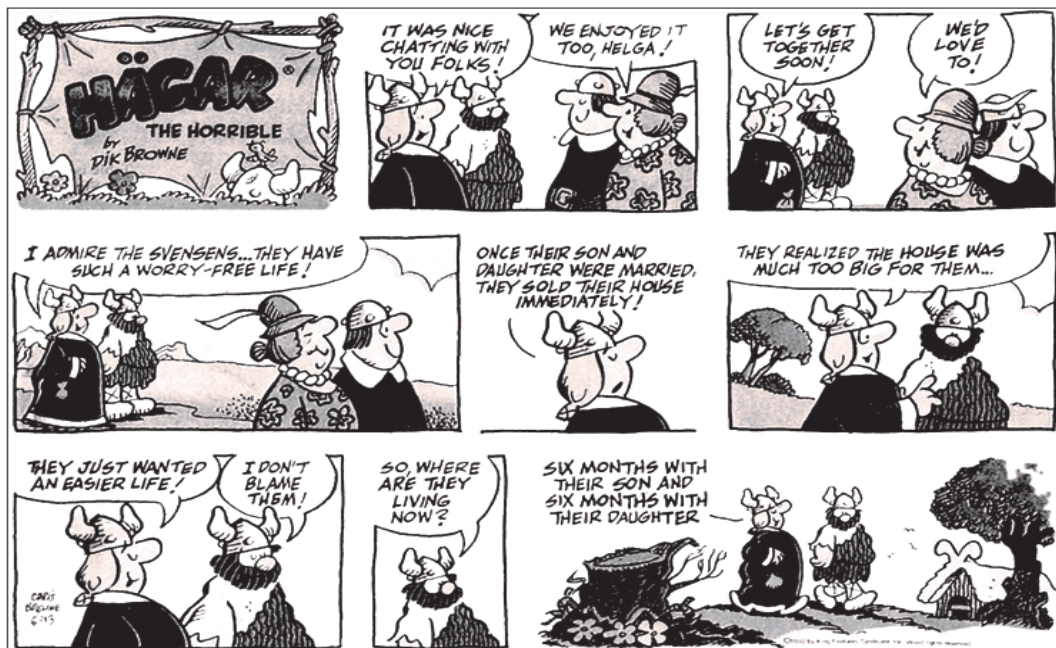
## THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was a bright and sunny day for our July Luncheon with 21 in attendance. They were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Sam & Billy Cramb, Bob & Jill Ebenhahn, Dick & Jeri Johnson, Tom Kirby, Norm Marshall, Bob McAfee, Bessie McEachern, George Mendonca, Wayne Mooneyham, Bud Schwartz, Cleve & Rose Spring, Jerry & Krista Terstiege, Gene & Carol Walter, Al Wilcox, Larry Wright.

Wayne Mooneyham was a first time attendee. I've known Wayne for many years as we spent much time together in training at DENTK. Welcome aboard, Wayne.

There was considerable conversation about what would be the policy in regards pass travel for retirees after the merger with Continental Airlines. Continental's current policy is that retirees are boarded after all working employees regardless of date of hire. Hopefully, that policy will not be adopted during. Several members are going on the September cruise and there were many conversations about that. Rich Bouska found that we get a good deal on purchasing Euros through the company so we all gave him our orders so he can buy them with one transaction.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be Tuesday, August 10, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*



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## THIS 'n THAT

Last month we printed a long article on Pages 8 & 9 including some SA travel info that was in error. We were guilty of not checking the source of the article closely. Recent research indicates that it was written by a Continental employee/retiree? Will his UAL source please step forward?

The most obvious errors:

1) Our BP-6b boarding priorities have been removed - *WRONG!!* For those of you with access to SkyNet, check in the "Travel Section - Boarding Priorities" for the document: PT\_BP.pdf. It is 5 pages, and was last amended on Feb 25 2010.

2) There was also the comment that UA charges for checked baggage - *WRONG!* My thought was that he maybe showed up with a "pallet" on a fork-lift?? If you have been charged, I would suggest you question it. Don't ask us to do it - we are too busy with all the other "stuff". *Bruce*

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### Full Merger Integration Planning Team Holds First Meeting in IAH

The full integration planning team, including the Integration Management Office team and all functional integration planning teams met in Houston to begin the work of determining how best to combine all the key functions of our two airlines.

Subject matter experts leading each of the 30 functional planning teams held discussions on how best to achieve revenue synergies and cost savings. We will continue to look for opportunities to incorporate the expertise and knowledge of our employees as we work through the planning process.

Glenn Tilton and Continental CEO Jeff Smisek delivered opening remarks to the group of approximately 150. EVP and Chief Administrative Officer Pete McDonald and Continental's Lori Gobillot, VP-Integration Management, who are the leaders of the Integration Management Office, talked through specifics about the process the teams will use to accomplish their integration planning work.

Pete said, "The planning teams are focused on working together toward most effectively combining our businesses upon close of the merger."

In terms of next steps, the functional planning teams will begin meeting regularly in the coming weeks and months.

Stay tuned to SkyNet for ongoing updates as the integration planning work progresses.

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### Mega-Merger Triggers Call For Re-Regulation

Congressmen James Oberstar and Jerry Costello said at a hearing, that if the proposed United and Continental merger is approved, they'll be pushing to restore financial regulation of the airline industry. Oberstar, chairman of the House Transportation and Infrastructure Committee, and Costello, chairman of the panel's aviation subcommittee, say that if the merger is approved, they'll put the issue before Congress. Federal regulation of airline pricing would re-establish the government in a position to set pricing for consumers and decide which companies would be fit to fly passengers. Deregulation of the airline industry came about in 1978 and has been cited by proponents for initiating a new era of competition and affordable air travel. Oberstar says that era is over and consumers are now suffering under a new fee-based system that would only get worse with the creation of a United/Continental mega-carrier.

Oberstar voted for deregulation, which opened the industry to new low-cost carriers that competed with larger established carriers, some of which have since gone out of business. He now says that the proposed merger and the current economic environment suggest regulation is now what's needed to preserve competition. United and Continental feel their merger will make them internationally competitive with large foreign carriers without the need to raise fees. In this country, their merger would create the nation's largest airline.





## United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The “unmerger” proved to be a good thing for “Pat” Patterson and the airline. He no longer had to answer to Hartford or New York regarding management or purchasing decisions. It was no longer necessary to fly only Boeing planes or to buy Wasp engines if other companies offered better planes or equipment.

Thus, in 1934 management decisions for running the airline moved from Park Avenue, New York to the La-Salle-Wacker building in Chicago where the United Air Lines headquarters had grown from one small office in 1929 to occupying two entire floors.

Harold Crary, who had opened the original office, became the Director of Traffic, Advertising & Publicity. Duard B. Colyer, a veteran of the Post Office Air Mail days as Superintendent of Operations for Boeing, became Vice-president in charge of Operations. Other new officers were Cyril B. Thompson, Secretary and Charles E. Brink, (who refused to fly) Treasurer. Moving into Technical and Executive positions were line-pilots Jack Herlihy, Bert Lott, Walt Addems and Russ Cunningham.

United was left with 6,000 miles of airways. Crary advertised United as “Air Transportation at its Best with passengers flown in Heated, Comfortable Cabin-Planes Coast-to-Coast in 20 hours for \$160 (\$288 round-trip)”. United advertising boasted of “*fifty-million miles of flying experience and 4 experts on the ground for every pilot aloft*”.

With the new government regulations and restrictions on the air mail, United’s revenues for 1934 fell below those of 1932. This forced stringent economies and resulted in the cancellation of the Chicago-Kansas City passenger run. Patterson sought relief, petitioning the Interstate Commerce Commission for hearings. It was 2 years before the ICC made an adjustment in the rates.

As Patterson remarked later, “*The air mail cancellations were a blessing in disguise. It was a spanking that made us better boys.*”

Traffic staffs hustled as never before to find passengers and cargo and they got results. In 1933, on the Chicago-New York run, passenger revenue had constituted 40 percent of airline income; by 1936 it had risen to almost 58 percent of United’s total earnings. *By Marvin Berryman DENTK, (Retired.)*



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## **Letter from United Benefits Service Center Direct Billing Process Change**

Dear Retiree, As you may know, in early May, we launched an update to the United benefits website and implemented a new bill payment process for retiree benefits. Many of you reached out to the United Benefits Service Center with questions and experienced unusually long wait times. We apologize for any inconvenience and thank you for your patience as we addressed the situation. The volume of questions was significantly higher than projected, and we were unfortunately unable to provide you with the high level of service you are accustomed to receiving.

Despite these initial challenges, we are confident that the recent system upgrade will result in added flexibility and greater convenience for our retirees. The ability for you to manage your own account and view your payment history on-line will give you greater control and more timely information.

We are in the process of resolving billing and system issues that inadvertently resulted from these changes. During this period, we can assure you that your medical coverage will not be affected and that no one will lose their medical coverage as a result of the recent system issues.

The following steps have been taken to address the issues some retirees have experienced:

1. Additional resources were added to the Benefits Service Center to support the high call volume and wait times have dropped to no more than 1-2 minutes in most cases.
2. Passwords for the website were automatically reset to a default password. This allowed retirees to access the system and change their password without having to call and speak to a representative.
3. Payment or billing errors on accounts with automatic payment have been identified and the vast majority has been corrected. We are working actively to correct any remaining billing errors.
4. A number of retirees choose to pay in advance for their benefits, but in some cases, credits for these payments were not shown on the May bills. Credits and past due charges will begin showing on the billing statements in July. No action is needed for the May or June billing cycles. However, if you would like to pay for any past due charges, please contact a representative at the United Benefits Service Center.
5. In a few instances, retirees reported that they were charged banking fees as a result of a May billing cycle error. If you incurred any fee or penalty associated with your May payment, please call the United Benefits Service Center and we will work with your financial institution to restore your account appropriately.

Once again, we want to thank you for your patience and apologize for any inconvenience you experienced as a result of these recent changes.

If you are unable to access your information on [ualbenefits.com](http://ualbenefits.com) or have questions about your billing statement or automatic payment arrangements, please contact the United Benefits Service Center at 1-888-825-0188. Representatives are available from 7 am to 7 pm CST, Monday through Friday.

Thank you. The United Benefits Service Center

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### **JULY EXTRA'S**

Dale Babcock, David Bartlett, Bud Berlingeri, T S Birke, Bob Blue, James Boyer, Robert A Brown, William R Burnett, William Campbell, Carlton Bye, Fred Cast, Jack Chewing, Will Collins, Charles Corey, James Custis, Charles Darst, Gerald Delisle, James Downing, Donald Eiken, Loran Eldred, Gary Fenske, Lee Francis, Stephan Fusco, Leland Gould, Richard Granger, Lee Higginson, Nicholas Hinch, Anthony Horne, Robert Huguley, Robert W Kelly, Don Kincaid, William Klett, Richard Kuhn, Dan Kurtz, Richard Langford, WW Bill Lawrence, David Leippe, Robert Lynch, Peter Lynch, Antone Manha, Stephen Merchant, Douglas Merrick, James Morrison James Nugent, Bud Puckett, Walt Ramseur, John Richardson, Timothy Rudy, Robert Sannwald, Wayne Satterfield, Al Schmitt, Steve K Scott, Curt Simpson, Richard Slinn, Juanita Starr, Richard Swanson, Frank Swaim, Mo Tatton, Gary Timm, Jefferson Warren, David Wittwer, William Woolfolk.

## Spitfires take to the sky to mark Battle of Britain's 70th Anniversary

Ten historic Spitfire aircraft, part of the Flying Legends air show at the Imperial War Museum in Duxford, Cambridgeshire, took to the sky to mark the 70th anniversary of the start of the Battle of Britain. It showcased the fighter's development throughout the Second World War, from the rare Mk I Spitfire, one of the first designs, through to the Mk XIX, which became the last of the specialized photo reconnaissance Spitfires. Group Captain Patrick Tootal, secretary of the Battle of Britain Memorial Trust, said: "We pay tribute every year to The Few, the men of RAF Fighter Command who were at the forefront of preventing a German invasion, as well as to the many men and women whose support in so many ways helped to ensure that we all live in freedom today.

70 years ago, on damp hills and headlands overlooking the Channel, watchers from the Royal Observer Corps scoured the skies for the first German aircraft of the day. There was no doubt that they would come. In the previous week a tempo of violence had been established with formations of Luftwaffe bombers and fighters attacking Channel convoys and land targets.

On Wednesday 10 July, 1940 they arrived in force with the clear intention of luring the British pilots into an attritional battle. Looking back, Air Chief Marshal Sir Hugh Dowding, head of Fighter Command, chose this date, "somewhat arbitrarily" as he admitted in his victory despatch, as the starting point for the Battle of Britain.

The battle still carries a huge emotional charge. It has become for us what the defeat of the Armada and the victory at Waterloo were to previous generations. I suspect that it will go on doing so and in 2040, when everyone connected with it is long dead, the hundredth anniversary will be a big public event.

What had Fighter Command achieved that summer? The first thing was to stave off a German landing. Doubts are sometimes raised about the seriousness of Hitler's invasion plans and it is true that his naval and military chiefs had strong misgivings about the feasibility of the operation. By early September, though, the build-up of landing craft in Channel ports had begun. There is no reason to believe that if the vital prerequisite of a successful operation – the elimination of the RAF – had been achieved, the fleet would not have sailed.

The Luftwaffe's failure was Hitler's first real defeat of the war. Fighter Command showed that the Germans could not only be resisted – they could be beaten. The message rang out in the United States, as Churchill fervently hoped it would. The victory did not bring the Americans into the war. It persuaded them though, that we were worthy partners in the event of them joining the struggle. When the time came to launch an invasion of the Continent, Britain was there to provide the jumping-off point.

Above all, the Battle of Britain was a triumph of the spirit. It exalted the value of doing the right thing, no matter how painful and costly. In those months, the British were truly as they liked to imagine themselves – unperturbable, generous-spirited, heroes all in a modest sort of way. It was, as Churchill proclaimed it could be, our finest hour. The sadness was that, as he also foresaw, it was a peak from which the only possible trajectory thereafter was decline.



On 5 March, 1936, "Mutt" Summers flew the maiden flight of the first Spitfire K5054 from the airfield at Eastleigh. The flight lasted a total of 8 minutes.

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## **ODA Authority Helps United Bring B747 Back Into Service**

Using a special authorization granted by the Federal Aviation Administration, United Services was recently able to authorize the permit to bring aircraft 8194, a Boeing 747, out of storage in the desert to add spare capacity to support the operation during the busy summer travel season for.

The aircraft had gone beyond its inspection limit and, without a special flight permit from the FAA, which can take weeks; it could not have been flown to the overhaul site to be prepared for flight. However, a year ago, the FAA granted Organization Designation Authorization (ODA) to United, allowing us to perform as a representative of the FAA on design, production, repair, alteration and airworthiness certification procedures. ODA authority allows us to do FAA reviews and approvals ourselves and explore more complicated repairs and changes because we can reduce cycle time.

"ODA also keeps us focused on developing key disciplines that are going to be increasingly drawn upon as the airline invests in more projects to improve our product," says Jim Miccio, managing director—Safety and Compliance. Three United Services ODA teams, each responsible for a specific type of change authorization, have been working during the past year on several of these projects: \* The Airworthiness team, led by Bob Scoble, managing director – Inspection, and John Fox, lead - Inspection Process Coordinators, has exercised ODA authority to verify that maintenance procedures United performs on the fleet as it ages are safe and compliant with FAA regulations. And in addition to issuing the 747 special flight permit, they've worked with Aircraft Sales, to authorize delivery of retired United aircraft to buyers, including foreign carriers that want to register the aircraft in their countries.

\* The Major Repair and Alteration (MRA) team, led by Mike Arata, managing director—Engineering, can develop and authorize new repairs, which can in turn reduce airplane downtime and cost. "The Maintenance division has been able to apply a new repair to Boeing 757s that helps ensure reliability. As we build our experience level and develop our expertise even further, we envision offering United's repair design approval capability to other operators as well."

\* The Supplemental Type Certificate (STC) team, managed by Dave Hendryx, senior manager—Aircraft Certification Engineering, can authorize modifications to the aircraft itself -- such as interiors and flight deck systems. A current project involves the Boeing 747 Enhanced Ground Proximity Warning System Runway Awareness and Advisory System (RAAS).

"The RAAS provides pilots better situational awareness while the airplane is moving around the airport, especially during adverse conditions including heavy fog and aborted take-off," says Dave. "An added bonus of the ODA is that, whereas for the 777 RAAS project we had to pay someone outside United to approve the work, the 747 and future RAAS projects will be authorized in-house."

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## **Small Airports Integral to United's Success**

Small airports and the communities they serve are critically important to United's network, just as United's presence is to them. While small communities feed traffic to our hubs, those communities reap economic benefits from the presence of an airline that connects them to communities large and small around the globe. That relationship would continue to benefit both parties after our planned merger with Continental is completed, said Kevin Knight, SVP-Planning, in a presentation Friday to the Airports Council International-North America's Small Airports Conference in Minneapolis.

Speaking to 50 airport directors, representatives and consultants, Kevin discussed the challenges our industry has faced since being deregulated, and the steps United has taken to succeed in the changed environment, particularly since the economic downturn that began in 2008.

"About 18 months ago we set ourselves on a path to industry leadership with a back-to-basics Focus on 5 agenda," Kevin said. "A key element of our strategy is industry-leading revenues, which is driven in part by providing our customers convenient schedules that meet their travel needs and connecting them to cities around the globe."



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With our five hubs, global network and diverse fleet, United and our partners are uniquely positioned to provide service to small communities. Small communities and the feed they provide to the rest of our network are important drivers of our success." By combining our network with Continental's, we would be even better positioned to offer improved service to smaller communities and better positioned to succeed, Kevin told the group.

"Following our merger, the communities we serve will benefit from an enhanced network that offers our customers new service opportunities," Kevin said.

Customers will have access to 116 new domestic destinations; 40 will be new to United customers, and 76 will be new to Continental customers. The merger will create more than 1,000 new domestic connecting city pairs served by the combined carrier, providing additional convenience to customers.

Kevin also urged the group to continue to work with airlines and other stakeholders to manage their airports efficiently and cost-effectively.

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## A THANKYOU TO RUPA

I am writing to say thanks for the generous donation of one thousand dollars to the William S. Arnott Scholarship Fund. One project of the United Airlines Historical Foundation is the Bill Arnott Scholarship, and I firmly believe it is one of our most important.

For those of us fortunate enough to have known Bill, we can't help but remember his firm commitment to his "Classroom in the sky" flights. I was fortunate enough to be copilot on one of those flights. It was his flight to Alaska, in 1969 celebrating the centennial of the Alaska purchase.

Bill had a close relationship, for many years, with Mt. San Antonio College in Walnut, California. Most appropriately Mt. Sac, as it is known, is the recipient of one of the annual scholarship, which we award.

Bill also spent thousands of hours, establishing and maintaining the mini-museum of aviation artifacts at DENTK. I'm sure that many of us, who spent all of those "wonderful, enjoyable" hours, at TK, remember walking through the halls and viewing those treasures from the early days of aviation.

Bill was a tireless worker, promoting the history of aviation, and carrying it to the young people, so I know he would be pleased and proud, to have these scholarships presented in his name.

We have now established a dedicated fund for the scholarship, so donations may be made specifically to that it. So, if any of you would like to honor Bill's memory with a gift, just include a brief note with your donation, and write Bill Arnott Scholarship on your check, made out to United Airlines Historical Foundation. Checks should be mailed to our treasurer Ray Lahr, whose address, E-Mail and phone number can be found in the RUPA directory.

In closing I again say thanks to RUPA for your generosity. We presently grant two \$1000.00 scholarships each year. The one to Mt. Sac and one to a student from Southern Illinois University in Carbondale, IL. We would love to expand this scholarship program, and with the continued generosity of you and our members, we will be able to do just that. We are, incidentally, a 501.c3 organization.

Thanks again, Dale A. Dopkins  
Chairman, William S. Arnott Scholarship Committee  
United Airlines Historical Foundation

## Cell phone for Seniors



## UAL leaders detail merger to shareholders

By Anna Marie Kukec Daily Herald Staff

UAL Corp. executives told shareholders Thursday that the new company, which would emerge from the proposed merger of United and Continental Airlines, would still need more work, such as cutting operational costs involving duplicative jobs and functions, to make it a world-class company.

United has hired Bain & Co., which worked with Delta Air Lines, to work on the merger and it is a massive, complex project, said UAL's CEO Glenn Tilton. The process already involves about 30 committees with leaders from both companies looking at every department, Tilton said, and even after all the necessary approvals and strategies, the new company still will need fine tuning

"All our great work is still insufficient," Tilton said. "It's just not enough."

Tilton and other executives addressed about 150 shareholders during their annual meeting - perhaps for the last time on their Elk Grove Township campus and with United as it's known today. Shareholders for both United and Continental still need to approve the proposed merger that was announced May 3.

Tilton touted the advantages of the merger, saying it offers a truly global network, a New York hub, up to \$900 million in new revenue and up to \$300 million in cost savings, along with more financial opportunities and resources to carry the company into the future to battle stiff competition.

If the merger is approved, the integration process will drive how the new company will look, including what happens to its Chicago-area operations. United has been in the process of moving its Elk Grove Township workers, operations and crisis center into Willis Tower in downtown Chicago.

But Tilton said many things could still change, depending on the outcome of the shareholder vote and the integration plans. Those same operations may not all be housed at Willis and could end up in Houston, for example.

In addition, numerous negotiations continue with various unions about their contracts at United.

Union leaders, especially those for the pilots and flight attendants, seek to end the contention surrounding their pay cuts and other work-related issues. Several flight attendants and dispatchers even were outside the meeting with informational picketing.

Douglas McKeen, United's senior vice president of labor relations, said they're open to negotiating fair contracts for all the groups, but the most difficult had been the Association of Flight Attendants, even though they had met with them several times.

The AFA said their contract was due to be in place by January, but executives had proposed more concessions, said AFA spokeswoman Sara Nelson.

"This is a humanity issue," Nelson said. "Can executives truly claim United is a success when its front line workers are losing their homes, unable to buy meat at the grocery store and more likely to die on the job than be able to afford to retire? In a people business, doesn't it say something to passengers that the people at United are treated with such disdain? This is no way to run an airline. We are not motivated by greed, we are only demanding what is fair."

### United employees

As United Airlines prepares to merge with Continental Airlines, here's a look at how many people United employs

	2008	2010*
O'Hare Airport	10,000	8,500
Elk Grove Twp. operations	3,500	2,500
Chicago, Touhy reservations	1,000	1,000
Chicago administration	350	680
Chicago-area total	14,850	12,680
Company-wide total	55,712	46,357

\* As of May 31

Note: Operations in Elk Grove are expected to move to Willis Tower in downtown Chicago by year's end.

Source: UAL Corp.

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## Aegean Airlines Joins the Star Alliance

Aegean Airlines has become the largest Greek carrier, carrying 6.6 million passengers in 2009, and the company operates a fleet of 30 aircraft. With the addition of Aegean Airlines, customers on the Star Alliance network can now choose from 180 additional daily flights serving 14 countries.

Mileage Plus members can accrue flight miles on Aegean that qualify toward premier status, and United's premier travelers can enjoy all of the Star Gold and Star Silver offerings on Aegean Airlines. These benefits include priority reservations waitlisting, priority airport standby, priority airport check-in, priority baggage handling, extra baggage allowance, priority boarding and airport lounge access.

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## Future pilots may not be up to snuff, NTSB warned

WASHINGTON (AP) - There are signs that future airline pilots will be less experienced, less ethical and in short supply, a panel of experts told an aviation safety forum on Tuesday.

While there are more pilots than there are airline jobs today, the reverse is likely to be true as airlines recover from the economic recession and begin hiring again, experts on pilot hiring and screening told the National Transportation Safety Board. The coming shortage may likely fall heaviest on regional airlines, which generally employ less-experienced pilots at lower salaries, they said.

There are about 54,000 pilots working for major airlines, nearly 19,000 regional airline pilots and about 2,500 qualified pilots available for hire in the U.S. today, said aviation consultant Judy Tarver, a former pilot recruiter for American Airlines. She estimated that airlines will need to hire about 42,090 pilots over the next decade, due to retirements and anticipated industry growth.

Panel members said there are far fewer military pilots leaving for jobs with airlines. Fewer college students say they want careers in aviation because they see it as an economic dead end, and airlines increasingly have to compete with corporations for pilots.

The comments came as the safety board began a three-day forum on how to get more pilots and air traffic controllers to consistently strive for a high-level of professionalism. The impetus for the forum is a series of high-profile incidents over the past year in which the conduct and judgment of pilots and controllers have been called into question, including the crash of a regional airliner near Buffalo, N.Y., that killed 50 people.

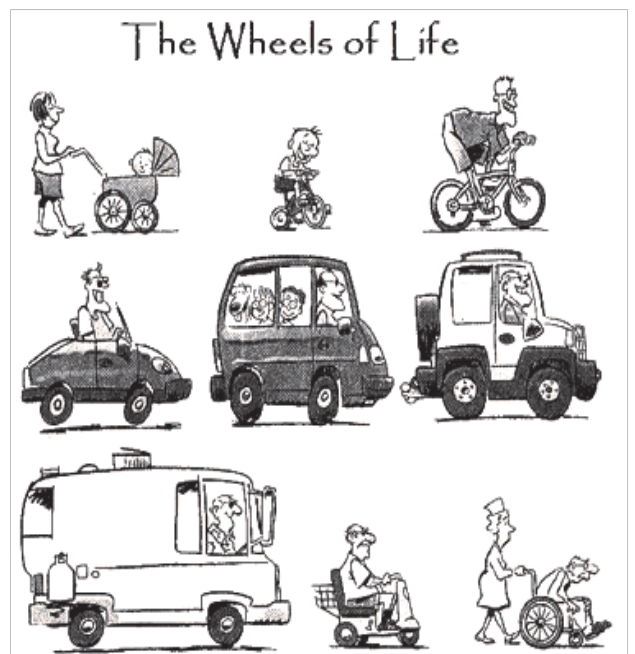
The safety board said the crash occurred after the plane stalled because the pilot pulled back, instead of pushing forward, on a key piece of safety equipment. But they also cited a series of errors and unprofessional conduct by the pilot and first officer leading up to the accident.

Paul Rice, a pilot and spokesman for the Air Line Pilots Association, said he was skeptical that a willingness to break rules and flout authority among younger pilots is any different than past generations of young pilots.

However, he said he shared the panel's concern that there will be a shortage of experienced pilots at regional airlines, which account for half of all domestic flights and are the only scheduled air service to about 400 communities.

Roger Cohen, president of the Regional Airline Association, said any pilot shortage won't affect safety because pilots are trained, certified and tested.

Airline travel today is safer than ever before, but the Buffalo crash and other incidents are warning signs that safety may be eroding because of an attitude of "casual compliance" by a minority of pilots, said Tony Kern, a former Air Force lieutenant colonel and author of five books on pilot performance.





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## HOW MEN CAN BE THEIR HEALTHIEST

By Leslie Barker Garcia *Dallas Morning News*

Staying Healthy is more than an addition to your to-do list. Instead, it makes completing your list possible. That said, we asked a doctor, oncologist Eric Nadler, for simple steps men can take to be their healthiest. Nadler practices medicine at Sammons Cancer Center at Baylor University Medical Center and has a master's degree in public policy. He recommends the following, with a primary-care physician:

### **Have a primary-care physician.**

Ask friends for recommendations; interview several doctors until you find one you're comfortable with. Then no matter how good you may be feeling, have regular checkups. "Routine health maintenance and preventive measures often have a greater likelihood of mitigating illness than all other factors combined," he says. Let that doctor know immediately if you have sudden chest pain, shortness of breath or lightheadedness, as well as changes in strength, stamina or mental status.

### **Pop an aspirin a day.**

Do so with the approval of your newfound or longtime primary-care physician, of course; aspirin may be detrimental to some people. For others, that deceptively complex little pill has been shown to lower mortality in the general population. It does so by preventing inflammation, which maybe a major factor in the development of illnesses, from coronary heart disease to some forms of cancer.

### **3. Avoid the big three: Obesity, tobacco, alcohol.**

"These are the three greatest drivers of illness in the United States," Nadler says. "If we could add exercise and nutrition as countermeasures, we could likely alter more lives than all of the doctors and expensive medications in Texas."

### **4 Think of sunscreen as macho.**

Use it every day, plus avoid the sun as much as possible. Have odd-looking moles evaluated, and go to a dermatologist for regular skin checks. Sometimes the most innocent looking spots are trouble.

### **5. Yes, you really do need to have that test.**

Colonoscopies, which most men should have at about age 50, can detect even early stages of colorectal cancer. They're not as bad as you might think. Plus, some doctors even let you take home photos of the procedure.

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## Live Long and Proper

By Nicholette Zeliadt

Genetic Factors Associated with Increased Longevity Identified. Although a healthy lifestyle and environmental factors can promote longevity, a new genome-wide survey has ID'd genes strongly associated with living beyond the century mark.

Have you ever wondered how long you might live? New research suggests that an important indicator of your probable life span may be your genes. Scientists have identified unique genetic signatures strongly associated with a long and healthy life, findings that could help to further the understanding of how certain genes may offer protection from common age-related diseases like cancer, dementia and cardiovascular disease. And one day the data might lead to the development of genetic tests to predict whether a person can expect to live into old age as well as guide intervention efforts to prevent age-related illness.

The study, led by Paola Sebastiani, professor of biostatistics at Boston University (B.U.) School of Public Health, and Thomas Perls, professor of medicine and geriatrics at the B.U. School of Medicine, was published online July 1 in *Science*.

A person's life span is thought to be largely determined by the combined effects of genetics and environmental factors. Twin studies, however, suggest genetics only account for approximately 20 to 30 percent of an individual's chance of surviving to age 85.

Lifestyle choices, particularly diet, exercise and smoking habits, play an undisputed role in determining not only how long one will live, but also how well one ages. Studies show that Seventh-Day Adventists, whose church encourages behaviors that promote healthy aging, have a well-documented average life span of 88 years, approximately eight years longer than the average U.S. citizen. For the most part, Adventists exercise regularly, are vegetarian, and don't smoke or drink alcohol.

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Nevertheless, a glance at your family tree may indicate whether you have a familial tendency toward longevity. Research suggests that *exceptional longevity* (EL)—living one to three decades beyond the average U.S. life span of approximately 80 years—runs strongly in families. "That has always made us believe that genetics is playing a very important role in this wonderful trait," Perls said Wednesday in a press conference.

Genetic factors can contribute to the degree of longevity in at least two important ways: An individual may inherit certain genetic variations that predispose him or her to disease that decreases longevity; other gene variants may confer disease resistance, thereby increasing it.

To better understand the genetic components of longevity, the researchers analyzed the DNA of more than 800 subjects between the ages of 95 to 119 and compared it with DNA from random controls. The genome-wide survey identified specific genetic variations, or SNPs (single-nucleotide polymorphisms), that were associated with the longevity group.

Next, the researchers developed a genetic model comprising 150 SNPs in order to compute the predisposition of an individual toward EL. Their model successfully predicted exceptional longevity in a different sample of centenarians (individuals that live to age 100) with 77 percent accuracy. This demonstrates that EL is strongly associated with complex combinations of genetic variants.

The researchers found that, based on subjects' genetic profiles, the centenarians could be further divided into 19 subgroups, some of which were associated with delayed onset of age-related diseases such as dementia, hypertension and cardiovascular disease. These signatures represent different genetic paths to age 100 and beyond, Sebastiani said in the press conference.

"Centenarians are indeed a model of aging well," Perls said. Previous work has shown that 90 percent of centenarians are disability-free at the age of 93. In industrialized nations approximately one out of every 6,000 people lives beyond the age of 100. Supercentenarians, or individuals that are older than 110, are even rarer—only one in seven million fall into this category.

Surprisingly, the researchers found that approximately 15 percent of control subjects also had the genetic signature associated with longevity. This suggests that many more people have the genetic potential to survive into old age than previously thought. "We know a lot about the human genome, but we also know that there is a lot that remains to be discovered," Sebastiani said. "Genetics is fundamental in EL, but it's not the only thing. So there may be other factors like environment or other lifestyles that may help people live longer and healthier lives," he added.

Importantly, there was no difference in the presence of known disease-associated gene variants between the longevity and control groups. The researchers conclude that EL may result from an enrichment of longevity-associated gene variants that may counteract the effects of having a disease-associated gene.

"I think this is a step towards making sense out of a lot of data—genetic data, environmental data, epidemiological data—to help us understand factors that contribute to long and healthy life," says Winifred Rossi, deputy director of the Division of Geriatrics and Clinical Gerontology at the National Institute on Aging, who wasn't involved in the study.

"We're starting to get to the point where it might be possible to use the information about these variants to predict someone's likelihood of achieving EL," says Matt Kaeberlein, professor of pathology at the University of Washington in Seattle, also not involved in the study. He added that the challenge was to next move beyond this correlative study to figure out how these gene variations may lead to functional changes that contribute to the molecular process of aging.

The authors caution that further study and replication of their results in different populations is needed to verify their model before it will be useful for individual genetic tests—or before longevity "cocktails" are created.

"My hope has always been with the study that we would learn much more about how to get lots of people to live to older age in good health and markedly delay their disability and age of onset of diseases..." Perls said. "I look at the complexity of this puzzle and feel very strongly that this will not lead to treatments that will get a lot of people to become centenarians, but rather will make a dent in the onset of age-related diseases like Alzheimer's, for example."

## Do You Remember Martha Raye

Most of you will remember Martha Raye. She was a comedian as well as singer and actress. Most of the old time entertainers were made out of a lot sterner stuff than today's crop of plastic whiners. (Amen!!!)

The following is from an Army Aviator friend who takes another trip down memory lane:

It was just before Thanksgiving '67 and we were ferrying dead and wounded from a large GRF west of Pleiku. We had run out of body bags by noon, so the Hook (CH-47 CHINOOK) was pretty rough in the back. All of a sudden, we heard a "take-charge" woman's voice in the rear.

There was the singer and actress, Martha Raye, with a SF (Special Forces) beret and jungle fatigues, with subdued markings, helping the wounded into the Chinook, and carrying the dead aboard. "Maggie" had been visiting her SF "heroes" out west.

We took off, short of fuel, and headed to the USAF hospital pad at Pleiku. As we all started unloading our sad pax's, a "Smart-Ass" USAF Captain said to Martha.... Ms Raye, with all these dead and wounded to process, there would not be time for your show!

To all of our surprise, she pulled on her right collar and said.....Captain, see this eagle? I am a full "Bird" in the US Army Reserve, and on this is a "Caduse" which means I am a Nurse, with a surgical specialty....now, take me to your wounded. He said, "yes mam.... Follow me."

Several times at the Army Field Hospital in Pleiku, she would 'cover' a surgical shift, giving a nurse a well-deserved break.

Martha is the only woman buried in the SF (Special Forces) cemetery at Ft. Bragg.



Martha Raye  
Da Nang, South Vietnam  
December 15, 1965



## Inner Peace: This is so true

If you can start the day without caffeine,  
If you can always be cheerful, ignoring aches and pains,  
If you can resist complaining and boring people with your troubles,  
If you can eat the same food every day and be grateful for it,  
If you can understand when your loved ones are too busy to give you any time,  
If you can take criticism and blame without resentment,  
If you can conquer tension without medical help,  
If you can relax without liquor,  
If you can sleep without the aid of drugs,  
Then You Are Probably The Family Dog!  
*And you thought I was going to get all spiritual.*

Pickles/Brian Crane





# LETTERS

**BOB AHRENS**—Belmont, CA

Another year gone by and adds another year to my retirement (28 years).

Health is still good. Living in the slow lane watching the World Affairs taking place and United extending its route structure taking place, Western Air Lines, Capital, PanAm and now Continental.

Still volunteering at our local Belmont Senior Center. Regards, **Bob**

**DENNY BERG**—San Diego, CA

11 years and counting. It has been fun to keep up with some of the old guys I knew and flew with, and stay abreast of current affairs. For this, I thank all of you who are involved in this 1st class publication.

We are still spending most of the year in our house in Todos Santos, Mexico (about 1,000 miles south of San Diego on the Baja Peninsula--Pacific side). There are no problems like the border towns are having and even some in Mainland Mexico.

The more than 75 miles of unbroken and uninhabited white beach with great surf and fishing is still the major attraction. The tranquil atmosphere is also captivating.

Our son, after graduating from Harvard in '08, finished some pre-med courses, applied to med school and has decided on The Keck School of Medicine at USC where he will start this August. We are thrilled for him and very happy that he will only be 100 miles away from San Diego.

Still no meds for Nancy or me, and feeling very fortunate to have our health. The condo downtown San Diego with the Baja house is working out nicely. We are in Mexico usually from mid October until about July.

Again, we keep cold ones at all times, and are easy to find in what they call "Barrio Las Tunas" on Camino Internacional #872 near the beach.

All the best, **Denny**

**JIM BOYER**—Lake Forest, IL

Greetings to all from wet and soggy NE Illinois. Corrinne and I are still plugging along going to grand-kids' functions at school and soccer matches, softball games, playing tennis three days a week and golfing two days. We do OK on the tennis courts, holding our own, but my golf game really stinks. Even the new metal woods and hybrids can't help my putting game!

We continue to spend some time in Naples, FL in the winter and have enjoyed Palm Springs, CA the last two winters. We drive to FL and then out to CA and back to IL, so get a chance to see some of the lower 48 states. Texas is the only drag. What a boring drive.

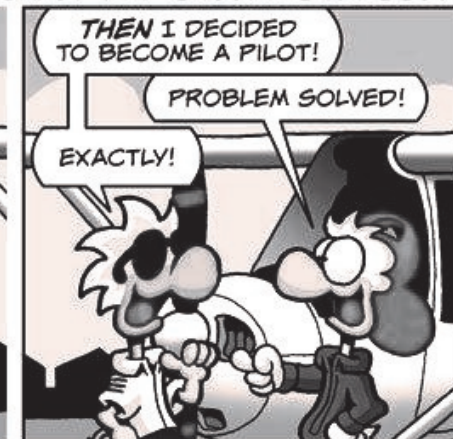
This was the first time we did not plan a sailing trip. Our last 10 day odyssey was a downwind sleigh ride from St. Lucia thru the Grenadines to Granada in '09. Great sailing, good weather and excellent ship-mates. We stopped at Petit St. Vincent for dinner and an overnight. We were there in the 70's with the Breidenfelds and Shaffers and a number of other UALers.

We're looking forward to the RUPA Cruise out of Rome. Should be interesting and lots of fun.

Until next year, **Corrinne & Jim**  
SFO, MDW, ORD, SFO, ORD 1957- 1992

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BY MICHAEL AND STEFAN STRASSER

**EUGENE BROWN**—Los Gatos, CA  
That time of the year again. '45-'82 I put that first because there's not many of us left.

I like the new *RUPANEWS*. What are the "Extras?" (Ed note: They send more than their annual dues.)

No major health issues praise the Lord. In a retirement home, independent living in Los Gatos. Clean and nice and good food.

If any one is interested I'm in the RUPA book, different email (editor please note, brwr83@gmail.com.) *Gene*

**CLIFF CHANEY**—St. George, UT  
Dear Cleve and Bruce, July 15 is my 92 birthday, so thought I should stay up to date on activities in the Chaney household. Which means 32 years ago on July 2, 1978 I set the brakes on N8010 at SFO. And the toilet paper has been spinning quite rapidly ever since. However, health still good, and still instructing. Had my private student pass his exam on July 7, and an instrument student should take his exam in two weeks. Phyllis is knitting up a storm, and is into critit. You wives will know what that is. I can't describe it. Something about paper.



I always like to tell a story or two. So here goes. When one checked out as captain in the early 40's, you flew cargo for 6 months before taking a check ride and being approved as a passenger captain. You were a 3 and 1/2 stripper, 3 full stripes and a 1/2 stripe on your jacket.

During my 6 mo period I was assigned Marv Stolley as my co-pilot. Marv was 6 years older than me, and whenever we went into a station without our

jackets on, they always went to Marv thinking he was the captain. If you knew Marv, he could be irascible and would snarl at them and point at me. But he felt that he would make sure that I would pass my promotional hood check and would sometimes pull an engine at the damndest time. We feathered one west of Grand Island, and didn't get it started until Boys' Town, going into Omaha.

And one time, this is kinda funny, Howard Mays was flying a passenger trip into Denver, we were at 10,000 ft, and he was at 8,000. We were right above him, so I dropped the gear, feathered the left engine, and went by him. Of course he immediately went by me, as I raised the gear and unfeathered the prop. Actually it was a dumb thing to do, but I have chuckled over it since.

One instance. Marv and I were flying a cargo trip out of CLE, to EWR, when we got aboard there was a little monkey on board. I greeted him, and told him we were glad he was flying with us, and hoped he enjoyed his flight. Well when Marv got on board, he was in the forward cargo compartment in the cockpit area. He came along side the monkey and started cussing him, telling him he stank. Marv was really obnoxious with the little creature. Well, when Marv went back to check on the steam system, the monkey peed on him. Marv said he was pint sized and peed a quart. He had to go back to the blue room, and clean himself. I told Marv it served him right.

So until next year, then more stories, and as Jimmy Durant would say, "good night wherever you are."  
*Cliff n' Phyllis*

**CHARLES L. COREY**—Evergreen, CO  
Twenty-one years after setting the parking brake for the last time. Seems like yesterday, until I check the amount deposited from UA aka PBGC.

We've had two super cells dump some serious hail on our area here in Evergreen. Gardening is no fun when that happens, but we can always use the moisture.

Emily and I are still in good shape for the shape we're in. We will attend her 60th High School Reunion next month.  
Thanks to all who work to publish the *RUPANEWS*.  
*Chuck*

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**DENISE BELEEUEW**—Palos Verdes Est, CA  
(Carl 10/3/45) Same old, same old. But I enjoy reading the travels and information of the ones who write, even though I seldom see a name from the "old days."

Thank you for all your work in keeping this interesting and on-going. *Denise*

**GERRY DELISLE**—Mountain View, CA.  
Hi All. I enjoy reading *RUPANEWS*, especially the letters so much that I feel obliged to write.

We still spend most of our summers up in Calabogie Ontario. We love it but don't recommend it unless you like boating, fishing, swimming nude [not pretty] golf, humidity, thunderstorms, and mosquitos.

Our 47 year old son, Paul, [still with Smashmouth, no real job yet] and younger wife Betsy had their first baby, Dorothy, 10 months ago. Sheila and I could be the oldest grandparents of a newborn on the planet, but it's great fun. Our 23 year old grandson, Ryan, son of our daughter Kathy and Sam is graduating from Navy Nuclear Power School in Charlie South on July 9. We will all be there wearing proud smiles. He expects Subs. Sounds way too exciting to me.

Cheers, *Gerry*

**JIM DOWNING**—Crystal Lake, IL  
Hi-The check's in the mail, plus a few bucks to help with expenses.

About to start year 5 of retirement. Joani and I have the typical aches and pains but nothing serious. Still in the same house after 29 years, adult kids still in Chicago.

Each year United seems more like a distant dream, good or bad depending on which parts I think about. Funny that someone mentioned dreaming about not being able to find his flight bag; I never had bad dreams about crashing but lots of frustrating dreams of not being able to find my gate and similar goofiness. Still do, occasionally.

In January I made my absolute, final, really outta here retirement from the small police department. Life is much more relaxed now.

For the second year, we spent February & March in Bonita Springs FL. Really enjoyed attending two RUPA meetings down there.

As always, I don't miss United at all, miss the flying a lot, and miss all the great people I flew with, even more. Cheers! *Jim*

**DONALD EIKEN** – Sun Lakes, AZ  
Hi, Jan & I just returned from a "Mystery Tour" that started at Kansas City. It was sponsored by World Wide Country Tours. Unfortunately, I can't tell you much about it because some of you might want to take it. I will say that we went to some very interesting and informative places.

We are enjoying the plus 100 degree temps here in Sun Lakes now so we can only play 9 holes of golf comfortably.

I have been enjoying playing in a Bluegrass Jam that meets locally. Was surprised to see how many "closet players" there are around.

It's good to see the heavy loads on United but we have had to purchase tickets just to get on the airplane! Very tough on a cheap pilot!

Cordially, *Don & Jan*

**GIL GILBERT**—Conifer, CO  
Cleve, How are you? Hope all is well. Things good here in the mountains and just keep getting older!

I was reading the July issue and I think there are a couple of errors in it.

On page nine under the second number 1 it says UAL does not exempt retirees from bag fees. Unless I am special the computer allows me to check two bags per non rev at no charge.

Under number 4 it says retirees are not allowed to purchase reduced rate tickets. That is wrong too. We use them all the time. You can find the twenty per-cent off on sky net and it works great. Thus paragraph five is wrong too. In fact I believe now that if you buy a 20% off ticket you do not have bag fees anymore, but I am not sure about that.

Keep up the great work. *Gil*

**ROBERT HARREL**—Escondido, CA  
Howdy Cleve and Bruce, I knew the day would come, and it's the first time I forgot to send a birthday message in June. However, better late than never.





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All is well as I keep busy with assorted projects. Some family 45 minutes away, grandson, and his wife and two "greats", a boy and a girl aged 2 and 4 respectively. Lots of Masonic work and an occasional day trip by bus to interesting places.

My hat is off to all who make our *RUPANEWS* possible.

Check is in the mail to Leon. Fraternally yours, **Bob**

**RICK HOEFER**—Mission Viejo, CA

Hi Guys, First, let's get through the heavy duty stuff. I heard this somewhere, "Life is not the way it is supposed to be, it's the way it is. The way we cope with it is what makes the difference."

We are relieved to tell you that the month of June ended with the best results that could be wished for. Son Mark will come back from Costa Rica on the 20th of July. He had his second hip replacement.

Dan had a successful kidney transplant on June the 30th. He must stay in a sterile environment for now. The first month is the most critical because he is on high potency immune suppressants. Those will taper off until they reach the minimum but then he will be on them for the rest of his life. He is coming along great but they have to be very careful about exposure to infections. His wife Ying is a saint. Dan is already into the pile of medical work on his desk. He is invited to present his hospice program at a convention in Boston in August but someone may have to do it for him. He has much to offer the people of the US. His program greatly improves the quality of life of those needing it and greatly reduces the cost in the process.

Teri, Dan's sister, was the kidney donor. She will return to Portland on Friday and get back to running her Montessori school. She will have to let the other teachers do any physical work with her kids for a while but she is doing fine. To me a hero is not someone that does something courageous that they couldn't avoid but someone that puts themselves at risks for someone else's benefit. A true gift is something you would have rather kept yourself. And this was not a deed of momentary courage, but one that required months of tests and contemplation and commitment. I am humbled by my daughter. Also, I must mention that a number of other people offered, including his wife Ying, her sister Yar, and his boss at the hospice, Suzie. People never cease to amaze me.

We are not the "Little House on the Prairie" family that some think. Nor the "Brady Bunch" and certainly not "Father Knows Best". Ha! Certainly not "Father Knows Best". But I am very proud of everyone in my family.

On the lighter side, the blood tests showed that Marie and I are related. Perhaps some knave from Trowbridge, England (my father's heritage) visited the nearby Kendal Castle (Marie's maiden name and heritage). I always thought there was something extra naughty in our relation. We grin a lot now.

Now for the good stuff. Last summer two couples came to spend two weeks with us. One was Lida, an Inuit Eskimo, and her guy Ole, a Danish Greenlander. The other was Kathrin, an East German from Dresden and her guy Daniel. We had been their liaison when they were exchange students here years ago. Each had visited before but didn't know each other. They both stated separately that they came to study how our family stayed so happy when the whole world seemed to be falling down around us. Also, how a couple married over 50 years could have so much fun together. I love these kids, I truly do. Kids, ha, Lida is the representative to the EU for Greenland and Kathrin is the manager of a castle hotel in Dresden.

My 80th birthday was a 3 day fest. The first day was a family party at Steve and May's in Tierrasanta (San Diego). But the family was only Marie's relatives because my only living relatives are my cousins in Texas and they wouldn't give them visa's to enter the US.

The second day Steve and I flew our 172 to Agua Caliente for a father/son picnic in the desert. It was great.

On the third day Marie and I went back to Mission Viejo where I found a beautiful bouquet on the porch from Kathrin from Dresden. The computer was full of email birthday messages from around the world. Marie printed them and made a folder for me. My favorite was from my Russian "family". It was touching. I'm going to frame it and look at it when I have doubts about my worth in this world.

Later in the month my granddaughter Sina had her fourth birthday. We gave her child size headphones and Steve and I



flew her with Marie on her first light plane flight. She loved it.

We had to postpone our annual trip to our "family" in Austria because our kids needed us around as they had their various operations. We'll try September if all goes well.

I have decided that I am a humanist. I think that most people are good. It makes me feel good and I seldom have to kick ass any more.

Keep your formation tight. *Rick* LAXFO

**HOWARD E. HOLDER**—Tacoma, WA

Just got the July *RUPANEWS* and realized I am two months late with dues and letter.

Only recognized two letters: Milt Jines and Chuck George. Milt, what is your whimsical pilot discount?

No travel except a nephew's wedding in NC. Two cataract surgeries were a snap. Maybe Reno Air Races this fall. *Howard*

**GEORGE HOWELL**—Rolla, MO

Oops! Missed sending a "Thank You" to all concerned on the celebration of my Seventy-Fifth B.D.

Still alive and still doing the "Marshall Protocol" dealing with the new medical thesis of "metragenomicmicrobiota". It seems to work, just slowly.

Wishing all the Best! *George*

**C.H. "Bo" HUMPHREY**—Camarillo, CA

In year #15 of retirement and still enjoying it, but miss "Bidding Restaurants" with my flying compadres.

Health has been sorta lousy this past year, but looking forward to getting back into cruising real soon.

Until next year. *Bo & Barbara*

**TED KESKEY**—Lake Ann, MI

Cleve & Bruce, Sometimes I feel like I'm sending a message in a bottle across the sea when I send in my dues and letter. I'll have to stop by sometime when I'm in the SFO area to actually meet "Cleve & Bruce".

Things are moving right along here in Lake Ann, MI. Joni (wife of 47 years) had her other knee replaced in Feb. and is coming along just fine. As a result we made no big travel plans for the year. The

kids and grand kids are getting older and growing, respectively.

About every other year I am part of a group that volunteers to work at the "Air Venture" in Oshkosh. Generally we work at hangar "D" early in the morning and again in the evening. If anybody is around during that week stop by and say HI.

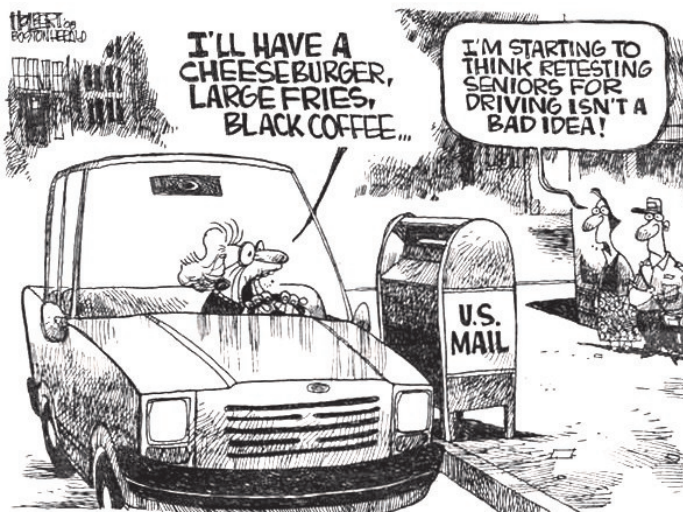
After Labor Day, a group of us go to the "Les Cheneaux" islands fishing for a week. The islands are just off the eastern end of the U.P. of Michigan. Finally Joni and I are going to a U.S.M.C. reunion at Quantico VA at the end of Sept., so even though we haven't made any big trips things are still pretty busy.

By the way we haven't used United much, standby is a hassle, and other carriers are sometimes cheaper but using the info on page 20 of the June issue of *RUPANEWS* we tried the new Discount 20 program. Other than a few glitches getting up and running with United's computer system, the system worked well. We received a 20% discount & free bags on our trip to Quantico WITH reservations! We checked all the other carriers and it was a true 20% off. Thanks for the tip! and thanks for all the hard work. *Ted & Joni*

**BILL LAWRENCE, JR**—Sequim, WA

People keep asking me what I do in retirement, to which I reply: "Anything I want to."

Last month, I cleared another item off my to-do list. NOT--I want to emphasize--a "bucket list". I'm not old enough for a bucket list. I rode a Harley cross country. From Culpeper, VA to my home in Sequim, WA. With a few side trips and visits to a few special people and places, covered 4,000 miles



in two weeks. Ran into the usual things I somehow remember as being a problem in the past. High temperatures, strong crosswinds and thunderstorms. A few days of being a little butt sore and walking bow legged, and I'm ready to do it again. This was the 3rd year in a row I went back to Virginia for a high school alumni reunion, plus a class reunion in September. I hoped to meet up with my classmates. Instead, there was a bunch of old people there. What's up with that?

As that whole airline gig recedes further and further into the past, it seems more and more unreal. Like another life altogether and someone else lived it. Weird.

There's that other character with the same name and birth month as mine. My dad. He can't write anymore, so if there's anyone left keeping track, he extends his greetings and I'll include a little update. He always had 20/10 vision, but lately his eyes have betrayed him. He has excellent physical health for a man 93 years of age, but his reality has changed quite a bit. Along with the loss of sight (he's not totally blind. He can make out shapes & such, but no details) he has developed a syndrome called "Charles Bonnet." I doubt anyone reading this ever heard of it. Most doctors never have either. I'll just say that he has lots of company. Most of it entertaining, but some of it not. Otherwise his mind is sharp, and he loves to hear from old friends. He still walks a mile a day, having paced off the number of rounds around the driveway it takes to make a mile. He still loves to shoot, and his buddies take him to the range every Wednesday. Any old timers wish to get in touch with him, drop me a line.

Bill\_Law45@yahoo.com

Till next year **Bill**

PS. Check's on the way.

**JIM NUGENT**—Reno, NV

I really enjoyed seeing the group photo of the Cleveland Crazy's in the July issue. I can remember those guys in EWR when they were young dashing aviators and the world was their oyster. How time flies.

I've been retired 12 years now and that time has flown by too. I don't miss the airline but do miss all the wonderful people that I got to know over 33 years.

Norma and I are still in good health and are still in

Reno. Our grand kids are the joy of our life and some are almost in college. Our eldest grandson is an Air Traffic Controller in the Navy.

We spent most of March in Australia and New Zealand which included an 18 day cruise out of Perth. At the terminal in Sydney was the first time I realized that the recession must be over. I have never seen so many people. We would probably still be there trying to get out if good old United's trip to SFO wasn't operating 7 hours late. The load fell apart so after spending all day at the terminal we got on the flight, late as it was.

We didn't get to Maui last winter because of the trip to Sydney but we plan on spending most of the winter at our Mana Kai condo. If any of you haven't been there in the last few years you would be amazed at all of the renovations which have taken place both inside and outside of the condos. We are grateful to Dave Heilbrun who put all of his expertise to work supervising the upgrades not to mention the endless hours that he put in. That's about all of the traveling that we have planned this year. I sure hope that the Continental merger hasn't gone through by then so we can get on a flight.

Thanks to all of the guys who work so hard getting the *RUPANEWS* out.

*Jim* EWR, JFK, LAX SFO LAX

**JOHN PINTER**—Vermilion OH

Wow, I must be getting younger! I remembered to write this letter and send in the dues on my birth month. There's hope for me yet.

It's been a busy year again. In the summer I delivered a Lagoon 38 catamaran sailboat from Buffalo, NY to Presque Isle, Michigan. A new crew took the





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boat up to the Apostle Islands in Lake Superior where it will enter charter. It was my first time sailing a large catamaran and I was surprised by the speed and comfort. My biggest thrill was sitting comfortably at a table on the aft deck eating a sandwich with my drink on the table and going about 10 knots through the water. HEY, I know, but at my age I'll take any thrill I can get!

It was also a busy year running the police boat in the summer. Besides the normal stuff we had several training sessions with the Coast Guard on search and rescue, so we can put forth a coordinated effort if necessary. We are also equipped to fight fires and handled two boat fires. Thankfully they were electrical and there were no flames involved. The downside, however, is we had to recover body parts from someone that tangled with a propeller on a large lake freighter. Something I don't ever want to do again!

Golf consumes a large part of our activities. Both my wife and I play several times a week at our summer home in Ohio and winter home in Florida. We play in a couple of leagues plus play with a couples group who travel around our Ohio area playing different courses each week.

Our daughter is now the director of the USKids Golf Cleveland Tour. I marshal and JoAnn checks the kids in for each tournament. It's become a family affair. Our granddaughter is 7 yrs old and has won the summer and fall tours in '09 and the spring tour this year. She is on her way to win the summer tour again. Last week she had an eagle, two birdies and two pars to shoot a 37 for 9 holes. She plays a shortened course of 1,100 yards and is strong enough to drive the green on a par 4.

She has been invited to invitational tournaments around the US and Scotland. Last winter she played at PGA Village in Port St. Lucy, FL and the Copperhead Classic in Tampa. Scotland is out because of the enormous cost. Our hope is she will get a college scholarship. She also qualified and has been invited to play at the World Championships in Pinehurst, NC this coming August. We are going to be there, and a side benefit of this is we will stay with Drew and Ann Steidinger (a former Cle Crazy) that live in Pinehurst, and get to play a little golf ourselves. I guess since I'm a grandpa I have bragging rights.

I'm still working on my flight simulator. I've got

the hardware working properly, 4 computers and 4 screens (three for windows and one for the instrument panel). The next step is to make the cockpit and put it all together. GREAT FUN! I can do things I always wanted to do like take off with a steep turn over the tower in a B737 or fly an F22 full throttle 500 ft in the air... you get the idea.

On top of all of this we travel around visiting friends and old pilots (I don't know any young ones anymore). All in all it's a wonderful life, we are healthy and enjoying our lives. I only wish there was more time. Don't we all! *John*

### **RICK ROBBERS**—Belfair, WA

The recent merger of UAL and CAL brings back memories of the late 1950s for me.

United decided a reduction in force was necessary and our entire new hire class plus a few more were furloughed. At the time the CAB was controlling routes and fares for the industry. The CAB had decided that they needed to award a route from Dallas to the West Coast. The examiner had recommended Continental, so Continental, in order to show the Board they were prepared to fly the new route, ordered some more planes and hired more pilots. Most of these pilots were United furloughees as their fleets were the same so we did not need training. Continental did not require us to resign from United so we had a Continental seniority and our United seniority.

I was based in SFO when furloughed and Jack Harper was in DEN and he and JoAnn invited me to stay with them until my wife could join me. So Jack and I would go to Continentals training, had to check-out on the DC 3, then come home and harass JoAnn with "Did United call yet?" as we were convinced UAL had made a mistake and would recall us before summer. Alas this was not to be, so we spent the next few months as F/Os on the Convair and DC 3. It wasn't until after the first of the year that we were recalled by UAL.

CAL was in a period of expansion at that time and their operations were not as organized as UAL so most of us were happy to get back to United. Robert Six was the CEO and was trying to build a major carrier of CAL. For the next few years they kept expanding so occasionally I would check to see how I would have done if I had stayed with them. After Lorenzo came on the scene CAL employees

were pretty well raped by him. He found a friendly bankruptcy judge who gave him every thing he wanted in bankruptcy court then went to work for CAL. Lorenzo was an evil man and was treated too kindly in the Green blog on the airline industry in the June news. There were some omissions and errors in that blog as the employees again became the villains in the failure of the legacy carriers.

Not mentioned is that Alfred Kahn was big in People Express, America West bought US Air not as he said the other way around, that the upstart carriers cut fares until they went broke, Southwest employees make industry scale wages, and I would argue that flying was becoming more accessible to the public and that would have continued without deregulation. If you don't charge enough to pay your costs you will go broke even if you pay your employees pauper wages. Soon there will be enough extra fees that the cost of flying will have risen as much as any other consumer product. *Rick*

**HARVEY SAYLOR**—Ashland, OR

Moved to a retirement community in Ashland Oregon last September. Great Spot. Check it out on the web at ...<http://www.mtmeadows.com/>

One big benefit ... Merry band of UALers at Jacksonville a few miles away. Fun bunch I flew with on the Guppie and elsewhere.

Man, I sure bid a fine schedule! No flying days and 6,935 days off so far. Pssst.

Wanna buy a house in Colfax?

*Harvey* Class of "91"



**LARRY L. SCHMIDT**—Santa Rosa, CA  
Boy, have eleven years gone by fast. That is how long I have been retired.

My health continues to be very good but just after Christmas my wife had a mini stroke. She is doing fine with just a few small side effects. We are very blessed that the stroke was no worse than it was

Last July we spent three weeks in Switzerland and this June it was Germany, Austria and Italy for two and half weeks. We got to Oberammergau, Germany for the Passion Play that only happens every ten years. It was really worth seeing.

Keep up the good work. We really enjoy reading the *RUPANEWS*. *Larry*

**FRANK SWAIM**—Birmingham, AL

Dear Cleve and Bruce-This will be year 95 for me on board planet earth. Now retired for 35 the same number I flew for United.

Not much change around here except to admit that I'm slowing down a little. Still care-giver for Evelyn, not much change there. Of course this means no travels.

Always enjoy the News so I hope it keeps coming.

Thanks for your work.

Sincerely, *Frank*

**ED TITUS**—Federal Way, WA

This month I celebrate my 90<sup>th</sup> year on the planet. I graduated from the University of Washington the first time in 1943 with a degree in Aeronautical Engineering and a second time in 1946 with a degree in Industrial Engineering (The latter by accident).

I was hired by United October 10, 1952 and worked in the "Flight Operations Engineering Group" in SFO under Dusty Rhoades (personal pilot for General Macarthur in WW2).

Flight Operations Development started back in the Sr. VP Dick Petty regime. Gus Sommermeyer, who was Dick Petty's right hand man, took me from the FOE group to work with him and I became Gus's technical assistant. That was the beginning of Flight Operations Development. Over a period of time it expanded to include pilots from the management ranks and operated in EXO under the guidance of whoever was Sr. VP of Flight Operations.

I really enjoyed working in that era and the opportunity to become acquainted with pioneers of aviation

e.g. Bud Gurney, Bud who did the wing walking one day and Lindbergh the next.

All of my work with UAL was relative to aircraft performance.

Regards, Ed

## IN MEMORIAM

### CHARLES J. CLEAVER

Charles J. Cleaver, 88, passed away peacefully at home, surrounded by family on Sunday, June 27th.

Charlie was born February 28, 1922 in Granite Falls, WA. He became fascinated with airplanes while living in Bremerton, WA watching the Navy aircraft fly overhead. He earned his pilots and instructor license at the young age of 20 and went on to teach Army Air Corps pilots at Eagle Field in Los Banos, CA. This led to a 37+ year career flying for United Airlines. He cherished the annual reunion at Eagle Field for the last 20 years bringing family and friends with him.

Charlie is survived by his loving wife of 31 years, Jean Page Cleaver, five children and six nieces and nephews.

A Memorial Service was held Friday, July 2 at Spangler Mortuary in Los Altos, CA. Please visit [www.spanglermortuary.com](http://www.spanglermortuary.com) to leave a message for the family and to learn more about Charlie. In Lieu of flowers, memorial contributions can be made to the charity of your choice.

### CLARENCE R. CROSS

Clarence R. Cross, 88, passed away on June 14, 2010 in Wilmette, IL.

He was born October 30, 1921 in Ben's Run, W. VA. He learned to fly in the Civilian Pilot Training Program in early 1942 and became an instructor, primarily with Brayton Flying Service in Texas. He was commissioned in the Army Air Corps and continued instructing, training both U.S. and Chinese pilots. He joined Capital Airlines in 1951, flying DC-3's from Pittsburgh. Following the merger, he flew from Newark, Miami and Chicago O'Hare, where he retired as a DC-10 Captain in October, 1981. He felt that airline flying was his shot at the stars and felt that he reached them, working among

so many fine people in the career of his dreams.

His wife, Alene, of 62 years died in 2007. He is survived by his son, daughter and their families, including three grandchildren.

A memorial service was held on July 17, 2010 at Three Crowns Park in Evanston, IL.

### ENOCH LEMOYNE "Lee" GRUDE

May 21, 1928-June 25, 2010

On June 25, the Grude family and friends lost a wonderful man when Lee Grude took his last flight to be with his wife, Richey, and his Higher Power. A long battle with Lewy Body Dementia limited his physical and cognitive abilities, but his dry wit and humor were present throughout.



Born and raised in Ottawa, Illinois, Lee loved airplanes and all things "flying" from a very early age. At 18 he joined the Air Force, and spent seven years flying fighters out of Goose Bay, Labrador; Thule, Greenland; New Jersey and Minnesota. In 1955 his squadron was heading for Alaska, and he opted for a career with United Airlines - and (hopefully) warmer climates.

When asked about his 33 year career with United, Lee often said that the remarkable thing was that they let him fly all their planes, and they actually then sent him a paycheck. Forced to retire at age 60, Lee and Richey spent their retirement years traveling the globe, visiting 118 countries by air and by cruise ship. Two notable achievements during his career were that he was flying the stretch DC-8 used in television commercials in the day, and he helped design a taxi pattern that would allow DC-10s to land in Kahului, Maui.

Married in 1953 to the love of his life, Richey Prichard, they had four children of their own and raised a niece and nephew, as well. Richey lost her battle with cancer in March, 2009, and for the next 15 months Lee looked forward to joining her again. Per their wishes, a celebration of Lee's life is being planned. Their ashes will be disbursed together at a later date, half off the coast of Monterey and half



off the coast of Queensland, Australia. For information about memorials or the planned celebration of life, please contact Kristen Kirkpatrick at krisser.k@comcast.net.

### **WILLIAM R. KNIGHT**

Resident of Walnut Creek, CA, William "Bill" Knight, 92, flew his final flight June 20.

Bill graduated from Park College in Parkville, MO in 1939.

He was a park ranger during college summers at Yosemite National Park and Estes Park, CO. In 1941 he married his



college sweetheart, Lorene Metheny, and they enjoyed a 67-year marriage until her death in 2009.

Bill joined United Airlines as an agent in 1939.

During WWII he served in the US Air Force as a B-24 bomber Captain in the Galapagos Islands from 1943-45; rejoining UAL as a pilot, enjoying a 33-year career retiring as a DC-10 Captain in 1977.

Bill loved remodeling houses, tennis, sailing, snow and water skiing and above all his family.

He is survived by a daughter, three sons, 10 grandchildren; 4 great-grandchildren.

### **DAVID B. "Dunbarr" PEAT II**

David Peat, 79, of Pompano Beach, FL, died at home, June 21, 2010. He was born May 17, 1931, in Akron, Ohio, and raised in North Huntingdon.



Hi lived a large and interesting life filled with his love of flying, family and friends. He navigated this life with a rebel's

spirit and a generous heart. It was often said that he never met a stranger; he was a friend to everyone. He always had time for a story. Dunbarr will be greatly missed by all those who knew him and loved him.

He served during the Korean War at the Macdill AFB, Tampa, FL. He began his career with Capital Airlines and retired from United Airlines in 1991. During his career with United he was chairman of UAL Council 52, and chairman, executive central air safety committee, UAL master executive council.

He is survived by his wife, Suzanne (Morgan) Peat, one son, two daughters and a grandchild.

## The West Bound Mail

By Phil Braniff

A drizzling rain was falling  
A nearby clock tolled eight  
They watched the sky with an eager eye  
For the westbound mail was late

The rain beat down on the old tin roof  
The hanger chief stood by  
Then the drumming tone of the motors drone  
Came from the misty sky

The beacon sent its welcome beam  
To the rider in the sky  
He brought her down to the soggy ground  
Up to the hangar light

They swap the mail 'n' shout O.K.!  
Then she roars and lifts her tail  
She's up again in the snow and rain  
On with the westbound mail

The dim blurred lights of a city  
Loom in the space below  
Their work is done, but the mail flies on  
And on through the blinding snow

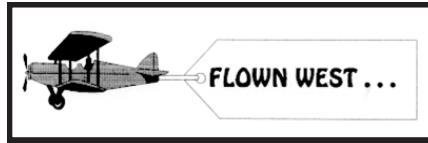
The rain is freezing on her wings  
She seems to feel the weight  
It'll soon be dawn, but she staggers on  
Just hopin' she won't be late

The crystals stick to the windshield  
Formin' a silvery veil  
Icy struts an' a man of guts  
'N' sacks of the westbound mail

Over the peak of a mountain now  
Clear o' the treacherous rime  
Away up there in the cold night air  
Just God an' the mail an' him

His thoughts turn back to a summer's night  
'N' a girl not so long ago  
Who shook her head 'n' firmly said  
As long as you're flying, no

He tried to quit the bloomin' role  
'N' stick to the concrete trail  
But the wish came back for the canvas sack  
'N' the feel of the westbound mail.



*William A. Seaman	May 17, 2010
Clarence R. Cross	June 14, 2010
William R. Knight	June 20, 2010
David B. Peat	June 21, 2010
*Kenneth D. Morrison	June 24, 2010
E. Lee Grude	June 25, 2010
Charles J. Cleaver	June 27, 2010
G. Woody Lynn	July 01, 2010
*James A. Curtis	July 03, 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 (2<sup>nd</sup> Tuesday)—*Harry's Hofbrau*, Redwood City, CA  
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

### Colorado

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

### Florida

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

### Hawaii

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

### Illinois

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

### Nevada

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

### New York

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

### Ohio

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

### Oregon

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

### Washington

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

### Washington D.C.

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