
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

First of all, I would like to thank the people who responded to my convention survey (thirteen of you as of Aug. 16th). You were evenly divided as to continuing the conventions, joining forces with RUAEA, and continuing the cruises. The main reason against conventions was the difficulty of pass travel. Since I will have a captive audience aboard the cruise ship, I will be holding a meeting in order to get their opinions. I will also be polling the Board of Directors as to whether or not to pursue the idea of a convention in 2011. Rich Bouska and I will also be meeting with our travel agent about a cruise in 2012.

My inbox is full of e-mails regarding the ongoing merger talks and the work of the UAL/CAL retirement committee. The committee is in agreement that UAL's retiree pass policy is more favorable than CAL's. Retirees for CAL go to the bottom of the boarding priority list no matter how many years service active employees have accumulated. Other issues that are being addressed are the provisions for emergency travel in case of a death in the family, charges for travel in first, business or coach, baggage fees, and the program of 20% positive space tickets. It is in everyone's interest to present a unified front to the management of the new airline in order to protect what we have achieved over our long careers.

Since I have been very busy with family reunions, golf tournaments, and preparing for the cruise, I will keep this letter short. As you are reading this, Marie and I are probably sitting on our stateroom veranda sipping mimosas' and dining on eggs benedict while watching the coast of Croatia, Turkey or Greece pass by. I will have more to say about our cruise in the next publication. *Ron*

AUGUST EXTRA'S

The following members have generously contributed a "little extra" with their annual dues:

Jamie Bahr, Kendall Baldry, James Barrick, Barry Bickle, Herbert Breivik, Eugene Brown, Jack H Brown, Robert Bos, John Buoy, Curtis Calhoun, Floyd Carley, Robert E Clark, James Cole, David Coppin, Dwight Daley, Raymond Dapp, George Dobison, Thomas Emerson, James Enright, Wayne Erb, Kenneth Ernst, David Fahrenbach, Pat Flanagan, Larry Fritz, Douglas Garrett, Denis Getman, Peter Granata, Robert Gruber, Fred Hayes, William Hays, Ted Henning, Bernard Higgins, Randolph Hinz, Howard Holder, Poss Horton, Sheldon Joyce, Robert F Jones, Jerry Julson, James Kehoe, Ted Keskey, Elaine Kraph, John Krenitsky, Armand LaRocque, William Lindfors, Robert Lingle, Ronald Locken, Russell Marsh, Mike McBride, Thomas McCurdy, Clayton McFarland, Kyran McGowan, McGowan, William Mega, Fritz Meyer, Ken Miller, Truman Miller, Bill Monfort, Edgar J Moore, E J Morrison, Patrick D Murphy, Denny Narog, Robert C Niccolls, James Odonnell, Stanley Olsen, Robert L O'Neill, Raymond Oshea, Hal Osteboe, Raymond Pere, Mike Phillips, Lawrence Pultz, Jack Quigley, John Reed, Lawrence Rooney, Joe Rozic, John Schrandt, Thomas Schroeder, Robert Scott, Michael Severson, Alan Shimer, Hal Sprogis, Alan Stephenson, Steve Stephenson, Ronald Taft, Oliva Tanner, Jerome Thomas, Reginald Toumi, R Turner, Rod Violette, Shirley Warren, Russell Wasser, Page Watson, Dean Weihe, Wayne Weiss, David Westlake, Morris Williams, Paul Whitby, John Wilhelm, David Womacks, Larry D Wright *Thank you!!!*

Do not send money here, letters only, please

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

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

ABOUT THE COVER

Boeing 787 Flies with Spitfires at Farnborough, England

TIME'S A WASTING With The PBGC!!!

By Doug Wilsman

It has become obvious that PBGC is playing games with their final determination letters. RUPBPA (headed by Roger Hall) is advising guys to ask "their personal attorney or financial advisor" what to do. My suggestion would be to investigate what Captain Mike Kelly and his band of fellow warriors have to offer and do it quickly---time's a wasting!

It has taken PBGC five and a half years since the plan terminated to send a trickle of final determination letters out and none of them have gone to the badly wounded who counted on URPBPA for help. If PBGC can just get past Christmas before some group takes them to court they will be home free. Mike Kelly is trying to quickly form a group.

Remember the great brotherhood of pilots who flew for United on May 9th, 1985--- the day I flew my last trip. Captain Bill Powell has sent me a list of 4,265, that his records show, are still surviving in retirement. Below are some estimates by me of how their final determination benefits will compare to the United qualified benefits.

About 43%, who were older than 68 at termination will lose nothing. The next 24%, who retired before 4/12/00, lose about 15%. The next 13%, who retired before 12/30/01, will lose about 30 %. The youngest 20% of our bunch, who retired after 12-30-01, will likely lose 40% to 55%. These numbers are not provided so people can make plans, they are merely to show how few of us are really getting creamed.

PBGC is nickel and dime-ing us in their final determination math. There is a whole list of things. They peg the IRS limits on final average earnings at \$160,000 annually while United used \$163,333. They reverse the order of applying reductions for early retirement and partial lump sum withdrawals for the two most damaged groups above and reduce the final monthly benefits by about \$300 dollars. They increase the monthly deductions for a 50% contingent annuitant.

And they very cleverly are increasing their current benefits with their final determination math by a factor they could easily have included in their current benefit. But mostly there are legal issues that could make the most injured among us partially whole.

Mike Kelly and his fellow warriors are trying to form a group. They need pledges to see if there is enough interest in helping out junior brothers. I have signed a pledge and e-mailed it in and I would like to explain why.

I had a new-hire buddy who lived a few miles downstream from me named Tom Boyle. When we were hired, co-pilots were given starvation wages. The captain's told us that we would soon upgrade so why not pile all the goodies on them. Tom made so much noise at union meetings, they finally raised our pay and it was a good thing ---we were co-pilots for 13 years.

Later in life, we both became council chairmen---Tom once and four times for me---and we did our best to protect the junior guys. I believe our spirit contributed to the pilot group's persona when our careers were ending. The group almost unanimously struck United over new-hire pay rates.

Tom Boyle, God rest his soul, would expect us to remember the spirit of '85. Here's a link to Mike Kelly's web site. UnitedPilotsforJustice.com Make a pledge! *Doug Wilsman* 8-11-2010

A NEW RUPA LUNCHEON GROUP IS BEING FORMED

Tony Passannante and Ron Blash are inviting any retirees in the Portland, OR area to join them in forming a new luncheon group. The inaugural PDX RUPA Luncheon will be held September 15th, 1100 hours at the Macaroni Grill, Clackamas Town Center, 9073 SE Sunnyside Road, Clackamas, OR.

Contact: Tony Passannante, 503-318-7899, hotshotcharley@aol.com
Ron Blash 503-504-5324 rblash@mac.com

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



There is a 2 hour parking limit on the Plaza, but on the north side of the Plaza, behind the Old Barracks, off of 1st St East, is a free parking lot.

If you can make it, contact Jan Wheadon 707-224-3901 janicewheadon@aol.com

Those already signed up are:

Charlie & Mary Adams, Bob & Kathleen Billings, Pat Carnohan, Bob Chaber, Al Fink, Dick Graver, Dick & Carole Hanna, Ernie Henderson, Tony & Jean Horne, Doug Howden, Jim & Bert Irwin, Jim & Carol Brennan, Gary Koverman, Butch Martin, Tom & Ann McGee, Mac McKibben, DG "Mitch" Mitchell, Jerry Nemier, John Reed, Leon & Vicky Scarbrough, B.S. Smith, Bill Smith, Tom & Jane Taber, Bill & Connie Taylor, Jan Wheadon, Larry & Dee Whyman, Larry Wright. *Jan Wheadon & Leon Scarbrough*

LOS ANGELES SOUTH BAY RUPA LUNCHEON

Nice turn out today but no earth shaking news. Mostly discussed old war stories and the new iPhones. After a week of studying I can now turn mine on all by myself. I may have to get some private tutoring from Dick McKay.

Attending were Bill Meyer, Bill Horn, Walt Albright, Gene Gawenda, Trudy Buck, Norm Marchment, Gladys and Don Krueger, Chuck Raphael, Arvi von Nordenflycht, Dick McKay and me.

The holiday luncheon is planned for December 9th at the Hacienda Hotel again. We had good feedback from last years buffet so we will repeat that. We are inviting Clipped Wings, Retired AFA and any active or retired flight attendants. We have had very positive feedback from this. *Rex May*

SAN DIEGO COUNTY RUPA LUNCHEON

Five of us old fogies met as usual on the second Tuesday, August 10. Present were Bob Bowman, Don Trunick, Bill Pauling, and my favorite Captain from the Convair days, Don Kile. Don lives in Phoenix and vacations in the cool country here for a month each summer with his wife Ann. Don, being only a once a year visitor, was a good stimulant for the conversations which went on for almost 2 hours. The five of us commented that with that number, we can all be focused on one conversation at a time. When there are several more guys and sometimes gals present, those of us with hearing problems can just sit and smile whenever anyone else smiles. Those with the problem know what I mean. Pay attention, keep smiling and wonder what the conversation is all about. This month was great. Lots of good talk and laughs.

Recently, Bowman had me registered as the area rep because I am the baby of the group, being only 83 years of age, and he figured I still had the pep to write the monthly report, exhausting job that it is.

Fraternally yours, *Bob Harrell*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our July 21, 2010 luncheon was limited to retirees only. The meeting was held at the Westwood Country Club located in Vienna, Virginia. We had a great time chatting and telling stories in the get-together before the start of the "official" luncheon.

Lunch consisted of a mixed salad followed by crisp deep fried chicken with mashed potatoes and string beans. Dessert consisted of assorted cookies.

After lunch our guest speaker, IADFO Assistant Chief Pilot, James Simons, informed us of some of the changes that have occurred within United Airlines and, to some extent, the industry as a whole. Also discussed were some of the issues and possible remedies to the planned merger of UAL and CAL. Captain Simons' presentation was very interesting. We appreciated his time and effort to keep us informed.

The 32 attendees present were: Bruce Anker, Jon Beckett, John Cerisano, Hal Cockerill, Gary Cook, Gil Coshland, Gene Couvillion, Ed Duffy, Paul Gilson, Jerry Goebel, Bill Golemon, Earl Jackson, Tony Keffer, Fred Keister, John D. King, John E. King, Dave Malone, Frank McKenzie, Lew Meyer, Ed Miller, Truman Miller, Ward O'Brien, Ralph Pasley (Senior Officer Present), Herb Petitt, Bud Ruddy, Bernie Schwartzman, , Joe Soltis, Sim Stidham, Fred Streb, Skip Strickler, E.K. Williams, and our guest speaker Capt. James Simons.

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

We would like to thank Truman Miller who won the 50/50 drawing. After he collected the winnings, he graciously returned one-half of his winnings to the Foundation. This drawing is to benefit the United Pilots Foundation.

Our next scheduled luncheon will be held on Thursday, October 21st, and the location will be the Marco Polo restaurant at 245 Maple Avenue West in Vienna. It will be co-ed. ****Please note that the luncheon will be on a Thursday instead of a Wednesday and the luncheon will be at a new location. **Jon P. Beckett**

DANA POINT RUPA LUNCHEON (July meeting)

Our Group got an early start on the Deck at the Wind and Sea. Actually most of the guys are showing almost 30 minutes before are regular time of 1200.

Maybe we should include a time on the RUPA monthly social calendar. A quick glance at this page (the back cover) shows only Colorado showing a start time.

We usually open the deck with our group ... I will get a group consensus on this... BUT do keep showing up guys! Service began quick with beverages for all and Lunch started at 1200. The staff has new enlarged blue umbrellas for our comfort.

On Deck were: John Arp, Walt Bohl, Bruce Dunkle, Ron Dye, Bob Fuhrmann, John Grant, Rudy Haluza, Jack Healy, Bob McGowan, Jerry Meyer, Al Pregler, Bill Rollins Glen Schwarz, Ted Simmons, and our Anchor man, Joe Udovch.

Glad to see John Arp showing up to our group. John has to travel from Big Bear Lake. Bob Fuhrmann just return from a very "hot" time in Reno - a reunion of ex marine chopper pilots. Ever two years they all gather at different place. I'm sure that their group found ways to stay cool. They had plans to land a couple of choppers on the parking lot by the hotels...but with recent incidents elsewhere where some onlookers were injured by branches being blown into the onlookers, this was canceled. Good time was had by all.

I got a call from Don McDermott on 'Jingles the Clown'. Bill Tishler, "Jingles" asked Don fly with him several times, including Jingles last trip which was in 1979. Bill was a character and enjoyed playing the clown. He even carried an extra bag that contained his clown suit and make up. On some of his layovers he even found time to entertain. He also very good at entertaining the passengers on Ch 9. Don did say he was also a very good pilot. Bill was an active member of the Shriners according to Bob Tanons of SEA area.

I got a letter from Leon Scarbrough, RUPA Sec/T, asking that members, when sending your renewal for RUPANEWS, (**now \$25**), to include their date of hire with UAL - D/M/Y. Regards, **Ted**

DANA POINT RUPA LUNCHEON (August meeting)

Beautiful day in the harbor for our luncheon. We took a half an hour to get started on our lunch... by our choice. Seemed like everyone wanted to visit. Lunch became incidental. Lots of good service and food was brought quickly. Our group was a little lighter, which led to more visiting. On deck were: Park Ames, Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Rick Hoefler, Al Pregler, Bill Rolling, Ted Simmons, Bill Stewart, Joe Udovch, and Richard Jones. Good to see Richard from the 'village' of Seaside CA. He said he will be back and will bring along Geno Salegui from the same village next time.

Carlos reported that he visited with Tony Testa. Tony is doing OK and is open to phone calls. Bill said he's going to do a courageous thing and take his wife to Maui...standby on UAL! Along the same line, I bought my first ticket to ATL from SNA... with the help of some credit card mileage. A very great story was told about one of our members (absent today), who when he was working for Air Lux flew a bunch of cattle to Moscow from Berlin. One of the problems they had was, who was responsible for the clean-up of the a/c before leaving town. It was in the Moscow newspaper! Have to get the full story from the Pilot involved when he shows up at our next meeting. Rusty Aimer checked in by phone, said he has a new job with Jet-Suite Air, a Long Beach based Part 135 operator that uses new Embraer EMB-500 (Phenom 100). He has to drive to SNA to start his trips. Sounds good Rusty even if you have to miss a few RUPA meetings.

One of our RUPA regulars, Ed Judd, will be missed at our luncheons. He took his final flight west, and will be missed by all.

Ed had an accident with his Baron at the Oceanside airport which took his life. OCN is an uncontrolled airport with a 2,800 ft single runway. It is located just a short distance east inland from I-5 and the ocean.

Ed was retired from United Airlines where he had racked up 40,000 plus hours. His career at United started in DC-2s and ended as a senior captain flying 747s. Ed was 83 years old, in good health and was mentally "as sharp as a tack". He volunteered his time and his aircraft to support the DEA and the CAPA.

A unofficial report follows; "At the time of the accident (approx 11AM Tues 27 July), winds at the airport were calm and Ed was using Runway 6 for his departure. Dan and one of the One-Stop guys watched the entire flight from run-up to "smoking hole" and said that the engines sounded normal during the run-up and initial take-off roll. Rotation and lift-off were normal and occurred using about 30 - 40% of the available runway. Shortly after lift-off and about ten or fifteen feet in the air, one of the engines started surging. At this point the airplane yawed to the right, stopped climbing and was headed directly at the old hangar rows. As it neared the hangars, there was a correction and the aircraft began to turn left. It flew over the hangars by only a few feet and was noticeably "mushing" as it continued east. It then barely cleared trees, wires and other obstacles east of the airport and looked like the pilot was attempting to land on the 76. One observer stated that the landing gear retracted as the aircraft left the airport perimeter. Several observers stated that it appeared as though the pilot abandoned the 76 "option" and began a gentle right turn, then stalled, dropped the right wing and entered into a steep decent. The aircraft hit hard in a very small field avoiding a school and condos. He was without a doubt killed instantly. Within one or two seconds of impact the aircraft exploded into flames."

A memorial was had at Cypress Shore Park in San Clemente, a beautiful private park next to the ocean. The ceremony was interrupted by fly-by's of P-51, P-38 and several passes (with smoke), by a T-6. A great tribute to a pilot who has 'Flown West'. All for now, **Ted**

Hi Ted, we will be happy to add your meeting time on the last page. Everyone else please let us know if you want the same. ED)



AN UPDATE ON THE POSITION OF UA/CO RETIREE GROUPS CONCERNING TRAVEL BENEFITS AFTER THE MERGER

From RUAEA Midwest Regional Director Helen Cauwels 08/16/2010

Hi All, I wanted to bring you all up to date with some of the merger activity. With the retiree organizations the utmost concern at this time is the Travel Program. There have been numerous-numerous emails between the four retiree groups. Our 'new friends' with the Continental retirees have found it hard to believe that United's program works the way it does. Especially, the fact that retirees with 25 years or more of service have a higher boarding priority. Mort Wax has done an excellent job of communicating the how and why our program not only works but is desirable. I have included a couple of his remarks, which I think he has expressed eloquently.

This was in response to many questions from the Continental folks:

I propose to you that the overriding principle to our justification for our common consensus be that of FAIRNESS. In my mind, achievement of FAIRNESS to all will be accomplished by acceptance of but three words --- SENIORITY -- SENIORITY -- SENIORITY! These are essentially the elements on which the UA program is currently based. What the UA program accomplishes is elimination of "class" (I.e. Management vs. Others; retiree vs. Active; "special" considerations) distinctions and acceptance of what most will accept -- seniority based upon length of service whether active or retiree. We can argue about the niceties of changing the service charge specifications or enhancing emergency travel provisions or, even, eliminating the higher (BP-6B) boarding priority which more than 25 year service retirees have for domestic travel, but if the integrated program is based on seniority all else will fall into place. (Incidentally, International travel for senior retirees is based on the same Priority code as actives enjoy, but boarding within that code (BP-8A) is by seniority. Personally, any active who enjoys a date of employment earlier than my 7/23/53 date is welcome to a seat ahead of me. And that, my friend, is the beauty of the seniority based program.)


Bill, I think your reaching out for contact with senior CO management is a welcome and important facet of our presentations to senior management. The relationships which RUAEA has built through Tolle's efforts with senior UA leadership and which have been accomplished through all participants efforts on the Travel Benefits Policy Committee have been extremely productive. I submit to you that an equally important "reach out" would be to the unions (ALPA, AFA, IAM, or others) and any other groups representing CO active employees to bring them into agreement with our consensus position. Our joint retiree consensus position is identical to the consensus position for UA folks, both active and retiree. If it wasn't for the support of the union representatives on UA's Travel Benefits Policy Committee, it is problematic that our seniority based system would be based only upon retiree desires. I understand your concern that "there will also be those at UAL who will recognize this as a good chance to end all that preferential treatment of the old farts" but my associates on the Committee recognize the program as being fairly based on seniority and not one which gives any particular preference to retirees. In my mind it would/should not be difficult to have the CO actives folk, particularly union members, agree upon the overriding principle of "seniority rules" since that principle is a mainstay of their operating structure. If this can be accomplished, the leverage of a joint position of most, if not all, CO and UA actives and retirees cannot be overemphasized.

This emphasized the fact that our position has been passed on to the Travel Committee and other members not only agree with that position but communicated that to United senior management and the integration committee.

Bill, as previously communicated, I confirm that at its 6/16/10 conference call meeting, Travel Benefits Policy Committee members representing all active and retired UA employees endorsed retention of the existing UA program "status quo". Committee members come from senior members of ALPA, AFA, IAM, Dispatchers and Professional Engineer Unions as well as me, representing RUAEA, and is chaired by Pat Reid, UA Staff Consultant for the activity. That opinion has been communicated to UA's senior leadership as well as to the consultation of the joint UA/CO integration committee already meeting on travel policy. As such, the Committee adopted what is now our common voice before our joint retiree conversations reached that position.

TREASURE COAST SUNBIRD LUNCHEON

Our August 10th Luncheon was held at Shrimpers once again and ONCE AGAIN we all had a GR8 time with lots of good food, conversation and STORY TELLING. This was a very special Luncheon for our Stuart Group because we were fortunate enough to have three (3) of our UAL Pilot buddies come up to join us from the FLL/PMP group. As you might know, the drive involved was over an hour in each direction and we want to THANK (Big Time) Ed Wheeler, Jerry Bradley and Ham Oldham for dedicating parts of their morning and afternoon to come up and join us. THANK GUYS, we certainly do appreciate it and it's my goal to get a few of our Treasure Coast guys to come down and see you a few times during the SEASON and visit you at your monthly Luncheon(s) in Pompano.

In addition to Ed, Jerry and Ham, we had 8 of our Stuart area guys there as well. They were: Jack Boisseau, Ted Osinski, Bill Northup (thank you Bill for providing the beautiful FREE  Aviation Print copy to each of us), Skip La Rocque, Dick Starita, Paul Andes, Del Gartner and myself, Bob Langevin. As you can see, in spite of the fact that this is So. Florida's OFF-SEASON.....we did quite well with the # of guys that we had attending. The WX wasn't the greatest but the viewing of Manatee Pocket from inside of Shrimpers was terrific, the food was GR8 and the service was fine as well. Our guys seem to REALLY like Shrimpers so far, but we are always keeping our eyes open for other places to evaluate as well. We want to make sure that we get it RIGHT in selecting a new permanent location to replace our long stand-by, Mariner Sands CC. NOT AN EASY TASK after so many long and wonderful years.

Our September Luncheon would normally be on Tuesday, Sept. 14th, however there is a CHANCE that we might change it to the 3rd Tuesday of the month - September 21st - for this one month ONLY. At the time of this writing, we are not sure. So, if you are from out of town and think that you might want to attend, please contact me at BobL34997@aol.com or 772-219-0905. At that point, I should know more and be able to tell you what has been decided. Of course, I'll be in communication with our Treasure Coast Members by email so that they will know what is going on in plenty of time to make their plans.

Thanks guys and hope that everyone is having a SAFE and happy Summer along with lots of good health as well. *Bob Langevin*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The August, 2010 luncheon gathering of the North Bay RUPA group was held, as usual, on the first Wednesday of the month, August 4th, in the Petaluma Sheraton's Tolay Room. There were few "unable to attend" call-ins noted, however the report from Rick "Norton I" Saber that missing regular, Bob Grammar was currently enroute from Oshkosh, (Home of The Air show).to Sturges, (home of the famous/infamous Harley Davidson motorcycle rally) did liven the conversation a bit!..(The group is anticipating some interesting tales when Bob returns!)

Bill Greene gave a report on the upcoming, (August 21/22) air show to be held at Sonoma County Airport, and it was noted that by becoming a member, you get free admission.

A reminder of the upcoming "Guppy Gathering", to be held September 29th, from 11am to 3pm, at the Northeast corner of the Sonoma Plaza Park was given..(contact Jan Wheadon, 707 224 3901 or email her at janicewheadon@aol.com) This event is held on occasion as a "family reunion" for those who flew the 737 on the west coast, both pilots, F/A's, and ground crews..(Having flown the "Modesto Mauler" is not a requirement to attend).

Health and Welfare Chairman George Hise gave his report, with a warning hand-out, that while sensible drinking can reduce the risk of a stroke, the use of tobacco can cancel any health benefits!

Other handouts were some aviation memorabilia, the message from the "United Pilots For Justice", regarding the PBGC actions, and an old seniority list.

A discussion was held as to whether the group desires to have speakers on occasion, or not. We have some excellent aviation sources in the area, however, our current location, in the main dining area, is difficult acoustically. Some discussion with the hotel mgt is underway.

Attending were: Tom and Joyce Grey, Ken and Shirley Corbin, Gary Davis, Bill Greene, Larry Whyman, Rick "Norton I" Saber, Bill Smith, Gardner Bride, Leon Scarbrough, Jim Mansfield, Dick Smith, Dwight Daley, Bill McGuire, Jules Lepkowsky, Norm DeBack, Deke and Merle Holman, Dick Lammerding, J.R. Hastings, Dick Hanna, George Hise, and Bob Donegan.

THE CLEVELAND CRAZIES

The August meeting of the Cleveland Crazies took place as usual at TJ's restaurant in Wooster. Our brilliant leader was absent today, but he elected Don Karaiskos to the post. Don took over the post and lead us through the meeting. This seemed like a natural selection, because he is the senior member of our group, having reached the tender age of 80 this month. Beautiful weather resulted in fewer members showing up, but our small number made the usual great noise.

Having returned from Scotland, Ed Griffith briefed us on his trip and his golfing experiences in that country, plus attending the British open as expected. He thoroughly enjoyed his time in Scotland and indicated he would be pleased to return anytime. He found the people there to be very friendly and our Scotsman, Bill Christie, seconded that information, indicating his love of Scotland.

After lunch, Ken Wheeler held court with his collection of jokes causing many rounds of laughter. Others attending were Joe Getz, Dorothy Christie, Jim and Monica Burill, and your "assigned" scribe, *Dick Orr*

MONTEREY PENINSULA RUPA LUNCH BUNCH (July Luncheon)

The Monterey Gaggle happened on Monday, July 12th at Edgar's (Quail Lodge) in Carmel Valley. Our lead Geezerette (Phyllis Cleveland, who has a town in Ohio named after her) was absent so we wandered around totally lost, forced to drink wine and beer without her.

Congratulations are in order to Phyllis for landing a new job in this difficult jobless environment (the MRY Group is looking for a creative way to "adjust" our monthly meeting time to accommodate her new work schedule).

Anyway, it was a good meeting, lots of discussion about golf and Tiger Woods, the "Open" (whatever that is) and Tiger Woods. The Marines in our group kept saying "huh?" See, we know how to have fun down here in Monterey!

Here's the list of attendees, mostly golfers: Tiger Woods (just kidding), Barry Nelson, Mary Alice Gifford, Robert Gifford, Phil McLain, Lee Casey, Paul & Brigitte Olson, Diane Ellis, Brett Morris, Milt Jines, John & Carol Houston, Pete & Donna Walmsley, Connie & Beth Ege, Carlos Quintana, Dave & Mary Lou Mackie. Clint Eastwood couldn't make it. *Milt Jines*

MONTEREY PENINSULA RUPA LUNCH BUNCH (August Luncheon)

We had a good turnout with 18 attendees. Pete and Donna Walmsley, Lee Casey, Filex Isherwood, Phil McLain, Robert and Mary Alice Gifford, Jon and Jane Rowbottom, Dave and Mary Lou Mackie, Diane and Jack Emerson, Connie and Beth Ege, Will and Fran Blomgren, and Barrie Nelson.

Tim, the F&B guy, got it right this time. We had Sam as our server, and it all went well. They had one long table set up for 22 so we could all sit together.

Some highlights: Lots of pilot stories, good food, a joke or two, and a good time was had by all.

Pete Walmsley



THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had 34 attend our August Luncheon, and two new attendees joined our group. Bill Hartman, who flew the DC3 for many years after his retirement, one of which was the Otis Spunkmeyer aircraft. The second person was Art Shatlock, who used to be in charge of the printing shop at the Maintenance Base, and printed the first RUPA publication and many more after that for free.

There was some talk about the September RUPA Cruise and what might happen to our retiree travel benefits after the merger.

Bob Ahrens, Floyd & Charlene Alfson, Rich & Georgia Bouska, Ken Breitschopf, Bob & Burkie Callaghan, Bob & Roz Clinton, Rich & Cindy Erhardt, Carol Gillett, Bill Harman, Dick & Jeri Johnson, Howie & Pat Jundt, Tom Kirby, Bob Lynch, Bessie McEachern, George Mendonca, Bob, Dee & Craig Norris, Walt & Mary Ramseur, Norm & Connie Rupp, Art Shatlock, Cleve Spring, Jim Taylor, Gene & Carol Walter.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be September, 8 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

AIRLINE JOBS HITTING TURBULENCE

By Samantha Bomkamp, The Associated Press

The last two recessions and the Sept. 11, 2001, terrorist attacks have taken their toll on the U.S. airline industry, with one out of every four employees let go. US carriers have slashed employment for two years straight.

U.S airlines have cut jobs for two straight years, the government said Wednesday, as accelerating layoffs and outsourcing sped up a downward slide that started in 2001.

The industry has now lost one of every four U.S. employees it had a decade ago - before the last two recessions and the Sept. 11 attacks.

The Bureau of Transportation Statistics said the level of U.S. airline employment in June was the second-lowest in 20 years.

In that same time period, annual passenger traffic has jumped about 65 percent.

Job losses at U.S. airlines have picked up since 2008 because the recession forced carriers to cut thousands of jobs here and ship more overseas. The industry has lost 54,000 jobs, or 16 percent of its work force, in the last two years.

Faced first with soaring fuel costs and then a slump in travel demand between 2007 and 2009, airlines dropped routes that weren't profitable. For passengers, there are fewer flights to choose from, so planes are more full. Diminishing staff and fuller flights are adding to the stress among flight attendants, pilots and other workers.

The April-June period was financially the best for U.S. airlines in three years, as the combination of fewer seats and more travelers allows them to raise fares.

So far, they've resisted the temptation to boost their fleets at the first hints of improving demand. That's good for the airlines' bottom lines, but also evidence that hiring will continue to be slow-going.

Instead of hiring, U.S. airlines are building up cash reserves and looking for a continued increase in passenger numbers and more than one quarter of profits before they boost their ranks.

That echoes what's happening in other industries. U.S. company job openings overall fell for the second straight month in June, a sign that hiring isn't likely to pick up in the coming months.



Wit and Wisdom from Military Manuals, etc.

"Cluster bombing from B-52s is very, very accurate. The bombs are guaranteed always to hit the ground." - *USAF Ammo Troop*

HELP WANTED

Do you like computers, email and web surfing!

THIS IS FOR YOU!!

NO RESUME' REQUIRED.

Cleve and Bruce are retiring – for good this time!! So, the *RUPANEWS* is in need of a new EDITOR. Your first issue would be the February 2011 issue. Technical skills are now very simple, really just familiarity with Microsoft Word, email, and the internet. *Apple* addicts are most welcome, too!! The layouts will be done “off-site” by a professional; printing and mailing are under contract, so the editor will have ample time to exercise his/her creative skills. Email or call Cleve or Bruce if interested. It is easier to explain on the telephone than write about. Our personal support will always be available. (*Ok! OK!! Not quite 24/7!*)

Cleve has served RUPA for 17 years, since 1993, a year after he retired at age 60. He took on the job of Sec/T. Little did he know that he would move RUPA from paper files to Computers? After “retiring” from the Sec/T job he found that he was anointed as the only “candidate” for a suddenly vacant V/P slot. He was voted in unanimously by the BOD! That was followed by the “mandatory” term as President. “Retirement” was not to be. “*The Lone Ranger*”, Cleve, with his faithful companion “*Tonto*”, Bruce, took on the task of Co-editing and laying out the *RUPANEWS* in March, 2009.

Bruce remained an active Flight Officer until age 65 ½. He became “Tonto”, having been “coerced” into accepting an “unwilling” J volunteer job with RUPA in 1997, several months before he retired. During those 13 years, he authored the RUPA website which went on-line in Feb 1998, remaining as webmaster until December, 2005. Since then he has been Sec/T and now Co-Editor.

Cleve and Bruce have worked in close harmony since 1997, and were responsible for the “computerization” of RUPA to its current, state-of-the-art, all digital form. In his spare time, Cleve also ran the monthly “Folding & Stuffing” sessions until the recent transition to a Denver mailing service. While filling these RUPA positions, both also worked closely with Jock Savage on the *RUPANEWS* since the days of our “Folded and Stuffed” mimeograph copies. Together, this dedicated “triumvirate” moved *RUPANEWS* from the early days of “Cut & Paste” to its current, state of the art digital format.

The Captain Jason Dahl Scholarship Fund

Captain Jason Dahl was at the controls of United Flight 93 on Sept 11th 2001 and was one of the first to give his life in a valiant attempt to protect the customers and crew of his aircraft. Almost immediately a 501-3C scholarship fund was started in his name to financially assist young men and women who seek a career in aviation. Currently the fund awards two \$5000 aviation scholarships annually – one to Jason Dahl’s alma mater San Jose State University and one to Metro State University in Denver, Colorado. The Dahl Fund has plans to offer scholarships on a national basis. We are asking for your support. Please give us the opportunity to provide more scholarships in the coming years. Visit <http://dahlfund.org/> and you can read more details about Capt Dahl and the scholarship fund. Donations can be made on the web-site via PayPal or by check mailed directly. You can help young aviators achieve their dreams. Please contact:

The Captain Jason Dahl Scholarship Fund Email: pilotddd@aol.com

Address: 9956 West Remington Place Unit A-10 Suite 93 Littleton, CO 80128 phone: 360-239-2458



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The “Electronic Flying Era” began in the late 1920s. Boeing Air Transport had placed 30 radio transmitters along its routes between Seattle & Los Angeles and Oakland & Chicago to communicate by voice with its pilots. In clear weather pilots held their courses by following flashing-light beacons placed at 25 mile intervals, however in bad weather the pilots had to fly below the clouds to see the beacons.

Pacific Air Transport pilot J. R. “Russ” Cunningham argued that if pilots could follow the radio signals from the transmitters, they could fly above the clouds and avoid dangerous terrain.

One New Year’s Eve while Cunningham was flying a passenger-less Boeing 40-B from Seattle to Medford, a storm developed over Oregon. He climbed above the clouds, flying by compass but checking his direction by the strength of the radio signals from below.

At 12,000 feet he picked up a load of ice and rapidly lost altitude. At 6,000 feet, he was nearing Medford and he knew he would not make it over the mountains. On the way down he continued talking to the station in Medford telling the operator, “Keep on talking to me, Keep talking to me”.

What Cunningham was trying to do was determine the direction to Medford.

He “pan-caked” the 40B into a mountainside and slid through the snow into a tree. He was uninjured and the plane was not too seriously damaged so he continued to sit in the cockpit listening to the radio signals and determined the direction to Medford. The next morning he set out walking and came upon an unoccupied farmhouse where he “borrowed” an old car from a shed and drove to Medford Airport.

Before long “riding-the-beam” became routine for air transport pilots. When the radio-transmitters were re-equipped with directional beams, following “dot-dashes” or “dash-dots” became the SOP.

Ninety-five percent of the time the directional beam system worked fine but during the other five percent, static crackled in the pilot’s earphones disrupting voices and radio signals, often drowning them out completely. Nearly all crashes came in this five-percent “nightmare time”. *By Marvin Berryman*

The following was received as a letter from Capt. Keith L. McCormick, Esq. (UAL 1969-2007). We felt it was better an article about RUPA and the impact of history on our Association. It is unedited.

WITHER GOETH RUPA?

Dear Cleve and Bruce,

I do have some comments that I would like you to consider publishing in the RUPA news. I apologize in advance for some critical thinking that some readers will not appreciate. Please do not shoot the messenger.

Many articles in the *RUPANEWS* reflect on good memories during a career at United Airlines. I always look at the date the author retired from UAL to get a sense of their memories. Most of the authors I do not recognize because they retired very early in my 39 year career. I should be so lucky to live to 90 years of age.

For RUPA to be a successful organization in the future, the organization will need to have the robust support and involvement of many of the retirees leaving UAL in the mid-2000s. Very few of the article contributors are from the 300+/year retirees from United during the post 2003 period. Why is this? And remember, there will be no retirees, other than probably medicals, between December 2007 and December 2012 because of the age-60 rule. What will these numbers do to the RUPA membership and RUPA health over the next few years?

United Airlines in the last 10 years has not been the United Airlines many of us knew and loved. The respect for junior members of the pilot ranks was fractured around 2004 and later. Remember in the 1980s when the senior pilots supported a strike at UAL to protect the junior pilots? No more. In the 2000s, the UAL bankruptcy, pension termination, and age-60 rule changed the dynamics between the two groups. The senior pilots wanted to stay past 60 (because of loss of pension and give backs) while the junior pilots wanted the age 60 pilots to give them their rightful position in the left seat by leaving at age-60.

The more numerous junior pilots held the political power during the mid-2000s. The senior pilots were in the minority because little hiring was done at UAL from 1970-1984. The \$550 million bond negotiated to replace the lost pension was skewed in favor of the junior pilots who held the political power. Seeking to correct this imbalance, the senior group instituted the much publicized, but successful, lawsuit against ALPA and the junior pilots that heightened the chasm between the groups. As a result, the retired UAL pilots are considered blight to the majority of existing UAL pilots. The future does not bode well for RUPA to capture this UAL group within retirements start again in late 2012.

Additionally, many of the pilots forced to retire during this time by the age-60 rule are still working after their UAL career. Of course, not all pilots are working but many from this group have no choice. Some are even practicing law (sic). Many recently retired UALers are forced to fly for international carriers outside the borders of the United States. Many recently retired UALers are flying corporate jets in foreign countries or the United States. Many are working at other jobs just to make ends meet. Many have been required to drastically reduce their standard of living having no skills other than flying airplanes in an awful economy. This UAL retirement group is forced to work because their pension from UAL was chopped by the PBGC up to 80% of what they were expecting at age 60 retirements and recovery from the loss was not possible because of the age-60 rule.

I am sure that many RUPA members, being over the age of 68 at the time of PBGC calculations, received reductions in their existing pensions by the PBGC. That is bad enough! Because the PBGC reduced the pensions of the recently retired UAL age-60 pilots (between 2004 and 2008) to reflect the retirement at age 60, these retired pilots, by and large, need to be identified and encouraged to participate in the RUPA organization for the long-term health of the organization.

Add to the above loss the fact there are (effectively) no pilot retirements between 2007 and 2012 (another 1,500 potential RUPA members), the demographics of this may place RUPA in a non-recoverable slide with participation only by a dwindling number of aged members. Remember the Retired Capital Airlines Pilots organization? RUPA must deal with the upcoming "lost decade" of potential members or it may wither away. Unless an effort is extended to make participation in RUPA worthwhile and invite these disadvantaged retired pilots to participate in RUPA, I fear the heritage of good memories of working at UAL before

retirement will be lost like storytelling about sailing ships and locomotives.

Capt. Keith L. McCormick, Esq. (UAL 1969-2007)

AN EDITORS ADDED THOUGHTS by Bruce McLeod

I would like you to know that my co-editor, Cleve, has been tasked with ensuring that the following is accurate, non-partisan and offends no one. Hopefully, all readers will take this as a narrative and not a "position paper."

"The retired UAL pilots are considered blight to the majority of existing UAL pilots. I am writing this TO that "majority of existing UAL Pilots."

Captain McCormick's article is indeed very interesting and chronicles a series of more recent events affecting active pilots that forecast a dire future for RUPA. I truly hope that history will prove him wrong. Remember, RUPA was founded in 1963, and there have been many events during the membership's active employment time, in the UAL/ALPA history that have strained the "bonds of brotherhood", as exemplified by the members of RUPA. I will throw a few of those contentious moments on the table just as reminders.

In 1963 there was the United – Capital Merger. The contract merger of the two pilot groups failed to promote good relations between all participants. That is stating it mildly. The Capital pilots felt severely abused by the merger, but many ex-Capital, now retired United pilots are active, involved members of RUPA who work for the common good in spite of past differences.

In the later 60's and thru the 70's there just were a few things that pressured UAL Pilots. The executive leadership of the Airline industry passed from the hands of "airline people" to "others". UAL went into the hotel business and became "Allegis" (?). The hotels "took-over" peopled by CEOs Edward Carlson and his protégé, Richard Ferris. Under his corporate stewardship, ALPA presented the "Blue Skies" contract to the pilots. Major split, and in the aftermath, few pilots would admit voting yes, even as it passed! Don't forget "Deregulation" – seems to currently be some second thoughts in the industry and in financial circles??

Gradually UAL and the Airline industry went into decline and employee morale suffered. Number 6000 on the Pilots Seniority list became "somewhat unpopular".

There was a period of furlough, for some as long as 7 years. Not a good time for them. They finally came back to work. Their successful effort to have "Date of hire" and not "Years of active service" count for pension longevity did not endear them to all the then active pilots.

The 1980's brought us to the proposed "B-Scale" and our successful strike. Hard feelings remain for many. Regrettably many long standing friendships ended. Post strike had many confrontations in the cockpit, on the aircraft and, post flight, in the office. "Anger Management" had not been invented.

The UAL pilots tried to purchase United Airlines in 1987. It failed. There was acrimony on both sides. Then, some financial pundits believe that was the cause of the stock market crash in '87. Finger pointing and divided loyalties caused more upset between advocates on both sides.

Along the way there was the career S/O's, and the FAA allowing them to work past 60. Oops! HERPES!! Then retiring pilots, Captains and First Officers were allowed to remain on the property past 60.

Lawsuits were filed by "aggrieved parties" resulted in the removal of discrimination in hiring practices on age limit, ethnic minorities and female pilots. It seemed everyone had a pro or con position on about everything. Maybe "The Law" had spoken, but not everyone agreed.

The 90's brought us the ESOP. A few made out OK, many lost their shirts. There seems to be a lingering resentment of those who "survived" by a few of those who lost most, if not all.

Then 9-11. Our worlds, active employee and retiree have been in chaos since. Active pilots have had an unbelievable readjustment in their jobs. We retirees have had only to survive.

As United fell into Chapter 11, ALPA reversed its historical position that once a member of ALPA, always a member of ALPA. Our numbers, in the thousands, were always quoted when ALPA needed strength in numbers. In the bankruptcy court, ALPA disavowed us and we became effectively "disenfranchised". We remain so as a group, except we individually now fall under RUAEA, recognized to represent all United Air-

line retirees. So ends my “history lesson.”

A few observations:

This “majority of existing UAL Pilots” group seems to forget that “*The purpose of this organization is to enhance the welfare of and to maintain the friendships and association of its members.*” This is a strictly social association. Our efforts “to enhance the welfare” of the membership is very much limited to information dissemination of use to retirees. To “maintain the friendships and association of its members” RUPA must refrain from entertaining divisive opinions on any subject.

There has always been a “division” between junior and senior pilots. Senior pilots always endeavored to “enhance their retirement/pension packets” while the junior pilots wanted what was “rightfully theirs” NOW! It was/is always a matter of perspective and a fact of life, but we all amicably lived with it – usually.

A truism. This is a profession that rewards one for being in the right place at the right time. Much depends on age. Some were born at the right time, some were not. If you were not, blame your parents, not those who were. It’s not their fault!

(When we were junior, we encouraged our Captains to ride motorcycles and go hang-gliding.)

When a pilot retires he has two choices:

- 1) Carry your preretirement dissatisfactions to the grave; not too many will willingly accompany you, or
- 2) Accept the fact that it’s over, there is nothing to be done, forget the disappointments, embrace the future, get on with life, cherish every moment. You only come this way once.

RUPA does send all newly retired pilots the *RUPANEWS* free for three months and then a formal letter inviting them to join its ranks. There has never been more than 53% accept our invitation and join in any one year.

Final thought, I have yet to hear of a RUPA member being lonely for long. There is always at least one other retiree nearby. RUPA helps make that connection.

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I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

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Capital Airlines is recalled fondly in this 2004 Article

By Michael A. Fuoco, Pittsburgh Post-Gazette September, 2004

The airline with strong ties to the Pittsburgh region disappeared from the skies and the public's consciousness when suffocating debt and stiff competition from lower-cost carriers proved to be its undoing. That's not a prediction but history. The year was 1961 and the carrier's name was Capital Airlines, although there are a few similarities with the precarious position US Airways finds itself in nowadays.

Twenty years after Capital was purchased by United and ceased to be, it had a Phoenix-like resurrection, although in name only. In 1981, at the urging of Capt. Chuck Beatley, former employees formed the Capital Airlines Association as a way to keep up with each other and to preserve the memory of Capital, which by all accounts was a good place to work.

The name disappeared again when the association was disbanded at the end of 2004 because there were not enough dues income to maintain the association office, and the membership became to elderly ranging from 65 to 101 years of age. "Its finances and age," said Peg Frank, treasurer and manager of the association's office in Annandale, VA. A problem exacerbated because those 80 and older did not have to pay. And as for the membership of about 1,500, some would have difficulty traveling long distances. Nevertheless, around 700 members and guests gathered at the last annual picnic in Alexandria, VA.

"It's very sad. I thought I would go before it went," said member Thomas Teets. He began his aviation career in ramp service at the Allegheny County Airport in 1944 for PCA, a merger of the Pennsylvania Airlines and Central Airlines that immediately preceded the name change to Capital, to reflect its headquarters move to the new National Airport in Washington, D.C. "It was a real kick in butt when we merged," Teets recalled. "For a lot of people, Capital was their first job, they grew up with the airline. We hated to see it go. That's one reason we've stuck together for so long." After having served in a number of capacities, he retired from United in 1982, the year after it bought Capital. Teets, 76, said he would have loved to have attended the last reunion but some health problems prevent it.

In explaining long-ago employees being so dedicated to the memory of an employer and of working with each other, Teets said it had to do with how young the aviation business was then. Capital's pilots were the old barnstormers and there was adventure in pioneering aviation, such as Capital's "Super Plane of Tomorrow," a DC-4 in 1946, and by bringing jet power to commercial aviation by purchasing the British-made Viscount in 1953.

Marie Dillen of Bethel Park can talk about how Capital employees saw themselves as a family because she saw it firsthand when her first husband, Dan Reid, who worked in Capital's offices, died at the age of 31, leaving her a widowed mother of a 5-year-old. "They made arrangements and looked after me and my son," she recalled. And then, they pitched in and sent her and her son to the former Biltmore Hotel in Los Angeles for a month's vacation, a chance to get away from their loss, if only by location. Moreover, Capital executives told her she could keep the benefit of being able to fly with a buddy pass even if she got married again, which she did. "It was geared toward the employees," she said of Capital. "They kept in touch with me to find out how my son and I were doing and that was the thing that amazed me. It was very nice. For many years, we got Christmas cards."

Capital had its beginnings in McKeesport where Clifford A. Ball, an automobile dealer, founded the airline. Ball used his controlling interest in Bettis Field and the payment to him of seven Waco 9 biplanes as a reimbursement for unpaid storage charges. Ball secured a contract airmail route between Pittsburgh and Cleveland.

While mail was the first commercial use of aircraft, Ball was among those pioneers who recognized the potential of transporting people at reasonable rates.



In 1930, Ball sold his interest in the airline and its name was changed to Pennsylvania Airlines. That airline merged with its once fierce competitor Central Airlines to form Pennsylvania-Central Airlines. The newly merged PCA moved its headquarters to the privately owned Washington-Hoover Airport and changed its name to Capital to reflect that. It moved to National Airport when it opened for business in 1941.

Among Capital's influences on air travel were creating coach class by flying "Nighthawk" flights when the planes were not being used. Customers could expect no meals but the cost was only a few dollars more than doing so by train, and was a lot quicker.

WHAT EVER HAPPENED TO “*Fly the Friendly Skies?*”

United adopted a red, white and blue shield logo in 1936, but its use varied widely and was eventually abandoned altogether in the early 1970s. In 1974, the airline commissioned designer, Saul Bass, to develop a new logo. The "tulip" logo of colored stripes representing overlapping letter "U"s remains in use today with only slight modification. United's grey livery featured the words "Worldwide Service" near the front of the aircraft.

The early slogan "The Main Line Airway," emphasizing its signature New York-Chicago-San Francisco route, was replaced in 1965 with "Fly the Friendly Skies." The "friendly skies" tagline was used until 1996. The current slogan and ad campaign since 2004, is "It's time to fly." Other United Slogans include:

"The Great White Way to New York" (1971-1972)

"The Friendly Skies of your land" (also known as "Mother Country", 1972-1976)

"You're the boss" (1976-1977), "United we fly" (1977-1978)

"That's what friendly skies are all about" (1980)

"You're not just flying, you're flying the Friendly Skies" (mid 1980s)

"From the ground up, rededicated to giving you the service you deserve. Come fly the friendly skies" (Late 1980s)

"Come fly the airline that's uniting the world. Come fly the Friendly Skies" (late 1980s)

"Come fly our Friendly Skies" (The early ESOP years)

"United is Rising" during the late 1990s

"Come fly Chicago's hometown airline. Come fly the friendly skies."

"Feel United ... Be United ... Worlds United ... Stay United ... United" ^[81] (the late 1990s)

"It's important for the human race to stay United"

"Life is a journey - travel it well; United"

"We Are United" following the September 11 incident

"Relax, Stretch Out" with the rollout of EconomyPlus

"It's time to fly" for the animated commercials (voiced over by Robert Redford), banners, and magazine advertisements of the campaign first unveiled during Super Bowl XXXVIII. (2004 - present). The campaign was reintroduced in August 2008 when United premiered five new TV commercials during the 2008 Summer Olympic Games.

"Let's fly together." Introduced with the United-Continental merger in the second quarter of 2010.

United's theme song is George Gershwin's 1924 "Rhapsody in Blue", which it licensed from Gershwin's estate for \$500,000 in 1976. "Rhapsody" would have entered the public domain in 2000, but the Sonny Bono Copyright Term Extension Act of 1998 extended its copyright another 20 years.

**I was always taught to respect my elders.
Now I don't have anyone to respect.**



A CENTURY AGO

This will boggle your mind! The year is 1909, over one hundred years ago. What a difference a century makes! Here are some statistics for the Year 1909:

The average life expectancy was 47 years.
Fuel for this car was sold in drug stores only.

Only 14 percent of the homes had a bathtub.
Only 8 percent of the homes had a telephone.

There were only 8,000 cars and only 144 miles of paved roads.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower.

The average wage in 1909 was 22 cents per hour.

The average worker made between \$200 and \$400 per year.

A competent accountant could expect to earn \$2,000 per year, a dentist \$2,500 per year, a veterinarian between \$1,500 and \$4,000 per year, and a mechanical engineer about \$5,000 per year.

More than 95 percent of all births took place at home.

Ninety percent of all doctors had no college education! Instead, they attended so-called medical schools, many of which were condemned in the press and the government as 'substandard.

Sugar cost four cents a pound.

Eggs were fourteen cents a dozen.

Coffee was fifteen cents a pound.

Most women only washed their hair once a month, and used Borax or egg yolks for shampoo.

Canada passed a law that prohibited poor people from entering into their country for any reason.

Five leading causes of death were:

1. Pneumonia and influenza
2. Tuberculosis
3. Diarrhea
4. Heart disease
5. Stroke

The American flag had 45 stars. The population of Las Vegas, Nevada, was only 30!!!!

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was no Mother's Day or Father's Day.

Two out of every 10 adults couldn't read or write and only 6 percent of all Americans had graduated from high school.

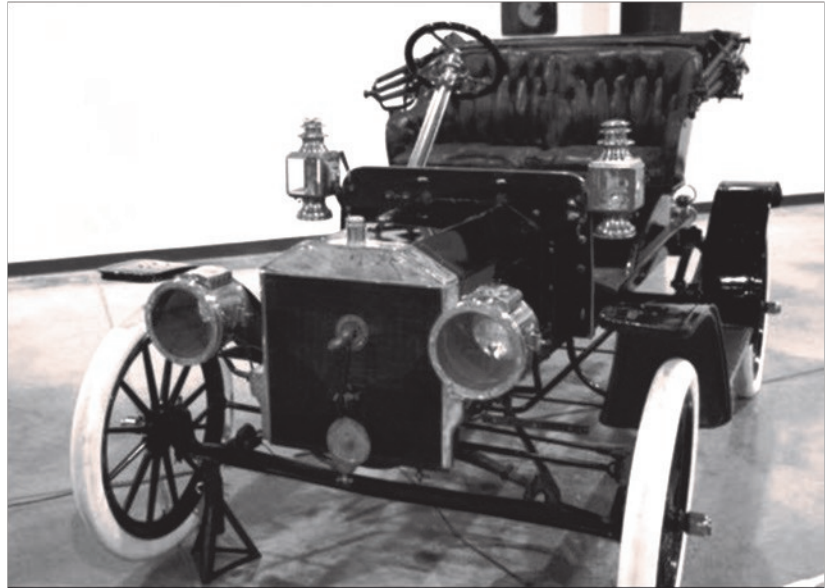
Marijuana, heroin, and morphine were all available over the counter at the local corner drugstores. Back then pharmacists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health." (Shocking? DUH!)

Eighteen percent of households had at least one full-time servant or domestic help.

There were about 230 reported murders in the entire U.S.A.!

One more sad thought; 95 percent of the taxes we have now did not exist in 1909.

Try to imagine what it may be like in another 100 years.



1909 Model R Ford

LETTERS

WALLY AMLING—Leucadia, CA

Sorry I'm late with my dues.

Marjorie and I are in good health. I fly a C-172 2-3 times a month and have just started surfing again.

Thanks for all of you who put the RUPA News together. *Wally*

JOHN H ANDERSON—Mchenry, IL

At 85 I live alone. I walk a little funny, but my heart and lungs are OK and I have enough money thanks to ALPA and some luck.

Best Wishes to everyone. *John*

MYRWIN H "ANDY" ANDERSON-Henderson, NV

Late again. Sorry, but have had a bad few months this year. My wife of 53 years, Dawn Rae, passed away on Easter Sunday April 4, 2010. It has been quite a down few months. Many plans went down the drain with her passing. It is good that I have great children to help me along.

It's been about 11 years since my last check-in and it seems like just yesterday. Like just about everyone else, I have that dream of missing a flight or getting called out and can't find my flight bag.

Hopefully, things will get better as the year goes on. I will try very hard to be on time next year. *Andy*

JOHN BIEGER—Boca Raton, FL

Not familiar with many current member names, but life goes on.

I now have nine months in Hospice and feel strong despite the cancer.

Sixty seven years ago on July 14th. I was jumping out of a disabled B17 over occupied France. Interesting.

All the best! *John*

GEORGE BLEYLE—Hudson, OH

Hi RUPA; No "new news" to report. Everything's still the same. Still running my boat, still an engineer on the railroad, still a mate on the *Goodtime I* - and still enjoying retirement, now eight years into it! :-)) Cheers to all, *George*

ROBERT L. BOWMAN—Fallbrook, CA

I, being of the post war period, was fortunate to fly with the pilots of the 20's 30's. Bill Seaman was one of those. Bill was a perfect gentleman and a pleasure to fly with and I learned a lot. Bill lived a good long life and enjoyed it. I remember after takeoff from PDX at about 5,000ft, I was looking out the window in time to see oil pouring out of #4 cooler. I pushed the feathering button. Bill very calmly asked why? I think most captains would have had a different reaction.

I am going into the 90's - no cane, hearing aid, false teeth or hair piece. I don't remember some things, but my wife doesn't mind my calling her honey instead of her name. I still travel but only by car.

Bob

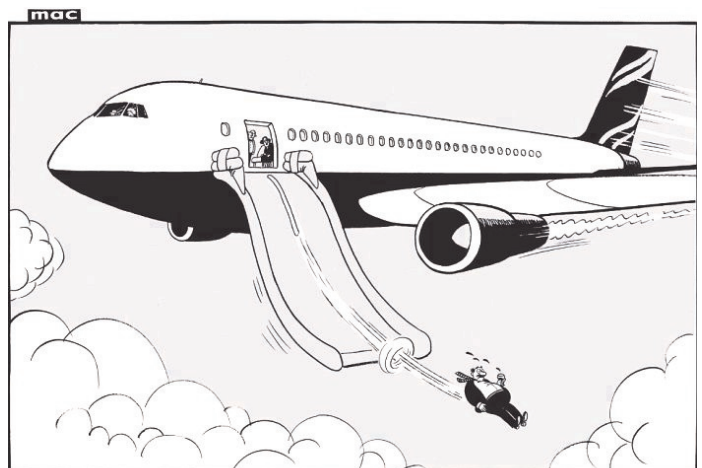
JERRY BRENNY—San Jose, CA

Thanks to all who work so hard to put together and publish an excellent *RUPANEWS*.

Delores and I continue to reside in the same home we struggled to purchase in '68. Every time we think of moving the thought quickly dissipates when we think of having to clean out the garage and the attic to dispose of the "treasures" that have accumulated in 42 years. So guess we will leave it up to the kids to wonder why in the heck the old guy was saving all of this "stuff".

Our four children and ten grandchildren have not been hit too hard by the economic situation and we are thankful for that. We sure enjoy their company and try to spend as much time with them as possible.

Delores and I spend about 6 months of the year traveling about in our motorhome. Since we retired in '96, we have traveled around most of the U.S. but



'Douglas. Have you been annoying the steward again?'

now we stick mainly to the area west of the Rockies. Still manage to put in some miles on my bicycle and do some sailing on our catamaran.

I still miss the flying but would not enjoy what the current batch of aviators have to put up with when they go to work. Our daughter, Susan, is currently flying copilot on the 747-400 out of LAX so she keeps me posted on what is going on in aviation and at United.

Again, thanks to all who keep RUPA alive and well.
Jerry SFO '67-'96

JIM BURRILL—Wooster, OH

It is great to read about the goings on of people you flew with forty years ago. Herb Goodrich, Chuck Raphael and "Bo" Humphrey come to mind. I remember Bo calming down and assuring a captain, who thought we ought to turn right around and land, that we could still make it to LAX after an ejector failed to retract on takeoff at EWR, without running out of that stuff sloshing around in our tanks on our old DC-8. I also remember Chuck Raphael asking a certain co-pilot if he could stay awake long enough for Chuck to get a bit of shut eye during one of those all night DC-8 freighter JFK-LAX deals. The co-pilot assured Chuck he could. Not being totally confident about that assurance, Chuck kept one eye on the guy in the right seat who soon dozed off. At that point Chuck gave up on the shut eye.

After fifteen years of retirement, we are still having a good time enjoying life. Have traveled a number of times in the past year on UAL and Express to MCO, IAD, CHS, ORD and AUS without encountering too much fuss. And we spent a couple of weeks in June driving to a grand daughter's graduation party in CT and then north east to Maine, New Brunswick, Prince Edward Island and Nova Scotia where we have a five acre plot of land on the Bay of Fundy. We do periodic checks to assure ourselves that no one is squatting on the property. It's a beautiful spot and if anyone is interested, it is for sale. I highly recommend going to see the Canadian Maritimes on one of your vacations. Especially if you like fresh seafood.

We hope to get time soon to go either to Yellowstone or check out some part of Florida where it doesn't snow. Volunteering sometimes gets in the way of travel but we enjoy that too.

Thanks to our *RUPANEWS* editorial staff and their helpers. I look forward to receiving it every month.
Jim

DWIGHT DALEY—Santa Rosa, CA
Greetings - Dues check really is in the mail as my 65th birthday occurs today.

Eleven months since getting an "early-out" retirement from NetJets and I really miss it - NOT.

Wife and supervisor Tina (ex SFOSW) busier than I am, and that's all just fine. I've even had the opportunity to fend off two really sleazy job "opportunities" (all too common in aviation)! I don't shave too often now because I don't want anyone to think I'm looking for work.

More travel in the past year than ever before, and not much was SA! Life is good. Where's my pension?

Keep up the great work, guys! *Dwight & Tina*

KENNY DANIELSON—Harrison, ID

Scratch the Incline address. The place went from friendly to trendy so we went looking for a better place. Found it.

In North Idaho the locals are welcoming, considerate, polite, and friendly especially if you have a pickup with a gun rack in the back window holding a fly rod. An NRA bumper sticker is standard automotive equipment. They are active but don't go above the speed limit. We don't pay for airport parking because a neighbor is always happy to make an airport run (1 hour each way). Lots of refugees from LA, SF, SEA but we tame them down quickly. Crappy skiing though - there ain't no Utopia.

Kenny

(We got 2 letters from Kenny this month, Ed)

Living the good life and I won't bore you with details but if you are a boater, you may be interested in a cruising area I discovered that is generally not well-known but should be.

During our 3 month summer cruise, reports were sent out regularly to friends and family and unintentionally resulted in a surprisingly large essay when collected at the end.

Others have asked for reprints so I have assembled everything on a web site: <http://mysite.ncnetwork.net/resoyuts/danielson/index.html> for their access. You are invited to eavesdrop on this semi-private comm.

Hoping everyone (fraternally loyal) stays as healthy as possible, *Kenny*. '63-'86 DCA-JFK-LAX-SFO-ORD-CLE-SFO-DEN-SFO

DONALD DIEDRICK—Carol Stream, IL
Greetings Cleve—hope your Summer is proceeding well, and thanks for RUPA efforts to keep us informed. Now eight years since ORD retirement—still busy at home.

Check (\$25 new amount) in the mail, and hopefully more Members receiving *RUPANEWS* via email.

Anticipating a smooth merger with UA/CA later this year, with increased efficiencies and hoping for continued seniority priority on NRSA travel. Undoubtedly, financial stability of Airlines will be welcomed, reducing inconvenient extra travel charges.

A brief vacation to the Big Island in the Spring and a visit to our daughter in SAN recently were enjoyable. We make routine efforts to maintain fitness at home in the garden or walking the neighborhood. Our youngest child just graduated College, allowing us to consider the move to the Big Island when the housing market returns to more reasonable valuations.

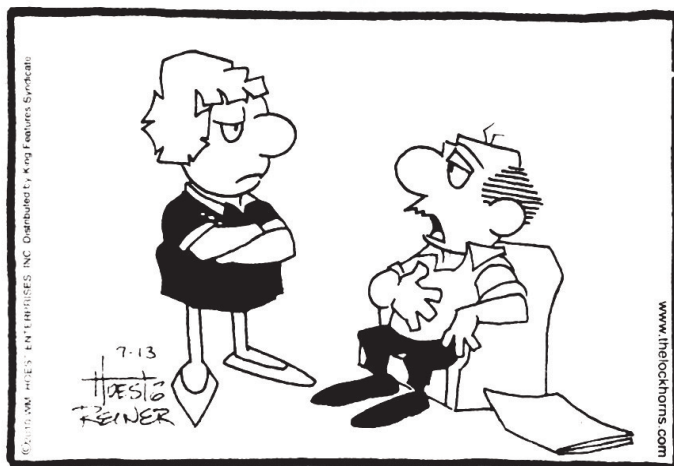
Best wishes to you and our retirees.

Regards, *Don*

WAYNE ERB—Lake Hopatcong, NJ
"Tempus Fugit" or is it Tempus and the other "F" word! Anyway, I beat my August 12th deadline for renewal.

Life goes on well--had an interior "Plumbing Problem" resolved by a truly fine doctor here in Morristown Hospital--100% success--lasers, scopes, and modern medicine with a very skilled surgeon lead me back on the normal road again. Eye drops have greatly reduced my eye pressure from glaucoma,

Lockhorns



"I DON'T LISTEN TO YOU BECAUSE I'M YOUR HUSBAND."

and I continue to see well and drive well, even at night.

I'm back hiking and canoeing in my marvelous Adirondack Mountains and "Life is Good!"

Hello to all the fellow RUPArians who so honored and shared the "good old days" for many years of joyous "work" which I don't think any of us called "Work". Tally Ho! *Wayne*

STEPHAN R. FUSCO—Medford, OR

Hi Cleve: All is well in Medford as I pass milestone 86.

No trips to exotic places this year. Lost some wonderful friends, but time marches on.

No life threatening health problems so we remain active and happy.

Many thanks to you and all the others who do such a great job on the magazine.

Check is in the mail. *Steve*

ROL HAMELIN—Vail, CO

Twelve years now and all is well. Enjoy reading the travels of others in retirement.

Spent the usual two months last fall in Italy, mostly golfing and driving the car. After the ski season, back again to Bella Italia late March for 5 weeks followed by going directly to Maui for another 5 weeks with Ingie for more golf. Then we both flew the 12 time zones back to Europe and LeMans with our good friend Derek Bell who has won overall 5 times. (The 24 hour of LeMans attracts the largest crowd of any event in Europe) Needless to say, we enjoyed royal treatment; even dined with Jean Claude Killy at the drivers' dinner. He placed 3rd in class in a Corvette in the late 80's. Since he and Ingie had raced at the same event one time in Sweden they had some good memories to share.

After the race we toured France, Switzerland and Austria before returning the car to Munich and flying up to Stockholm. On the 4th of July, a good traveling day, it was back to Vail to enjoy the summer and the new black 599GTB Fiorano that just arrived. Just one more of many "surprises" for Ingie that keep showing up in the garage. My reasoning was that she needed some cheering up for the other new hip replacement in August. Operation went fine so I'm sure my reasoning was correct! Wishing everyone a smooth flight, *Rol*

JAMES HANDSHAW—New Cumberland, PA
My father is 99. If I live as long as he, I'll need a better retirement plan.

Mimi and I are well. We both go on Medicare this year. We travel to see the grandkids in Vancouver, WA and Boston, MA.

I can still hold up the BMW 1200RT so enjoy a cross country motorcycle trip each spring. Three feet off the interstate is the closest I get to flying.

After a Christmas performance on my cello at a local nursing home an old fellow in a high creaky voice said, "You're much better this year."

Thanks to the (electronic) folders and stuffers. *Jim*

LISLE O. HICKS—Loon Lake, WA

I cannot believe the time has passed so quickly since last year. I seem to be constantly busy but nothing seems to get done. Our adopted daughter is 17 now and that is enough to keep anyone busy.

Our grandson, whom we have custody of, is 12 and that also takes some doing. The youth of today are completely different than they were in my day. We are worlds apart in our thinking. Maybe it is all the electronics that are available today. It appears that we are too old and too stupid to function in today's world. Maybe that is the belief of every generation.

My health is generally good and my wife, Donna, and my kids are well. I had my right hip replaced and that was a great help in walking. Before, when I walked, I did not know if the hip was going to give way or not. I previously had both knees replaced and a lower back surgery so I do not have much more to work on. I just recovered from a blood clot in my leg and lungs and the doctor put me on Warfarin to prevent any further clots. I don't like to take any medicine but the natural products have not been tested enough. Anyway, I am still looking for natural remedies for whatever ails me.

When I went into the hospital for the blood clot I did not realize that they had a special that week. I also got edema and gained 15 pounds before they got it under control. I also got a blockage of the bowels which was not too pleasant. The final special was pneumonia. Next time I have to go to the hospital I am going to check the extra specials they have for you. Hospitals are not safe places to be.

These are exciting times economically, politically, spiritually, and it seems in every other way; I really do not need that much excitement. God bless you all. *Lisle*

BERNARD J HIGGINS—Bernville, PA

I'm sure most of us feel the years passing more quickly as we age. Proof of that seems confirmed to me when I receive more and more phone calls in the evening from buddies I have not seen or heard from in a long time. Are they checking to see if I am still looking at the grass from the green side, or are they just reminiscing about old times soon to be forgotten? Anyway, it is all rather pleasant.

Rie and I are still living in Pennsylvania, near the city of Reading where I had spent my childhood. When I left this area right out of high school to enlist in the USAF, I swore I would never move back. But after the Air Force, college at Indiana Tech, and 30 years with UAL, here I am! Instead of retiring to some beautiful ski mountains somewhere, I chose to return home to family and childhood friends. Rie agreed with me because her hometown of Oil City, Pennsylvania has all but gone into a coma. What the heck, with space available travel we could live anywhere and play anywhere we wished. Have I touched a sensitive nerve there? Our last few experiences with space A have been a bit depressing as airport security, heavy terminal traffic and few open seats made life anxiety ridden.

All four of the kids are doing well. Christie is living in Rhode Island, Kevin is still flying captain for American, Jennifer is living in Virginia, and Kelly is still living in New Jersey. We are blessed.

I might mention that one of Rie's recent health issues was a dislocated shoulder that was allowing her arm to hang useless at her side. Local help was not available, so we went to the Rothman Institute in Philadelphia to pursue a treatment that we discovered on the Internet. Dr. Gerald Williams there performed a "reverse ball and socket" procedure that has restored Rie to 75% normality. She is pain free and can swing a golf club again; she just cannot raise her arm above 90 degrees. I mention this in case there are any out there suffering as Rie had been when a local surgeon told her, "there is nothing more that I can do".

By the way, at 75 I am still riding my Harley and downhill skiing. I could also say that I am enjoying golf, but that would be a lie; I am not enjoying it! Fraternaly, *Barney*

R.E. "POSS" HORTON—Virginia Beach, VA
Friends, Thanks to all who make the time to keep us in touch. It is appreciated.

I was on time this year with the check. A month late with the letter. We are all still kicking and probably will be moving to North Carolina sometime in the future. New job for the son-in-law. My daughter and family have already moved and we plan to follow.

Our son, Matt, married a girl from Oregon. They are living in Annapolis when they aren't traveling in their work.

I had a bout with bladder cancer, but that has been pretty much taken care of with just periodic check-ups and no lasting side effects. Prostate cancer 12 years ago and had the seed implants, which have worked so far, PSA 0.3. For Bill Lawrence, tell your Dad hello and thanks for the greeting from him last year. Thanks to Ken Ernst for the kind words last fall. Sandra is just as pretty as ever.

Fifty years ago yesterday (Aug. 8) I started pilot training at Bainbridge Air Base with Ken. At about 5:30 PM a fellow in a class in front of us crashed and burned on the end of the runway. From then through mid- December we had 6 crashes and 5 guys killed, including two from our flight. All the crashes were in the T-37. Two were from suspected hypoxia on night cross countries, one fire in the cockpit and attempted landing, one from a spin with late attempt to eject, the one mentioned previously, and one successful ejection of instructor and student from a spin. We had the oldest T-37's in the Air Force and a lot of the spin protection incorporated in the later models was just tacked onto the A models.



We are going to try to travel a little this fall and see how the system works. In case we are never heard from again ask "Charlie on the MTA".

Thanks to all who keep us in touch and informed. It is a great group and deserves to be preserved and remembered. Regards, *Poss*

HOWARD HUNTER—Tucson, AZ

Not much to report this year. Still living in a delightful retirement home at the base of the Catalina Mountains on the North side of Tucson. Walk in the pool every day, keep myself pretty busy, and am very healthy.

Can't believe I've been retired for 32 years. Time does really fly!!

I don't remember most names anymore, except on the last page.

Thanks to all you "Folders and Stuffers", appreciate all your work over the years.

Best to all. *Howard*

IRVIN JONES—Monroe, WA

Long time since I've written to RUPA, so here is my effort to document the passing of 15 years since I wrestled my flight bag out of the cockpit of the 747-400 at SFO. Does time always fly faster than the "old SP" over the South China Sea with a 250kt tail wind? It seems the older we get the faster time flies. As the cowboy said "the old bunk house isn't the same with all our friends leaving us."

Every once in a while the memory is flooded with thoughts of the "golden age" the DC 6's, 7's, 8's, 727's, 37's, 10's and lastly the "rope start" and the 400. We truly had the brass "ring". Do you remember the lowest barometer reading at Muskegon MI when they closed the airport because of the tornado overhead? The sound of the overspeed clacker close to the outer-marker at O'Hare? The first sight of the Southern Cross you dreamed about while reading "Mutiny on The Bounty" as a boy? The climb out at Milan to get over Mt. Blanc? The smell of Hong Kong Harbor? The "feeling of relief" felt by all when the a/c doors were closed leaving Shanghai? Having to convert altimeter settings from ft. to meters? Do I miss it? Almost all of it.

Most of us loved the "journey," the challenges and the excitement afforded us by Mother Nature, by passengers, crews, and for the most part by good managers, superbly maintained aircraft and top

notched training! A few bumps in the road most notably the "strike" that put enmity between friends, that was the worst. Well the times they are a changing. I hope these young aviators are enjoying it just one half as much as we did!!!

While flying cargo in the 6's and 7's through many a dark night I used to listen to the old "ADF" radio and an announcer from Wisconsin, Franklin McCormick, read poetry - one by Don Blanding.

"To The Rest of The Road."

If the rest of the road is half as good as the half that's gone before I'll swing along with singing heart and pray to the Lord for more.

I'll ease my bones at the halfway house and turn my remembering gaze from the twisting paths my feet have sought to the new untrodden ways.

How long? How far? How Hard? How Fine? How heavy or light the load?

If it's half as good as I've known, Here's Hail to the rest of the road!!

Life is good! Wife Ronda for 52 years 6 children and 16 grandkids keeps me busy. **Irv**

JAMES P KEHOE—Glenn Ellyn, IL

Leon: A little over three years ago we moved to Merida, the capitol of the State of Yucatan and basically live there full time. It was the best move we have ever made in our lives. I'm not the kind of guy who likes a lot of change; flew out of ORD for thirty eight years, don't care to rearrange the furniture in the living room just for the sake of having something different. I think you get the idea. We have always traveled around the world however, visiting many places that only a few Americans have ever been and we do have a sense of adventure. I just thought that I would keep the old house in retirement and travel each winter to a different warm location, just so many places to see.

Well the bankruptcy changed the plans of almost all of us so we decided that a major and affordable change was in order. We investigated many places where Americans retire but eliminated them one by one for various reasons. Then my wife saw a New York Times article on Merida and the wonderful lifestyle that was available. After exhaustive research we decided to take a vacation there and see for ourselves. We were only in the city for about twenty hours when my wife shocked me by saying she wanted to move there. Wait a minute, I only

came here to see the place, not make a life changing decision!

Well, we made that decision and went with high expectations. As it turns out, the move has even exceeded those early and perhaps naive expectations. Merida is a peaceful Colonial City rich in culture and history. There are nearly a million citizens, five major universities, medical, dental and veterinary schools, a world class symphony orchestra and more nightly activities than there are days of the week. Oh, and yes, we even have a Costco, Home Depot, Office Max and Sam's club for those that don't want to rough it. There is a fairly large expat community, but nothing as large as the one that is near where I suspect your classmate settled which would be in Ajijic on lake Chapala, south of Guadalajara.

My wife belongs to the Merida International Womans' Club and they have over two hundred members from twenty eight different countries. The beach on the Gulf of Mexico is only twenty five miles north of town so fresh seafood is only a half hour away. The only downside is that you have to like heat to live in the Yucatan, as from May through August it does get hot, with May being the hottest month of the year. The first of June starts the rainy season where, for about three months, you will have thunderstorms build up about five in the afternoon, drenching the city on a predictable schedule for about a half hour and cooling it by about 15-20 degrees. The fall, winter and spring are beautiful with temperatures in the upper 80's to middle 90's. Check it out.

I have included some links below that might provide some better feel about living there, and yes I too wear shorts but mostly at home and not out on the street as it is a more formal place than a Cancun all inclusive resort. I don't think anyone in town wears a suit or tie. For fancy occasions you just wear a Guayabera shirt and slacks. Because of its location, the Yucatan is heavily influenced in music and food by Cuba and hence the use of the Guayabera.

I hope I haven't bored you too much, as you can tell I am a big fan of the place. Very strange for a guy who thought he didn't like change. **Jim**

www.meridainternational.com/Living.shtml

hammockmanpaul.blogspot.com/2009/.../merida-insider.html

debiinmerida.blogspot.com/2009/.../merida-insider-update.html

ROBERT KELLY—1Woodstock, IL

Fourteen years since I set the parking brake at gate B-9 at ORD and received a kiss from my co-pilot, Jim McCusker, and Julie David, ORDSW. My second officer Hank Maxwell declined, but a warm handshake from Capt. Maxwell was sufficient.

We have celebrated St. Patty's Day the past three years at the Westlake farm in Wisconsin. Corn beef and cabbage and beer. The Westlake's guests included Denny and Rosa Fitch and Gerry and Donna Gerndt. Gerry spent 6 years at the Hanoi Hilton.

By the way, the Westlake's son, Dave, is running for the US senator against Russ Feingold. You cheese-heads might want to check him out. He is a Duty, Honor, Country, West Point guy.

The Joe Carnes Scholarship is ten years old. Five \$1,000 scholarships have been awarded in Joe's honor.

Preparing for another deer season. I shot two 10 point bucks last year. We are out of wall space at our cabin. Carolyn wants me to get year and a half old does. Using a crossbow now due to rotator cuff problems.

We still have our two places up north in Phelps, WI and Copper Harbor, MI and spend most of our summers there. Fishing is good and we have planted the roadsides with Lupine.

We've spent the past two winters working in our woods, cutting, piling and burning invasives i.e. buckthorn, honeysuckle and box elder trees.

Space available travel has been good to us on the ORD-SNA, ORD-LAX, ORD-IAH routes. We do off season, mid-week, first flight of the day and if loads are heavy we get back up with a Zed fare.

I always thought those LAX types were a fruity bunch until I had lunch at the Fullerton airport with Bill Meyer. We talked about waist sizes, salt and pepper hair and I instantly changed my mind.

My sincere thanks to all you givers who make the publication what it is, outstanding. **Bob**

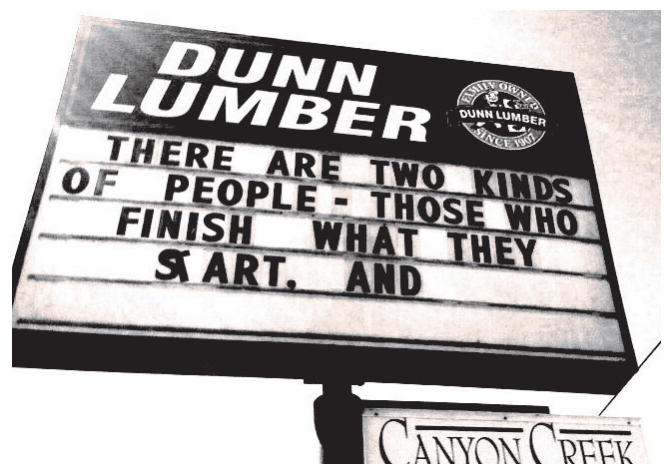
HERB MARKS—Federal Way, WA

First off, I'm offering my congratulations to Cleve Spring and Bruce McLeod for their astute work in negotiating a lower price for the printing and publishing of the *RUPANEWS*, resulting in an unheard of reduction in our much enjoyed publication. I will continue to add a bit extra to help fill in the gaps.

Just kicked my 83rd bday in the butt by celebrating it in the hospital getting both of my ailing aching knees replaced. I had put it off as long as I could stand it so I knew it was time. I'm now in my third week of recovery and am walking without walker or cane. Not very far at a time, but I'm stretching it out a bit each day. I've been on our putting green at the golf course a couple times and I know it sounds hard to believe, I actually believe I'm putting much better. (When you start out really bad, anything is an improvement.) The decision to have both knees done at the same time was two-fold: They were both in bad shape, and I also didn't want to have to go through the slow recovery process by having them done one at a time and going through recovery TWICE. I reminded all my nurses in Rehab at the hospital that it was my firm intention to be standing on the first tee of our golf course, ready to play on September 20, which meant I gave them two months to get me through all this. At this point I'm well ahead of projection.

My major complaint about the recovery procedure is the doctor required no driving for six weeks following surgery. So I'm grounded and poor wife Ruthann is now my chauffeur as well as all the other things she has to do for me. Bad timing: I just bought a new pickup two weeks before surgery and can't drive it so I'm getting a lot of right seat time. Sure looking forward to getting behind its wheel. At least I can dress myself and go potty all by myself! But rest assured, I'm getting as much mileage out of this recovery as I can from Ruthann as well as my friends. I'm now looking forward to the time I get back to normal and I'm reminded that my recovery bill is quite high and she expects full return on her efforts.

I Gotta get a flying story in here before I end this. Dec. 1952 flying copilot on DC-4 Cargo liner out of



MDW. Yes Midway! On reaching cruise altitude the Captain (don't remember his name) said, "You smell that damned cat back there?" I agreed and he asked me to move it from the cockpit cargo area to the main cargo area. Climbing out of CLE he once again asked if I could still smell that damned cat. I agree and he said to move it to the back of the cargo area. A short time later he said he could still smell that critter and for me to go back and open that back bulkhead door and put it in there in the tail area and shut the door. Well, as it was a cargo flight and it was an all night flight, by the time we got to Boston we were really ready to get off that airplane and get to bed. It wasn't until the next afternoon that the thought suddenly hit me that we had forgotten to mention the cat to the ground folks. I hope the cargo handlers got wind of that awful smell and removed said cat. Otherwise it got to go back out again to God knows where.

Still miss the flying and camaraderie of line flying, but am sure glad I got out when I did - August 1987. Shortly after I was kicked out of my cockpit the air-line started into its downhill slide. I knew they should have kept me.

Best regards from *Herb & Ruthann*

GEORGE MATHES - Woodstock, IL

Still enjoying RUPANEWS and grateful for the volunteers who make it possible.

Am still gainfully employed & volunteering. My work keeps me current on the airline business, so haven't permanently cut that cord yet.

Reasonably healthy – just the normal age related stuff, nothing life threatening yet.

Dues & extra on the way. *George & Jacqueline* (EXO, SFO, RDU, ORDFO 1967-1998)

JOHN V. MCNAMARA—Ponte Vedra Beach, FL

It has been 8 years now that I have been "on the beach". Looking back over the years, I noticed a certain continuity; I worked for Merrill-Lynch (out of business), Rand Mc Nally & Co. (bankrupt), and UAL (need I say more?).

Then it occurred to me that I also retired from the military. You don't think - no it couldn't happen. This pattern should not be allowed to continue.

On that cheerful note, I will thank all the good folk who make this organization happen.

Regards, *Mac McNamara* ORDFO 777 (ret).

GEORGE MCCULLOUGH—Suquamish, WA
I'm not losing my memory, it's just that there are too many things to remember anymore, and one of them is my RUPA birthday letter. It is already more than a month late, surprisingly no one called to remind me. It sure is nice to be wanted, well, unless your picture is on the P.O. bulletin board.

Anyway, another year with good health and no real problems.

I just returned from a nice visit with Vince and Patti Young at their summer place in Delores, Colorado, down near Cortez. They are both fine as are Beth and I.

Now starting my 18th year of retirement. They have all been great, and the only one that can be better is the next one.

The usual kudos to those that keep the RUPANEWS alive. Best wishes to all. *George*

FP FRITZ MEYER—Castle Rock, CO

Only a month late this time. Am sending two years dues so next year I can say "I was 11 months early".

Judy finally got me to go cruising on the big ships. June of '09 we sailed the inside passage from Anchorage to Vancouver on the Celebrity "Millennium". September '09 found us in the Baltic on the "Emerald" Princess. April '10 we were in the Far East on a 15 day cruise from Beijing to Bangkok on the "Diamond" Princess.

Next, in October '10 we will take a cruise of a different sort, a 15 day river cruise from Budapest to Amsterdam on the 174 passenger Avalon "Poetry". Quite a change from the 2,000-3,000 floating cities before.

Our health is very good. Only hitch in our life style is my right knee needs to be "scoped" in August playing heck with my golf schedule. A meniscus tear, hopefully nothing more.

July usually finds us at our lake cabin in Duluth, Minn., enjoying the putting around on our pontoon boat. Judy has lots of family in the area so there is never a dull moment. *Fritz* DCA, DEN & SFO

KEN MILLER—Reno, NV

Still alive and kicking. Living mostly in Reno these past 30 years. Still participating in my Toastmaster's Club over the past 30 years also. I joined it so I could make professional announcements of our de-

layed flights on United.

RUPA volunteers, I thank you for your time and effort in producing this magazine. **Ken** 68-96; SFO-ORD-LAX-HNL-SFO. God Bless America!

CHUCK MUHL—1-Fallbrook, CA #76 and still taking chemo for MDS & NHL, add a right hip replacement and Marge is safe from being chased upstairs. Life still is good proudly watching family progress.

Thanks for efforts that are put into *RUPANEWS*, they are appreciated!

Keep the blue over the brown now and attitude plus power still equals performance.

Chuck & Marge LAX-EWR-CLE-LAX 12yr F/E/TCM , 3yr -300/500 Capt, fill-in 26 yrs F/O experience.

KENNETH N OLSON - Dover, NH
Another birthday, where does the time go, been retired six years now. Retirement date was September 1, 2004.

Certainly was not the retirement I envisioned then must accept what comes. Still wake up once in a while and wonder how they got away with wrecking our pensions. I guess Tilton and the "good ole boys" need the money more than I.

Anyway, enjoy living in beautiful New Hampshire which is a good state to retire in.

I recently came across a poem my mother wrote in 1974 and thought I would share it with pilot buddies. At least one member of my family had talent.

"The Pilot"

*The pilot knows how the plan is laid,
Gracefully, surely each movement is made,
Never a waiver nor hesitation,
He knows his ultimate destination.
Into the thin blue ceiling above,
Seeking freedom as a morning dove,
Gracefully gliding, higher and higher,
Like a moth flirting with an open fire.
Higher and higher into a little known realm,
Like a salty Captain at a ship's helm,
Confident and sure as a feathered friend,
With never a thought of an untimely end.
Frances L Olson 4-29-1974*

Until next year, "Blue Side Up", **Ken**

BOB ODGERS—Western Springs, IL
Well, (as Regan used to say) since I am late on my letter, I will make the proviso that I also missed last years letter as well.

Twenty-One years of paid retirement! How can anyone complain? Exception: Our younger group of UAL pilots that got shafted and can't get over it. (Can you blame them?) However, I do love the Yahoo Group "retup" which really keeps us old timers informed and up-to date. Once you join the group you will have lots to read every day and weeding your way through the chaff, many pearls of wisdom will benefit you, the reader.

For example: We did a bucket trip to EWR to have lunch with the NYSkyscrapers, and the reason for going was that the information was pre-posted on "retup" as to who and whom would be there. It certainly galvanized me when I saw the list of comrades that would be there. It was more than worth the effort to enjoy an afternoon with some of the most talented and fun pilots I have known in my career. What memories!

I was at a Retirement Group Lecture at our local Church. **"On the three phases of Retirement"** so I will pass them on to you.

Stage One: **"GO-GO"** (Travel, Cruises, Sight-seeing)

Stage Two: **"SLO-GO"** (More relaxed local visits, etc.)

Stage Three: **"NO_GO"** (My current status as traveling is a pain in the "pat down" security check because of my Pacemaker #3) What is your current stage?

I still love retirement and especially so, nowadays. (If you wait, prices come down)



**GUSTAVA
GUMERSINDA
GUTIERREZ
GUZMAN**

1934-1989

Rest in peace

A memory from all
your sons(except
Ricardo who did not
pay any money)

RUPA holds a special place for my generation and those who preceded us, along with the Editors, Moderators and those who serve. I speak with humble recognition for their efforts.

“For some we loved, the loveliest and the best
That from his Vintage rolling Time hath prest,
Have drunk their Cup a Round or two before,
And one by one crept silently to rest”

The Rubaiyat of Omar Khayyam

ROBERT M. PURYEAR—Davis, CA

Hi to all RUPA friends: Bob is unable to write his own letter, so I will again try and fill in for him.

Early this year he was diagnosed with Parkinson's Disease, on top of the vascular dementia and depression. This is NOT a good combination. He became too much for me to handle alone in our apartment. He fell too many times and I was unable to get him up—so ended up in ER 4 times in a period of 6 weeks. Since we live in a Continuing Care Community, I took advantage of the facilities and moved him into our Skilled Nursing Unit in March.

I spend 10 to 12 hours a day with him and take complete care of him while I am there. Usually 10 A.M. 'till 10 - 11 P.M. He eats well, and physically is in pretty good health. Bob celebrated his 89th birthday this last week and seemed to enjoy the attention, cake etc.

He reads the *RUPANEWS* (or at least looks at it). His ability and desire to read varies day by day. Aviation is still the main interest in his life. I miss our involvement with RUPA, EAA etc. But we have lots of good memories to share. Bob is unable to talk much so our conversations are pretty one sided. We both get pretty frustrated at the difficulties in communication.

It is tough seeing such a vital, interested and interesting man lose so much - but after a 67 year marriage I'm glad I still have him to care for.

Thanks to those of you who are still able to be active and keep RUPA going and help us all stay in touch. *Norma Puryear* for Bob 1943-1981

LARRY D. RALLENS—Mesa, AZ

20 years into Retirement. 80 years old!

My thanks to all who make the magazine possible!
Larry DEN

KENNETH RICHARD—Littleton, CO

16 years of retirement, I wasn't so sure that I would last this long but I'm still doing OK. A little prostate cancer and a couple of titanium hips have added a little spice to my life. I think that both of those problems are pretty well under control now.

My brothers and I re going to Lexington, KY in October to try and earn enough money at the horse races to carry us through next year. Fat chance! Still doing some traveling and watching grandkids grow up. All is well. *Ken*

JOHN SCHRANDT—Madison WI

Dear Cleve and Bruce, Memory failed this birthday month, but check is now in the mail.

Travel is getting more difficult all the time - IAD-EZE got the last seat in March and LHR-ORD got the last seat in June. And MSN-ORD-MSN where I live part time, every trip is oversold both ways every day.

Still, feel very fortunate to be in good health, and my youngest son got married in April. Still trying to get the golf handicap down and do some sailing.

Thanks to you all for your efforts in keeping us all informed. *Jack*

F.B. STEVE STEPHENSON—Sonoma, CA

Cleve...Just to let you know that my dues, albeit a month late, are enroute to Leon. But, what the hey, at 83 most things are a little late, if at all.

Keep up the good work ...now, if I can remember where I put that checkbook. *Steve*

LARRY WRIGHT—Sonora, CA

Hello Cleve and Bruce. It's been 18 years since I set the parking brake for the last time. Time sure does "fly" by. I enjoyed my time with United - - and my 14 years with the Air Force.

Marillyn and I are enjoying pretty good health outside of the normal "old people" stuff. Since I was prayed for two years ago I have not had any problem with my heart. Before that, I had nine "overspeeds", two of them my heart rate was over 300 beats per minute. The hospital staff said they could not understand why I was still around. It's really simple; God is not through with me yet.

We just celebrated our first 56 year anniversary. What a great partner to have all this time. If I had it to do all over again I'd choose the same one.

We now have 10 grandchildren, one great grandchild and one more great grandchild on the way. They all are super to spend time with.

Marillyn and I have gone on several short trips in our trailer and one long one back to Minnesota for our grandson's wedding. A good time was had by all.

Thanks to all who work so hard on our great publication. My check is in the mail with a little too much now that the dues have been reduced but I'm sure it will be put to good use.

God bless, *Larry and Marillyn*

IN MEMORIAM

ELMER N. "Tiny" THOMPSON

Elmer Norris Thompson, a longtime resident of Lakewood, Colorado, died June 12, 2010, at the age of 88 in Colorado Springs. Elmer, whom many affectionately called Tiny for his 6'4" frame, was born Aug. 16, 1921, on a farm north of Hinsdale, Montana, to Theodore Albert Thompson and Inga Hagen Thompson. His parents homesteaded in the northeastern Montana community of Genevieve before moving to Hinsdale, Montana in 1938. One of his memories of life during the Great Depression was taking a raw potato to school on winter days, putting it in a tray of ashes under the fire grate of the school house stove, and then eating the cooked potato for lunch. Elmer graduated from Hinsdale High School in 1938. At the age of 20, he left the family farm after being hired as a clerk typist for the Civilian Conservation Corps at Fort Missoula, Montana, earning \$105 a month. With the advent of Pearl Harbor, he was accepted as a Naval Aviation Cadet and received his pilot's wings on January 4, 1944. Thus began his 23-year love affair with Naval Aviation. During World War II, he primarily flew twin-engine and four-engine seaplanes. He flew many VIP missions in specially-outfitted PB2Y Coronado Flying Boats.

Elmer was aircraft commander for one of the seaplanes that took Admiral Forrest Sherman and his staff from Saipan to Tokyo Bay, Japan for the signing of the Japanese Surrender on September 2, 1945, landing alongside the USS Missouri where the surrender signing took place. Following the War, Elmer made two around-the-world good will

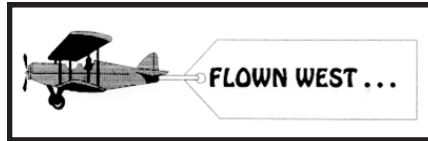
tours, the first one flying Fleet Admiral Chester Nimitz, and the second flying several members of Congress. One of his most memorable moments during his first world tour was, by chance, hearing Louis Armstrong play his trumpet in the Roman Coliseum. He often recollected that the most fun he had in life was flying for the Navy. He also graduated Phi Beta Kappa from the University of Utah with a degree in economics and also graduated from the Naval War College, Newport, Rhode Island.

On March 28, 1953, Elmer married the love of his life, Elizabeth "Bette" Priest. The couple met while he was stationed at Naval Air Station, Barbers Point, Oahu, while she was teaching elementary school there. Although Elmer and his family lived in many places during his Navy career, he recalled that Honolulu in the, 1950s and 1960s, was the best place he had ever lived because of its unspoiled beaches, climate, and recreation.

Elmer retired from the Navy in 1965 and hired on with United Airlines in 1966. He retired from United after sixteen and a half years where he flew 737's and 727's out of Chicago and also instructed at DENTK.

He had moved his family to Lakewood, Colorado, where he lived for 41 years before settling in a Colorado Springs retirement community in 2007. His wife Bette preceded him in death on December 31, 1990, and Elmer's only regret was not being able to spend more years with her. In addition to his naval career, he was most proud of being a good husband and father to his children. After his retirement, Elmer took pleasure in reading, figuring out his computer, growing vegetables in the garden of his Lakewood home, and visiting with his many friends and family. As an avid cook, he enjoyed spending time in the kitchen and could roast a mean prime rib and killer smoked ribs.

Elmer is survived by: Two daughters, a son and two grandchildren. A memorial service was held on July 1, at the Liberty Heights Retirement Community. In lieu of flowers, the family requests that donations be made to the VAW/VRC Memorial Scholarship Fund, Post Office Box 15322, Norfolk, Virginia 23511-0322. The fund's mission is to provide for the higher education of children of Navy families who have lost a parent in a military aviation-related mishap while assigned to a VAW or VRC squadron.



*Robert G. Calkins	Feb. 22, 2010
*George L. Donnahoo	May 06, 2010
Carl L. Sandquist	May 16, 2010
*Elmer J. Zulauf	May 16, 2010
William A. Seaman	May 17, 2010
*Ernest E. Maulsby	May 20, 2010
*Walter J. Meyer	June 08, 2010
Elmer N. "Tiny" Thompson	June 12, 2010
J. H. "Woody" Woodward, III	June, 28, 2010
Cecil Edward Judd	July 27, 2010
*J. Richard Bergad	July 27, 2010
Lloyd W. Whitlow	Aug. 02, 2010
*Ronald Rego	Aug. 11, 2010
John U. Ryals	Aug. 16, 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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PERIODICALS



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RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

Dana Point CA (3rd Tuesday, 12:00pm)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908
Los Angeles South Bay (2nd Thursday, Even Months)—*Hacienda Hotel* - 310-821-6207
Monterey Peninsula (2nd Monday)—*Edgar's at Quail Lodge or as announced* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-480-7420
San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

Cleveland 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
.... Eddie O'Donnell Luncheon (3rd Thursday October 21st) at Marco Polo Restaurant in Vienna