
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

Our President, Captain Ron Jersey, announced in the September issue that he, together with many Ruparians are on the high seas enjoying a Co-Ed Mediterranean Cruise. As it is unlikely he will have an October message ready in time, I have preempted his "space" for at least one **IMPORTANT** RUPA announcement.

LISTEN UP— PBGC FINAL LETTER ALERT

From: Doug Wilsman, Fri Sep 10, 2010 9:41pm (PDT) (Via email: dhwilsman@aol.com)

I have copies of over 70 final letters. Recently there have been a few guys who retired in 1995-1997 whose final monthly benefit would normally be about 91% of their United benefit. Instead these have finals that are substantially lower than what PBGC has been paying since 3/1/2006. All has been told they owe PBGC a debt of substantial proportions because the final is lower than their pay has been for 69 consecutive months so far. One's debt is \$84,000.

If there are any more like that, I hope to hear from them. Fax me the PBGC final letter at 1-760-789-9431 or scan it. *Doug Wilsman*, 9-10-2010

HOW WE REPORT IMPORTANT NEWS AND INFORMATION

"The purpose of this organization is to enhance the welfare of and to maintain the friendships and association of its members."

RUPA records show almost ½ of our membership do not have internet capabilities. To serve our members, we try to provide those non-PC members with information that should be available to all.

UAL posts many "feel good" NEWSREEL announcements on SkyNet. They are mostly overviews of what's happening – headlines – not specifics. On SkyNet, you have the option of following the underlined "hyperlinks" that take you to additional documents containing "detailed" information about the topic.

That's OK for those with an internet connection, but those without are often left with no information at all.

Sometimes, when it is of importance, UA will even snail-mail us a paper copy of the NEWSREEL text — often a single page – many times with no details, but telling us that further details may be found on the secure website, "Skynet" – that really helps the non computer user! To coin a phrase: "**DUH ?**"

To give the membership access to timely, pertinent, and topical information; we try to "collect" those missing "details" for reprint in RUPANEWS on items that may impact our retirees. We try, but sometimes we don't get all the details!

We would like to thank those "digitally enhanced" PC—3G – 4G—WiFi—iPhone—Blackberry—iPad—Droid—etc. members that keep track of what we print and send us the details of what we miss "gotcha's" but please include your source! **Bruce**

Do not send money here, letters only, please

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Address changes, Dues, Snowbirds & Others:

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

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

Check your RUPA Directory to make sure we have the correct information

ABOUT THE COVER

The RAF Red Arrows in formation with the Airbus 380

UNITED PILOTS **MEC Update**
MASTER EXECUTIVE COUNCIL



With an Special MEC Update for Friday, August 27, 2010,

this is MEC Chairman Capt Wendy Morse.

Currently, 1,437 of our fellow pilots have been laid off and we continue to focus our efforts on returning them to their rightful place in United cockpits as soon as possible.

Dear Fellow Pilots,

Today the Department of Justice (DOJ) announced that its Anti-Trust Division has closed its investigation into the proposed merger between United and Continental Airlines. United and Continental have agreed to permanently lease 18 round-trip slots to Southwest Airlines at Newark, to address DOJ concerns regarding competition. Combined, United and Continental currently have 442 round trip slots at Newark.

United and Continental, in their combined press release announcing DOJ's decision, stated that the merger is currently expected to close by October 1st, five weeks from today. While we applaud their eagerness, we reiterate that the merger will not realize the advertised synergies without first successfully negotiating a contract with the pilots of both airlines. There are significant hurdles to be overcome in order to ensure the security of our members' jobs and ensure that our past contributions are recognized. Without the sacrifices made by the pilots (and other employee groups) in jobs, pay, and working conditions, the two airlines would not have survived to be on the brink of creating the world's largest airline, with the world's strongest route structure.

DOJ approval is one in a series of hurdles that must be overcome in order for the transaction to achieve success. It's an important step, but in order to meet the company's compressed timeline, the management of the combined airline must be willing to meet our concerns. Shareholder approval, the negotiation of an industry leading Joint Collective Bargaining Agreement that fully meets the needs of the combined pilot group that includes Scope protection and an equity stake, completing the Integrated Seniority list process and obtaining a Single Operating certificate issued by the FAA are all necessary steps that remain. We will not settle for an inadequate contract merely to satisfy the company's need to consummate the merger in short order. As leaders that pilots always are, we can make this merger a success that is second to none and provides both short term and long term benefit to all, if the managements recognize our ability to make it the power house that it has the potential to be.

UNITED – CONTINENTAL MERGER

Published: Monday, August 23, 2010, 1:25 PM Alison Grant, The Plain Dealer

CLEVELAND, Ohio -- The long-discussed merger of United and Continental airlines finally came together in a hectic month of meetings last spring, a new report shows.

Continental Chief Executive Jeffery Smisek called United CEO Glenn Tilton on April 9 about a possible merger, according to the report, filed this month with the Securities and Exchange Commission. Smisek made his move after word leaked out that United was talking to US Airways about merging. Tilton jumped at Smisek's invitation -- hardly surprising to analysts who theorize that Tilton started the US Airways talks to get Smisek's attention.

If that was Tilton's goal, he wanted things to move fast. Given United's negotiations with US Airways, and given a history of sporadic merger talks between United and Continental, United said it wanted a firm answer quickly -- by April 30. Twenty-one days. Smisek said he thought Continental could comply.

WHAT CONTINENTAL CONSIDERED BENEFITS OF A MERGER:

- Competition was increasing globally, with the potential for more airline consolidation.
- The merger probably would create a more powerful airline than Continental could on its own.
- Increased revenue, lower overhead and more-efficient operations could produce a gain of up to \$1.2 billion annually.
- The airlines had complementary routes and labor contracts that expired at the same time, which would ease the transition.
- The deal would be a "merger of equals," not a takeover. Jeff Smisek of Continental would become chief executive. Each airline would have roughly the same number of managers in the new company and an equal number of directors.
- Branding would incorporate Continental's aircraft paint scheme and logo.

POSSIBLE DRAWBACKS

Problems could arise in integrating operations; management's focus would be diverted during the transition; labor groups could be hard to blend.

- Financial benefits might not materialize.
- Merging the two businesses would bring substantial costs.
- Continental could damage relationships with employees, customers, suppliers, regulators and communities where it operates.
- Employee morale might fall because the company would be named "United" and the headquarters would be in Chicago.

SOURCE: SEC DOCUMENTS

These and other details are disclosed in a joint proxy statement and amended prospectus on the merger that Continental and United filed this month in connection with a shareholders lawsuit that called the merger plan flawed and unfair. Shareholders agreed to drop the suit if the airlines disclosed more details about the deal.

The airlines expect to get regulatory approval for their transaction in the fourth quarter.

Their report also shows:

- Continental and United had held merger talks as far back as 2006.
- Smisek consulted with Continental's lead independent director -- Henry Meyer of KeyCorp -- when reports of the United-US Airways talks first appeared. The next day, Smisek called Tilton to urge United to switch its focus to Continental.
- Four financial advisers to the airlines are to receive fees totaling \$83 million for their merger-related work. Industry analysts contacted last week said United's demand for swift action was reasonable given that United and Continental had laid much of the groundwork for a merger in earlier talks. But the analysts said Tilton also may have pulled off a brilliant squeeze play, using the threat of a US Airways merger to hustle Continental along.

THE EVOLUTION OF A MERGER

Here's how the merger between Continental and United airlines unfolded, according to a report filed with the Securities and Exchange Commission.

2006 –

United's parent company, UAL Corp., and Continental engage in preliminary merger talks. But they call off talks because Northwest Airlines holds a "golden share" in Continental preferred stock at the time, giving it the ability to block a Continental merger. In 2008, Northwest and Delta Air Airlines agree to merge, which frees Continental to redeem the preferred stock.

2008 –

Early 2008: United has preliminary talks about a merger with Continental and two other airlines, not named in the SEC filing. Continental is in talks with United only. Continental and United exchange a draft merger plan in April.

April 27, 2008: Larry Kellner, then chairman of the board and chief executive of Continental, tells United CEO Glenn Tilton that Continental is not prepared to merge. He cites "significant risks" given high fuel prices, diminished revenue and tight credit.

April 28, 2008: Tilton phones Kellner to talk about Continental leaving the SkyTeam global airline alliance and joining the Star Alliance, which includes United.

June 2008: United breaks off merger talks with US Airways, referred to as Company A in the SEC filing. United and Continental announce that Continental will join the Star Alliance and that the two companies will seek government approval for joint ventures in certain international markets.

2009 –

June 2009: Senior managers from United and US Airways discuss merging.

July 16, 2009: Continental announces that Jeffery Smisek will replace Kellner as Continental CEO on Dec. 31. During the rest of the year and into early 2010, Continental is crunching numbers and analyzing a merger with United, as well as the effect on Continental of other mergers among U.S. carriers. July-August 2009: Senior United and US Airways managers are still in discussions. The talks are suspended around Labor Day and resume in late January 2010.

2010 - The final month

April 7, 2010: Word leaks out that United and US Airways are in merger talks.

April 9, 2010: Smisek -- after conferring with Continental's lead independent director, KeyCorp's Henry Meyer -- phones Tilton to talk about renewing discussions over a Continental-United deal. Tilton agrees to talk. But United puts Continental on notice that it wants the negotiations concluded by April 30. Given Continental's prior analysis of a United deal, Smisek says Continental can meet the deadline.

April 11, 2010: Tilton and US Airways CEO Doug Parker discuss open issues in their possible merger, including the exchange ratio for stock. The meeting concludes "without resolution."

April 12, 2010: United and Continental enter into a confidentiality agreement to exchange financial information.

April 13, 2010: Tilton and United's chief financial officer update the executive committee of United's board on the simultaneous talks with US Airways and Continental. United's outside law firm gives a proposed merger agreement to Jones Day, Continental's law firm.

April 14, 2010: Tilton meets again with US Airways' Parker. No significant progress is made.

April 15, 2010: Tilton, Smisek and others meet to discuss deal terms, including the exchange ratio of stock, who will be CEO of the merged carrier, the location of corporate and operational headquarters, which board members and executives will stay and go, and the combined carrier's name and aircraft paint scheme.

April 16, 2010: Smisek tells Continental's board of directors about progress of the talks.

April 18, 2010: Tilton updates United directors about proposed terms.

April 20, 2010: Tilton, Smisek and other executives meet again. Jones Day gives revised draft merger deal to United team. Over the next nine days, the two sides exchange numerous drafts.

April 21, 2010: United tells US Airways of the growing seriousness of talks with Continental, reports of which have appeared in the press. April 22, 2010: US Airways breaks off talks with United. April 23, 2010:

Continental board meets by phone to discuss a transaction. Since United is the most attractive partner, directors don't ask Continental's financial advisers, Lazard and Morgan Stanley, to contact other airlines about possible deals.

April 27, 2010: Tilton and Smisek figure out the stock exchange ratio -- 1.05 United shares for each Continental share.

April 28, 2010: Legal and financial advisers give presentations to Continental's board on the merger. Directors tell Smisek that Continental should continue to push for a United deal.

April 30, 2010: United board meets and gets overview of proposal.

April 30-May 2, 2010: Lawyers from Jones Day and United's team, as well as airline executives, continue to meet.

May 2, 2010: United's directors, meeting by phone, vote unanimously to approve the merger. Continental's directors, also meeting by phone, vote unanimously in support. The merger agreement is executed shortly after the Continental directors hang up. Analyst Roger King said Tilton probably executed a "gambit" to get Continental off the fence.

Industry consultant Robert Mann said United's April 30 deadline may have been merely Tilton's attempt to move things along because he figured the airlines knew enough about each other to make a decision. "It didn't make sense for [Tilton] to be holding himself out to two parties at once," said Mann, president of R.W. Mann & Co. in Port Washington, N.Y.

Julius Maldutis, president of Aviation Dynamics Inc. in Bayside, N.Y., subscribes to the theory that Tilton proposed a US Airways combination to trigger Continental's interest.

What is unusual, according to Maldutis, is that Continental then "takes over the whole shooting match," with Smisek as chief executive of the new airline and Tilton as non-executive chairman for just two years, when Smisek will add the chairman's title.

Top United executives -- President John Tague, Chief Financial Officer Kathryn Mikells, Mileage Plus President Graham Atkinson and Rosemary Moore, head of corporate and government affairs -- are slated to exit as the airlines combine.

"The terms are pretty tough for United people. It's not a parity merger in my judgment," Maldutis said. Continental and United say the new airline's executive team will have a roughly equal number of people from the two companies. The deal, they say, is a "merger of equals," not a takeover.



REMINDER - RUPANEWS DEADLINE!

12 NOON, PACIFIC TIME ZONE, ON THE 15TH OF EVERY MONTH
FOR INCLUSION IN NEXT ISSUE

Items received after the Deadline will likely be held for the following issue.

Employees at United and Continental Discuss Ideas about New Uniforms

Employee representatives from United and Continental met in Houston with uniform designer Cynthia Rowley to discuss design, function and wearability of the uniforms for the combined company. About 75 employees from Onboard Service, Flight Operations, Customer Service, Ramp Service and Maintenance discussed what they like and what they would like to change about their current uniforms, as well as features that are important to them in new uniforms.

Onboard Service and Airport Operations employees who wear tailored uniforms will meet again in Chicago in a few weeks to review the proposed designs and give additional feedback. We expect the basics of the combined company uniforms will be finalized in the near future, and certain accessories will be voted on by both sets of employees. Later, the combined uniform planning team will work to complete the design concepts for other employee groups.

After the design concepts are final, we will negotiate contracts with suppliers for the various uniforms and accessories and announce the dates when the new uniforms will become available after the merger closes.

United and Continental Announce Interim Pass Travel Program

After the two carriers legally merge, which we currently expect to occur by Oct. 1, 2010, United and Continental employees, retirees and their eligibles will enjoy an interim, mutual and enhanced pass travel program that will enable us to list and travel on each other's flights. Under the interim program, United's travel companion passes will not apply to Continental routes, but will remain in effect for United flights. A harmonized travel privilege program for the new United is under development.

"We recognize that travel privileges are important to our employees and retirees, and we have received several inquiries about how they will be impacted once the merger closes," said Doug Rose, VP-Total Rewards. "The combined carrier's interim travel program will provide improved access to what will be the world's leading network as soon as the two companies merge. Meanwhile, we are working hard on identifying systems issues and implementing a plan to harmonize the current United and Continental pass travel programs."

Until the merger legally closes, United and Continental employees will continue to follow the pass travel rules currently in effect at their respective carrier.

Enhanced Boarding Priority

After the merger closes, the enhanced boarding priority will allow United employees, retirees and their travel eligibles to stand by for Continental flights after Continental employees and their travel eligibles, but at a higher boarding priority than employees from other airlines. The same privileges will be extended to Continental employees, retirees and their eligible pass riders on United flights.

Details will be provided in future communications on how United employees, retirees and eligibles will list, obtain reduced ZED fares, and receive their enhanced boarding priority on Continental flights, as well as how Continental employees will list, obtain reduced ZED fares, and receive their enhanced boarding priority on United flights.

Reduced ZED Fares

United and Continental will reduce the current Zonal Employee Discount (ZED) fees by 33 percent for United employees and their eligibles to travel on Continental and vice versa, after close.

Aligned Pass Travel Dress Code

As of the merger close, we will have a consistent pass travel dress code across both airlines. Relative to United's current dress code, the new guidelines will allow for a broader range of comfortable, casual attire, including in our premium cabins. However, the overall expectation will continue to be that we present a professional, neat, well-groomed appearance to our customers as we enjoy this valuable privilege.

For more details, see the interim travel program Q&A on the [Let's Fly Together](#) site on SkyNet.

Long-term Travel Program

The merger integration team continues to work to create a long-term travel privilege program for the new United. United and Continental will also give employees the opportunity to participate in a survey about pass travel in the fourth quarter of 2010. We expect to announce the combined program in the first quarter of 2011.

For additional details about the combined airline's interim travel program, see the interim travel program Q&A on the [Let's Fly Together](#) site on SkyNet



POST MERGER NRSA TRAVEL - Q & A.

(Copied from SkyNet—log on. All this and lots more in “Travel” Section. Ed)

FAQs - Interim Travel Program

Do you have questions that aren't covered here? Submit them now. Watch for answers to your questions on SkyNet.

a.. When does the program begin?

The interim program will begin after the merger legally closes, which we currently expect to occur on Oct. 1, 2010. Until then, all employees, retirees and their eligibles will continue to follow the NRSA travel procedures currently in effect at their respective carrier.

b.. Who is eligible to participate in the interim pass travel program for the combined airline?

The interim travel program will apply to United and Continental employees, retirees and travel eligibles, but will exclude companion travel. Under this temporary program, United's travel companion passes will not apply to Continental routes but will still be in effect for United flights.

c.. What is the process for listing myself or my travel eligibles to travel on Continental while the interim travel program is in effect?

We will provide details will follow in future communications on how United employees will list, obtain reduced ZED fares, and receive their enhanced boarding priority for Continental flights, as well as how Continental employees will list, obtain reduced ZED fares and receive enhanced boarding priority on United flights.

d.. What happens to the companion travel program?

The companion travel program will continue unchanged while the interim pass travel program is in effect. Companions will be able to continue to travel on United and United Express at their current pass travel classification but will not have pass travel privileges on Continental after the two airlines merge. We will communicate decisions about the future of the companion travel program will be communicated to employees when the long-term, harmonized program is announced.

e.. Can we take advantage of Continental's Interline ZED agreements?

No. United's current ZED agreements will remain unchanged during the interim pass travel program. Employees will continue to enjoy travel using the current United ZED agreements, as they do today.

f.. My enrolled friend is not eligible for other airline ZED passes. Will my enrolled friend be eligible for travel on Continental under the interim pass travel program?

Yes. All travel eligibles, including United enrolled friends, will qualify for pass travel on Continental flights under the interim pass travel program. However, enrolled friends remain ineligible for other airline ZED agreements.

g.. What terms and conditions apply to travel on Continental flights while the interim pass travel program is in effect?

Employees should continue to follow Continental's terms and conditions when flying on Continental while the interim travel program is in effect, just as employees do while traveling on a ZED ticket today. When the airlines announce the harmonized pass travel program, employees will be informed about any new or changed terms and conditions.

h.. What is the dress code for the interim travel privilege program?

The full dress code will be available when the interim travel program takes effect. *(I removed the details – it's very similar to our current code—use it and you won't have trouble! Ed)*

COMPARISON
of
UNITED AIRLINES and CONTINENTAL AIRLINES

| | United | Continental |
|-----------------------------------|--|--|
| Stock Ticker | NASDAQ: UAL | NYSE: CAL |
| 2009 Annual Revenues | Total Operating Revenue: \$16.3bn | Total Operating Revenue: \$12.6bn |
| Headquarters At a Glance | Chicago , IL <ul style="list-style-type: none"> • Third-largest U.S. carrier • Approximately 40% of United's capacity is deployed in international routes; 60% in domestic routes • United is the largest U.S. carrier to China * • United is one of two U.S. carriers authorized to serve U.S.-Narita routes from any U.S. point and to serve Asia from Narita • United is the only major domestic carrier offering a premium economy product, Economy Plus • * Based on available seat miles | Houston , TX <ul style="list-style-type: none"> • Fourth-largest U.S. carrier • Approximately 50% of Continental's capacity is deployed on international routes; 50% on domestic routes • Carries approximately 63 million passengers per year • 33 trans-Atlantic routes, including 29 destinations served nonstop from our global hub in New York/Newark |
| Alliance | Star Alliance, founding member | Star Alliance, as of October 27, 2009 |
| Frequent Flyer Program | Mileage Plus | OnePass |
| Member Lounge Destinations | Red Carpet Club <ul style="list-style-type: none"> • 232 domestic & international destinations • Total daily departures: approximately 3,400 | Presidents Club <ul style="list-style-type: none"> • 269 domestic and international destinations • Total daily departures: approximately 2,700 |
| Hubs & Focus Cities | <ul style="list-style-type: none"> • Chicago O'Hare International Airport • Denver International Airport • Washington Dulles International Airport • San Francisco International Airport • Los Angeles International Airport • Narita International Airport (Tokyo , Japan) | <ul style="list-style-type: none"> • George Bush Intercontinental Airport (Houston) • Newark Liberty International Airport • Cleveland Hopkins International Airport • A.B. Won Pat International Airport (Guam) |
| Employees | Total: 46,602 | Total: 40,927 |
| | <ul style="list-style-type: none"> • Pilots: 5,632 • Flight Attendants: 12,892 • Mechanics & Related: 4,678 • Public Contact/Ramp & Stores/Security/Food Service/Maintenance | <ul style="list-style-type: none"> • Pilots: 4,272 • Flight Attendants: 8,355 • Technical Operations: 3,869 • Airport Agents: 10,860 • Cargo Agents: 1,317 • Chelsea : 2,151 |

COMPARISON
of
UNITED AIRLINES and CONTINENTAL AIRLINES

United

- Instructors/Fleet Technical
- Instructors: 14,811
- Dispatchers: 164
- Engineers: 218
- Salaried & Management: 8,207

Continental

- Continental Micronesia : 1,209
- Dispatchers: 111
- International: 1,912
- Management & Clerical: 5,033
- Reservations: 1,838
-

Mainline Fleet Facts

Total Operating Mainline Fleet: 360

Total Operating Fleet: 333

Narrowbody

- Airbus 319/320: 152
- Boeing 757-200: 96

Narrowbody

- Boeing 737 (500/700/800/900): 226
- Boeing 757 (200/300): 61

Widebody

- Boeing 747-400: 25
- Boeing 767-300: 35
- Boeing 777-200: 52

Widebody

- Boeing 767 (200/400): 26
- Boeing 777-200ER: 20

Regional Fleet Facts

Total Operating United Express Fleet: 292

Total Operating Regional Fleet: 251

Regional Jets

- Canadair CRJ (200/700): 199
- Embraer (145/170): 74

Regional Jets

- Embraer (145): 221
-

Turbo Props

- De Havilland Dash 8-200: 7
 - Embraer EMB-120: 12
- (only includes aircraft operated under capacity purchase agreements)

Turbo Props

- Bombardier Q400: 14
 - Bombardier Q200: 16
- (only includes aircraft operated under capacity purchase agreements)

Operating Brands

- United Express
- p.s.
- United Cargo
- United Services

- Continental Express
- Continental Connection
- Continental Micronesia, Inc. (CMI)

Alliance, Codeshare & Joint Venture Partners

- Adria Airways
- Aer Lingus
- Air Canada
- Air China
- Air New Zealand

- Adria Airways
- Aero Republica
- Air Canada
- Air China
- Air New Zealand

COMPARISON
of
UNITED AIRLINES and CONTINENTAL AIRLINES

United

- All Nippon Airlines
- Asiana Airlines
- Austrian Airlines
- Blue 1
- bmi
- Brussels Airlines
- Continental Airlines
- Croatia Airlines
- Egypt Air
- Emirates
- Gulfstream International Airlines
- Hawaiian Airlines
- Island Air
- Jet Airways
- LOT Polish Airlines
- Lufthansa
- Qatar Airways
- Scandinavian Airlines
- Shanghai Airlines
- Singapore Airlines
- South African Airways
- Spanair
- SWISS International Airlines
- TACA Group
- TAP Portugal
- TAM
- Thai International
- Turkish Airlines
- US Airways

Continental

- All Nippon Airways
- Amtrak
- Asiana Airlines
- Austrian Airlines
- Blue 1
- Bmi
- Brussels Airlines
- Cape Air
- Colgan Air
- Copa Airlines
- Croatia Airlines
- Egypt Air
- Emirates
- EVA Air
- Hawaiian Airlines
- Island Air
- LOT Polish Airlines
- Lufthansa
- Scandinavian Airlines
- Shanghai Airlines
- Singapore Airlines
- SNCF French National Railway
- South African Airways
- Spanair
- Swiss International Airlines
- TAM
- TAP Portugal
- Thai International
- Turkish Airlines
- United Airlines
- US Airways
- Virgin Atlantic

**Contracted,
Regional Carriers**

- Atlantic Southeast Airlines
- Colgan Air
- ExpressJet Airlines
- GoJet Airlines
- Mesa Airlines
- Shuttle America
- SkyWest Airlines
- Trans States Airlines

Continental Express:

- ExpressJet
- Chautauqua Airlines

Continental Connection:

- Cape Air
- Colgan Air
- CommutAir
- Gulfstream International Airlines

COMPARISON
of
UNITED AIRLINES and CONTINENTAL AIRLINES

| | United | Continental |
|--|--|---|
| 2009 Mainline Regional Traffic Data | <ul style="list-style-type: none"> • Revenue Passengers (in thousands) 81,421 • Revenue Passenger Miles (in millions) 114,245 • Available Seat Miles (in millions) 140,716 • Passenger Load Factor 81.2% • Cargo Ton Miles (in millions) 1,603 (Total consolidated system, including United Express) | <ul style="list-style-type: none"> • Revenue Passengers (in thousands) 62,809 • Revenue Passenger Miles (in millions) 89,135 • Available Seat Miles (in millions) 109,553 • Passenger Load Factor 81.4% • Cargo Ton Miles (in millions) 949 (Total consolidated system, including Continental Express) |
| History | <ul style="list-style-type: none"> • In 1929, Boeing Air Transport Company (BATC) changes its name to United Aircraft and Transport Corp. (UATC) and acquires several new subsidiaries, including Pratt & Whitney Aircraft, Hamilton Standard Propeller Co. and Chance Vought Corp. • United Air Lines, Inc. (UAL) is incorporated as a management corporation to coordinate operations of UATCs airline subsidiaries on March 28, 1931. • United stockholders approve the formation of UAL, Inc., effective on August 1, 1969 • In 1986, United begins service to 13 Pacific cities after purchasing Pan American Airways' Pacific Division for \$715 million. • 1997, United partners with Air Canada , Lufthansa, SAS and Thai Airways to create "Star Alliance" | <ul style="list-style-type: none"> • Continental celebrated its 75th anniversary in 2009. • The airline traces its roots to Varney Speed Lines, which began flying from El Paso , Texas , to Pueblo , Colo. , in July 1934. • In 1937, Varney Speed Lines changed its name to Continental Airlines. • Continental relocated its headquarters to Houston , Texas , in October 1982 after merging with Texas International. |

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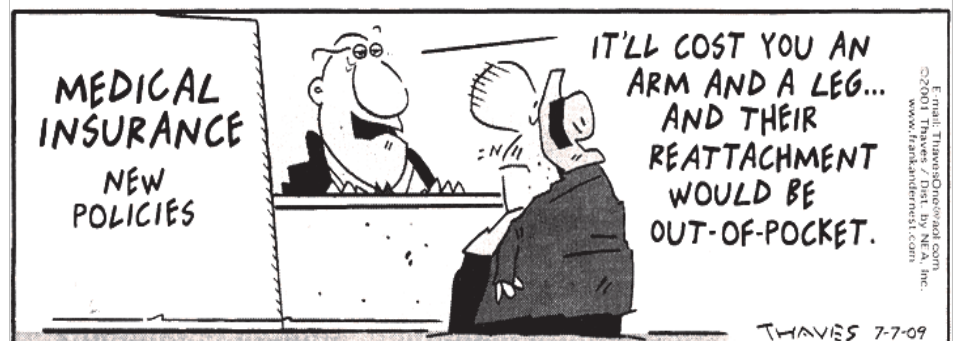
Editor Note:

The preceding 3 3/4 pages are scan "Photos " of printed pages.

That is 9 3/4 pages on the UAL/CA merger, all we have this month!

We do not know how our Health Insurance will be affected. Bet you will find out at the same time, in the same way we do. OK??

Frank and Ernest/Bob Thaves



NOW PLEASE!!

A special RUPA database is being compiled for the January 2011 Directory. That means **YOU** must check to be sure we have the right information for 1/1/11. One way is to check the 2010 Directory. Can't find it?

Just send all your details in a letter or email to:

***Captain Leon Scarborough, RUPA Sec/T
PO Box 400, Vineburg, CA 95487-0400***

E-mail: rupa.sectr@yahoo.com

Snowbird? Make sure you **TELL** us which one to put in the directory!!

Special preferences: Let Leon know!

DO NOT PHONE IN THE CHANGES!! EMAIL or USPS MAIL ONLY!!

Deadline is December 1st. We do not work over the Holiday season this year!!

Expiration Dates, do they really matter?

From the Berkeley Wellness on-line issue

Your toothpaste just “expired.” What do you do—resuscitate it or toss it? Many products carry expiration dates, but it’s hard to know what they mean.

Expiration dates are not an exact science. They are not uniformly regulated—and not all states even require them. How long a product remains good also depends on how it’s been stored and handled. Still, it’s a good idea to select products with the latest dates.

Food: In general, buy foods before their “sell-by” dates, and observe “use-by” dates. Foods past their dates are often still safe, however, if they’ve been stored and handled properly (refrigerate perishables at 40° F or below). Milk can stay fresh up to a week after its sell-by date; eggs can last three to five weeks. Of course, if a food looks or smells bad, throw it out, no matter what the date.

Drugs: Expiration dates guarantee that drugs are potent and safe. They do not mean that they are not effective or safe afterward, though. In many cases, medications are stable far past their expiration dates. Drugs do begin to break down after you open the bottle and if they are exposed to heat, humidity, light, and temperature fluctuations—so store them in a cool, dry, dark place. If in doubt, consult a pharmacist.

Sunscreens: Most sunscreens have a three- to five-year shelf-life from time of manufacture and carry either an expiration date or a coded manufacture date that is harder to decipher. Heat and humidity can reduce the potency of sunscreens, so you should store them in a cool, dry place. If used properly—you need to apply a lot, frequently—you’re unlikely to have any left over, so expiration dates would not be a concern.

Toothpaste: Toothpaste is generally good for 12 to 18 months past its expiration date (which is two years after manufacture). Beyond that, there may be some loss in fluoride stability, ingredients may separate out or crystallize, and flavors may diminish. Toothpaste past its expiration date will not harm you.

What *not* to use past the expiration date

Certain drugs: Insulin, nitroglycerin, EpiPens (for severe allergic reactions), and liquid antibiotics degrade relatively quickly. There’s no good evidence these drugs become harmful after their expiration dates, but you need to be able to count on getting their full potency. Toss any other expired drugs that are essential for your health, and any that are discolored, develop a strong smell, or have turned powdery. In general, liquid medications and those that require refrigeration are less stable.

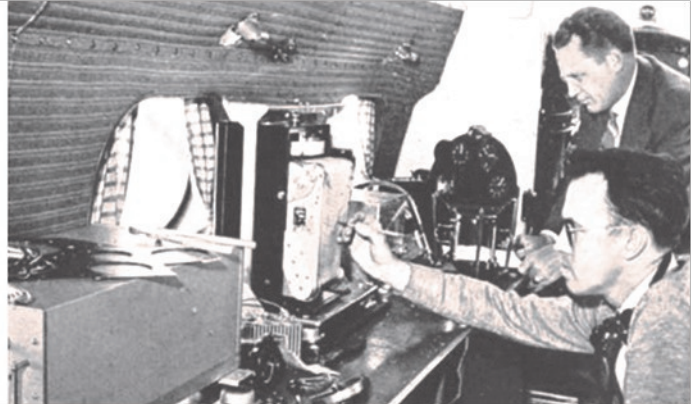
Condoms: Condoms have either an expiration date, after which they should not be used, or a manufacture date, after which they are good for up to five years. Outdated condoms are more likely to break. Store condoms in a cool, dry place. Do not use them if they are sticky or dry or if the wrapper is damaged.

Infant formulas and baby food: Buy and use before their “use-by” dates, after which nutrient levels and quality decline.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Pilots and electronics technicians knew radio static had to be conquered, but nobody knew what caused it. Bert Ball, a United pilot, tackled the problem in his spare time. Ball was a former sea-faring navigator and had studied Aerial Navigation and Air Mass Meteorology at Massachusetts Institute of Technology. In his pilot's reports he often made observations about storm activity that were so good the airline's weathermen saved them.

Ball proposed taking Professor Marcus O'Day of Portland's Reed College along with him in an airplane to hunt storms. O'Day had spent weeks at a time gathering storm data on the summit of Mt. Hood. When Ball's managers thought it was too risky, he sent some copies of his in-flight weather reports to Pat Patterson. Patterson said, "This fellow is on the trail of something; let's give him a plane for a while".

Ball and Herbert Hucke gathered a crew of five college professors and five radio experts from outstanding laboratories around the country.

Day-after-day for three months they sought storms in their flying laboratory. It was discovered that the metal airplane itself was the cause of high-voltage electrical discharges that burst from the plane's wings and other trailing edges.

Ball and Hucke dangled trailing wires from these edges, the static discharged itself and the radios worked perfectly even in the worst storms. Unfortunately, the cables tended to whip-off in flight. They then discovered that a 10-inch metal strip would discharge the static.

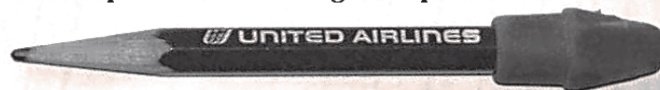
Many of the "old-time pilots" did not take kindly to the new electronic aids and several serious accidents grew out of the conflict between instincts and the new mechanics of flying. R. W. Schroeder, Manager of Operations, determined a device was needed aboard the airplane to record weather and altitude. This device would also tell whether pilots were "taking chances".

It was suggested that a new portable recording device for testing the temperature and humidity of air conditioning equipment might be adapted to flight-recording. Pat Patterson approved the idea and asked two airline communications technicians to work-out the modifications.

The technicians discovered the recorder could be made to actuate when the pilot switched to the "automatic-robot" (auto-pilot) and also when the plane's radio transmitter was used.

After installation in all United's planes, the "pen-lines" on the recorder's charts indicated the pilots were using the electronic aids eighty percent of the time. *By Marvin Berryman, DENTK (Ret)*

A miscreant purloined this "Sign-in" pencil from UAL in 1989.



Darn! I bought mine at the Mainliner Store at DENTK!!

COMING EVENTS

NEW YORK SKYSCRAPERS RUPA COED LUNCHEON

WEDNESDAY, OCTOBER 13th, 2010 - 12:00 noon - followed by lunch at 1pm

You are cordially invited to join your fellow retirees at the Fall Luncheon of the N.Y. Skyscrapers Retired United Pilots Assn.

The luncheon will be held at:

The Assembly Steak House: 495 Sylvan Ave, Englewood Cliffs, NJ 07632 (201)568-2616
It's about 2 miles north of the George Washington Bridge.

The price is \$30/person, including 2 raffle tickets, to be collected at the door.

Retired UAL pilots, spouses, widows and guests are welcome.

If you can contribute a raffle prize, please contact us. The raffle proceeds will be contributed to the UAL Retired Pilots Foundation.

Please contact one of us for reservations:

| | | |
|-------------|--|--------------|
| Pete Sofman | psofman@gmail.com | 203-322-0724 |
| Bob Beavis | bbeavis@optonline.net | 732-449-9126 |

Or mail your reservation to: Pete Sofman, 1230 Rock Rimmon Rd, Stamford, CT 06903
Driving Directions: (map at: <http://tinyurl.com/2uztlxu>)

WANT RUPANEWS BY EMAIL?

If so — Please send an email to Leon and tell him.

rupa.sectr@yahoo.com

LOS ANGELES RUPA HOLIDAY LUNCHEON

You are all invited to the annual Holiday luncheon at the Hacienda Hotel on December 9th.

It is a no host bar followed by a buffet at about noon.

The Hotel is located at 525 North Sepulveda Blvd. in El Segundo which is 1 mile south of LAX.

The price is \$27.00 per person payable in advance. Please make the checks payable to me, Rex May.

Mail to me at 6677 Vista del Mar, Playa del Rey, CA 90293-7545.

I have to pay in advance so I need your checks by December 4th.

All RUPA members, active pilots, former or active flight office personnel, former or active flight attendants, widows, widowers, spouses and friends of any of the above are invited.

We are extending an invitation to Clipped Wings and AFA Retired.

Parking is \$3.00 with validation.

WASHINGTON AREA EDDIE O'DONNELL RUPA LUNCH IS MOVING.

Our luncheon is always a moving experience but this time it will be an experience moving. We are going to have our October 20th lunch at the *Marco Polo Restaurant* in Vienna, Virginia. Erase Westwood Country Club from your Memory Bank. That is no problem for those, like me, with Failing Memory Bank and no Gov't Bailout Program to save me.

At least for this first lunch, the cost will remain \$30 but it is expected that will be reduced in the future. This is our COED Lunch so bring your guest and check out the new location. It will be possible to avoid the Tyson's Corner construction if you work with one of the following routings.

1. I-66 or Rt. 50 to Nutley St. (Rt. 243) to Vienna and a right turn on Maple Ave (Rt. 123) to the restaurant 2.5 blocks on the right.

From the Dulles Toll Road/Reston Area, take Hunter mill Rd. (Rt. 674) to Lawyer Rd. (Rt. 673) to a right turn on Maple Ave. (Rt. 123) to the restaurant 1 block on the right.

The Marco Polo is at 245 Maple Ave. West in Vienna, VA 22180 for those who want to Google Map their routing. There will be more information in the luncheon notice that will go out Oct. 10th. E.K. Williams

SAN FERNANDO VALLEY LUNCHEON

Attending our September 9th luncheon at Mimi's were: Rex May, Mike Herriott, Ray Engel, Norm Marchment, Trudy Ann Buck, Jack Moore, Joyann Moore, Doug Bielanski, Gene Biscailuz, Susan Biscailuz, Walt Tyler, Herb Goodrich, Tom McQueen, Mary McQueen, Bob Mosher, Dick Unander, Don McDermott, Gloria McDermott, Doug Rankin, Marcene Rankin.

Rex May updated us on the Annual Christmas Luncheon to be held at the Hacienda Hotel On Thursday December 9th. He went on to say that everyone seemed to enjoy the Buffet lunch last year, so it will be a Buffet again this year. As in the past he will again invite retired and active flight attendants to join us.

Doug Bielanski then took the floor to discuss the ongoing problems with the PBGC and said that even though it doesn't pertain to most of us here today he knows we are interested. He said that a group of the younger retirees who are affected by a cut in retirement benefits are forming a group called United Pilots for Justice to take the PBGC to task on the reduction of their retirement benefits.

After giving us some information about what the combined UAL-CON airline would be like, Don McDermott passed out printed information for us to read with more detail. Comparisons were made as to hourly pay rates at various airlines, and at the present UAL is the lowest, and Southwest is the highest.

Our lucky 50-50 drawing winner this month was Joyann Moore.

The next luncheon at Mimi's is Veteran's Day, Thursday November 11th.

'Til then, *Marcene and Doug Rankin*

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. 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. The five of us commented that with that number, we can all be focused on one conversation at a time, which when there are several more guys and sometimes gals present, we with hearing problems can just sit with a 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.

Fraternally yours, *Bob Harrell*

3 RUPA LUNCHEONS IN 2 WEEKS -- By: Leon Scarbrough

Whatever struck me to do this mad adventure, well, I guess I could say the devil made me do it.

Luncheon #1) North Bay, my normal, must attend, luncheon was great per normal. Hopefully Bill got the report in on time, as Father Don was tied up in medical knots, and we hope to see him soon, at least at the Guppy Gathering on the 29th of September, here is Sonoma, CA.

#2) Twas the doozy. Met up in **MRY** on Sunday night with 3 retired F/A's, two which were RUPA members, and the third F/A a tag along, and 2 RUPA pilots, myself and Lew Meyer, and the third, Bud Reed of DCA, who we are hoping will join RUPA. Lew is living outside of PHL, Susie, the oldest ever hired F/A, living in Dallas, and we don't tell ages, and the two from DCA, Joyce Lopez, a RUPA member and her friend Laura Brandle. All retired. The six of us had a great dinner at the Chart House, recommended by Milt Jines, and Monday attended the MRY luncheon. Great fellowship, Edgars at Quail Lodge was just great, and meeting and seeing old friends was especially fun for me.

#3) Baysiders Luncheon on the 14th of Sept. Another great crowd with just Joyce and myself attending of the gang of 6. Good seeing a lot of the Folder and Stuffers gang, minus those on the RUPA cruise. Lunch at Harry's Hofbrau House was cafeteria style, so no waiting for taking orders, just go and help yourself.

Now I am back home taking care of RUPA business. Never ending. I would encourage you, that if all possible, go to a luncheon in your area, and see and meet your friends from the 'good ole days'. *Leon*

PS. Let me add a reminder that once you receive your PBGC Final Determination Letter, fax it, scan and e-mail it, or copy and slug mail it to Doug Wilsman. Details on Page 3. *Leon*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The number of members at the Sept. lunch was light, only 20 due to the hot weather and the holiday week-end coming up. As always those attending enjoyed themselves while solving all the world's problems before sitting down for a nice lunch.

Our "Medical Officer" George Hise again had good news regarding the health benefits of consuming alcoholic beverages which he shared with us after he informed us that he had hit his second hole in one. Dan Barger explained how to obtain the papers needed by retired employees to park for free near the Maintenance Base at SFO.

No one had any new info on the final determination letters from the PBGC, the merger, or other subjects of interest.

Attending were: Dick Lammerding, Wayne Heyerly, Leon Scarbrough, Galen Wagner, John Candelo, John Baczynski, Ken and Shirley Corbin, Bill McGuire, Deke and Merle Holman, Dan Barger, Dick Hanna, Jules Lepkowsky, Barney Hagen, Tom Rhyme, Bruce Milan, George Hise, Dick Smith and me, **Bill Greene**, your temporary coordinator

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

It was a good meeting and turn out. Sam (our server) took good care of all in attendance which included Diane Ellis, Brett Morris, Robert & Mary Alice Gifford, Will & Fran Blomgren, Lee Casey, Phil & Pat McClair, Paul & Brigitte Olson, Connie & Beth Ege, Milt Jines, Barrie & Sharon Nelson, Mike & Mary Lynne Donnelly, and Bob & Hannah Cornell. Our out-of-town Guests were RUPA's Sec/Tres Leon Scarbrough, Bud Reed (Ret. UA pilot from Reston, VA), Susie Robertson (UA F/A Ret, from Dallas Texas) Joyce Lopez (UA F/A Ret.), Laura Brandle-Reeves (Ret. UA F/A, Ret., Washington, DC) and Capt. Lew Meyer (UA Ret., Berwyn, PA). It was such a pleasure to welcome these folks who travelled great distances to be with us here in the Monterey Bay Area ... not one of them had golf clubs so it must be assumed they came just to be with us for lunch! I overheard several "I remember you" comments while those who were "remembered" sincerely hoped they were pleasant memories. Most were. As they ask in the lyrics of Auld Lang Syne, "Should Old Acquaintance be Forgot?" We proved NOT! *Milt*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

Although a number of regulars were away on the "Cruise" for our September meeting, a sizable group attended the luncheon. If our count is accurate thirty-eight attended.

Bob Ahrens, Floyd & Charlene Alfson, Bob & Roz Clinton, JB & Sandy Cockrell, Bob Downs, Bob Ebenhahn, Rich Erhardt & Cyndi Schwager, Barry & Ginny Hamley, Dick & Jeri Johnson, Karl Kastle, Bob Kibort, Bill Madsen, George Mendonca, Bob Norris, Jay Plank, Frank & Lynda Sattler, Bud Schwartz, Jim Taylor, Jerry & Krista Terstiege, Larry & Pat Wright. We were happy to receive the following visitors. Leon Scarbrough, from North Bay, and Joyce Lopez from Washington D.C., Dee and Craig Norris, parents of Bob Norris, James D. Taylor and Imelda Valdez, son and caretaker of Jim Taylor, John and Rita Gordon visiting from Tucson, and first time attendee, Kal Kalpin.

Our next second Tuesday luncheon will be October 12 – 11:00 a.m. at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. We look forward to seeing you. *Larry Wright*

THE INTREPID AVIATORS OF SOUTHERN OREGON

You asked the date of hire of the group in a recent note. Well, I have two for you, both not present this lunch. Steve Fusco was Feb. 7, 1951. Dave Ellis is Sept. 21, 1936. AS IN 1936!!!!!!!!!!!!!! How about the groups....anybody senior to Dave?



This picture is from our August luncheon. From left clockwise are Scott Lee (son of Don Lee), Bob Keasby, Harvey Saylor, Catherine Dimino (George Elliott's daughter), George Elliott, Art lumley, Marty Niccolls, Bob Niccolls and Bill Monfort. Cheers to all, **Bob**(3-27-61)

CRASH LANDING

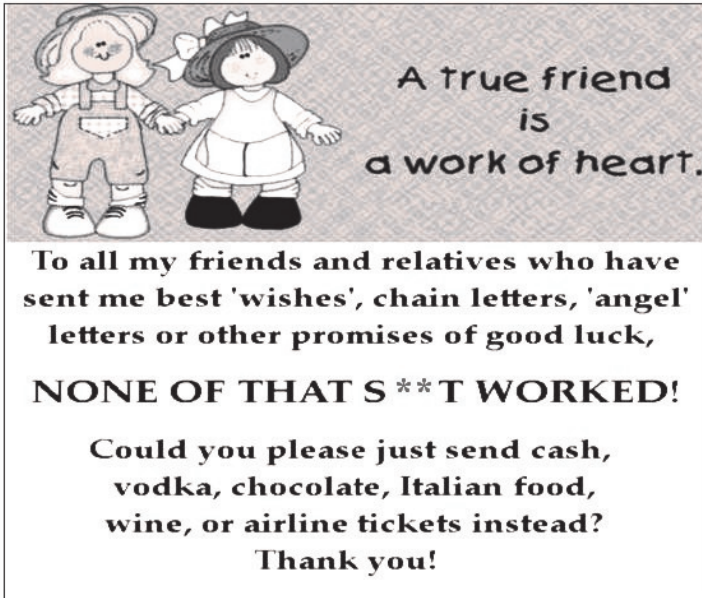
As he reviewed pilot crash reports, my Air Force military science professor stumbled upon this understated entry:

"After catastrophic engine failure, I landed long. As I had no power, the landing gear failed to deploy and no braking was available. I bounced over the stone wall at the end of the runway, struck the trailer of a truck while crossing the perimeter road, crashed through the guardrail, grazed a large pine tree, ran over a tractor parked in the adjacent field, and hit another tree.

Then I lost control."

THE SEATTLE GOONEY BIRDS RUPA LUNCHEON

The Seattle Gooney Birds met for lunch on a rainy Thursday. The attendance was down from last month and we all managed to sit comfortably at one long table. After our soup and sandwich luncheon and lively conversation the host welcomed Gene Armstrong to our table after an absence of a few years. There was discussion of PBGC Letters of Final Determination and Pilots for Justice group forming for possible litigation against the PBGC. Two of our oldest members, Ray Dapp and Neil Johnson, were present and in apparent good health. The host was unable to solicit a joke from anyone so he told a lawyer joke with mixed results. Everyone seemed to have a good time! In attendance: Bill Jensen, Eric Malm, George Brown, Gene Armstrong, Don Anderson, Dick Anderson, Frank Carpine, Jack Brown, Jim Bleasdale, Ray Hanson, Chuck Westfphal, Ray Dapp, Neil Johnson, and *Bill Brett*.



Oh so true!!

THANKS FOR THE “EXTRA”

The following have added a “Little Extra” to their dues. We thank you.

Jamie Alexander, Barry Allen, James V Allen, Park Ames, Don E Anderson, Thomas Balboni, Robert Bandfield, Donald Barnhart, Lee Beck, Joe Bechtol, Stephen Benson, Jack Berkshire, John Bermingham, Tom Bettis, Dale Bird, Alan Black, Jerry Blalock, George Bleyle, Fred Boom, Robert Boser, Lee Boyd, Gerald Brenny, William Brum, Robert Burkel, Frank Butchart, Bruce Carey, Annie Carlson, Richard Carlton, Gerald Chatham, Roscille Colburn, Billy Cochran, W H Cockerill, Walter Crawford, Edward Cutler, James Dahlquist, Barry Davidson, Robert Deichl, Peter Delo, Richard DelVecchio, Bob Donegan, Marion F Fisher, Andrew Friebel, Patrick J Gallagher, Rod Gilstrap, Gary Gore, John G Grant, Fred Gumpert, Louis Gust, James Hall, Rol Hamelin, Conrad Hamilton, Wilford Hartman, Jerry Hathaway, Walter Haight, Al Haynes, John W Hill, Jim Higbea, Jack Hooper, John Houston, Robert Jewett, Betsy Johnson, Lionel Johnson, Neil Johnson, Irv Jones, William M Jones, Don Karaiskos, George Keller, James Kenney Walter Kimmey, Arthur Littlefield, Clyde Luther, Linda Malloch, Herbert Marks, George Mathes, Don Mc Daniel, J B McClure, William McFarlin, Mack Mead, Gerald Metzgar, Lew Meyer, Edwin Mitchell, Charles Monohan, Donald Morgan, Rip Munger, William Nielsen, Sam ODaniel, Kenneth Olson, Richard Patton, Donna Paulsen, Edward S Peterson, Douglas Phillips, Gerald Pryde, Robert Puryear, Charles Pyeatt, Ray Randall, James Razmus, Ralph Ridge, James Rigsbee, Wes Ronning, Raymond Salamanca Guy Sapp, Frank Scheder, Duane Searle, Dave Shroyer, James Sieger, Eric Skone, Dixon Smith, W David Smith, Philip Steiner, Gene Stepanovic, John Stottle, Chancey Stoughton, Frederick Streb, James D Strickland Terry Summers, Donald J Taylor, Dearl Temple, Charles Thom, James D Thompson, Renate Van Kempema, Tommy G Walker, Murray Warren, Bill Wayt, Jay Weeks, Ray Welch, Billy Wellborn, Joseph Wildberger, Bruce Wilkinson, Craig Willis, Richard D Wilson, Frank Zackary, Henry Zbesheski

LETTERS

ROSS."RUPA" AIMER — San Clemente, CA
Greetings Cleve, Bruce and all the rest of you pilot people. Sorry for the delay in writing, but I am glad my dues were paid up in advance. A check for another two years of dues is in the mail. Six years since getting fired by the FAA, but who is counting! Time sure flies when you are having fun.

Greedy Tilton needed my retirement money more than I did. Therefore I had to go find a job after 40 years of airline flying! Worked for Boeing for a few years teaching, until last November. (As a Jr. puke "full time" Boeing employee, I was among the 10,000 or so worker-bees who got the ax resulting from creeping 787 delays and the bad economy.) I was however, lucky to land a job flying a "real" airplane once again. JetSuite Air, an on-demand FAR-135 charter operator based in Long Beach, CA lowered their standards far enough to hire this "rusty" old pilot! The airline operates a fleet of EMB-500 (Phenom 100) sporty twin jets out of Southern California airports to neighboring states and Mexico. Fortunately for me and my tired kidneys this jet has a very short range. Average flight time is about 45 minutes and usually conducted in perfect weather conditions. Duty days have not been very long so far and the folks I work with are very nice. Just the way I like it! The only drawback about the job is that I have to work "every damn Tuesday!" :-). Sometimes interfering with my surfing schedule, afternoon naps and evening wine tasting ritual! Oh well, one of these days I will find that rich 30 year old heiress who will take me from all of this!

Those of you lucky "boy toys" who have found your heiress, call JetSuite Air. (www.JetSuiteAir.com) We will whisk you and your sugar mommy from nearest So.Cal. hometown airport, and jet you to LAS. A personal limousine will take you to your Presidential Suite at Wynn Resort for two glories days and nights all for a mere \$5,000! (Pilot tips not included!) Yes folks, I have discovered tipping the pilots are common in this type of operation. And not being a very proud individual, I have learned to graciously accept gratuities, sorely missed in our former life!

Still flying for food, **Rusty** Rusty787@mac.com

EDWARD H. ALBRIGHT — Batavia, IL
Original hire June 1946, Seniority 1001.
Furloughed 1 Dec, 1948, part of the Infamous "88".
Rehired Sept 1951, seniority 1351? Went through #1000 3 times. When Capital merged and I went back over 1000. Retired 22 August 1982, # 254 *Ed*

JAIME P. ALEXANDER — Council Bluffs, IA
Hello Cleve, Bruce, and All, I continue to bump along just passing my 76th birthday and doing OK. I still have the ups and downs with gliders, tow plane, and lady friend Dee's Skylane. We camped under the wing at OSH "one more time" again this year for the whole week. The highlight of our now traditional homeward bound "layover" in DBQ was indoor plumbing.

My home remains chaotic with daughter Kathy, grandson Jonathan (17), and granddaughter Erin (9) all often going in different directions. Jon has been driving a year now without incident, well except for two photo red light violations and a midnight call needing retrieval because his car had been smashed while parked (not occupied). Erin is tiny, not yet four feet tall, tests for her ATA Black Belt this weekend. Son Jeff, DENFO, parked "his" 737 and moved to the Airbus.

Thank you RUPA editors for all the work. Best wishes for another good year to all out there in newsletter land. *Jaime*, ORD '94

DON BARNHART—La Center, WA
Dear United Friends, By the time you read this Don will have celebrated his 91st birthday on September 1st. He continues to be in good health since recovering from the ATV roll over in August 2007 on our farm here in La Center. While he is limited to wheelchair or electric scooter transportation he can still help with the mowing of about six of our twenty acres on the East Fork of the Lewis River. We have "his and hers" Kubota's with power steering and canopies. And while each of the mowers can cut a five foot swath it still takes us about 3 hours to mow the orchard and lawns. The rest of the acreage is pasture and woods.

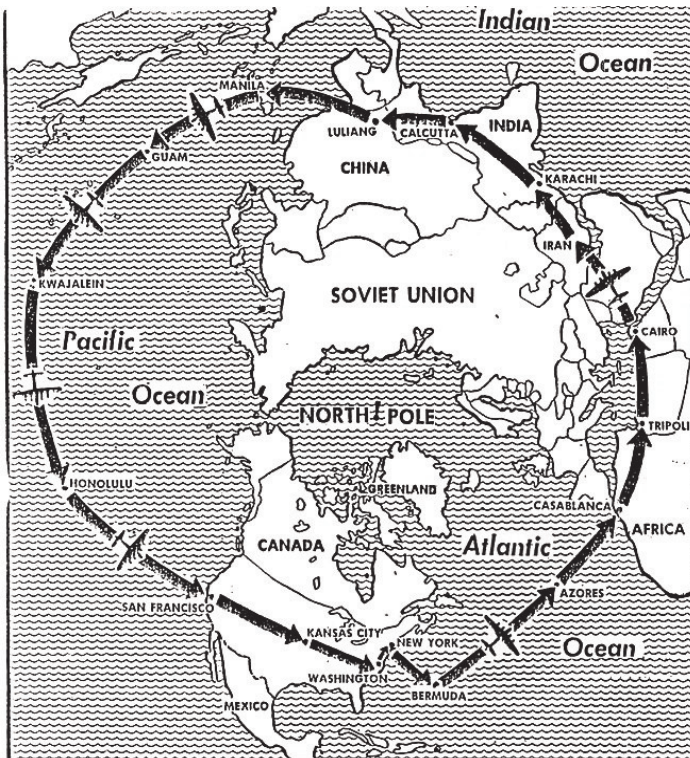
Don grew up on the farm before leaving it to seek a career across the Columbia River with UAL in Portland. He was hired in January 1941 and retired from dispatch at SFO in late spring 1982. We both got a chuckle when Leon requested the date of hire for the RUPA database. His e-mail reply indicated

that "at first, I thought it must be a typo...but in checking the birth date...no."

We both read *RUPANEWS* and enjoy the personal messages, articles, photos, history and comics. Thank you to all who put the publication together in such an excellent manner.

I am mailing Don's renewal check this afternoon. Our best wishes to all at United. Sincerely, *Don & Barbara*

(Referred to in Lois Benedict letter below)



FIRST REGULAR ROUND-THE-WORLD AIR SERVICE -- In this polar projection is given a top of the world view of the course followed by the first regular round-the-world air service which took-off last Friday from the Washington National Airport. A U.S. Army Transport Service C-54 Globemaster began a 23,174 mile flight on the twenty-first anniversary of the Army Air Corps first world-girdling flight in 1924. This junket took 175 days to cover 26,345 miles: four planes were used - two finished. The new schedule will make the trip in six and one-quarter days. The route as shown on the map above is: Washington to New York, Bermuda, the Azores, Casablanca, Tripoli, Cairo, Iran, Karachi and Calcutta, India, Luliang, China, Manila, Guam, Kwajalein, Honolulu, San Francisco, Kansas City and back to the starting point at Washington (International)

LOIS BENEDICT – Glen Ellyn, IL

You have no idea what it is like to have a daughter die before you, unless you have experienced it. Our beautiful daughter, Carrie, 48, passed on Feb 19th. After suffering, first with breast cancer, it then went to her brain. She leaves 4 children that, with the rest of us, are having a very difficult time.



On a different note Do any of you remember the "Globester"? I just realized that 65 years ago, my husband, Ross, (USAAF) made front page news in

several newspapers when he 18 other crewmen were passengers on a part of the "Globester" maiden flight in September 1945. They boarded in Casablanca, bound for India and China, (Ross). *(Your editor has taken liberties paraphrasing and adding to the remainder of Lois' letter)* The "Globester" was a once weekly flight schedule "Around the World" in the Douglas C54 Skymaster. It originated and terminated at Washington National Airport each Friday. It covered 23,174 miles with 16 stops in 6 ¼ days. The maiden flight took place on the anniversary of the Army Air Corps first "Around the World" flight of 24 years that started with four specially built Douglas World Cruisers on April 6 in Seattle WA. Two arrived back at the starting point 175 days and 26,345 miles later, September 28, 1924. *Lois. (We have been unable to use the newspaper reports that were included with Lois' letter. Did manage to rework two images. Ed)*

ANNIE CARLSON — Palm Desert, CA
Stu would have been 79 on 8-31. We were married for 40 years. I had been a flight attendant for 10 years when we married. I continued for 18 more years.

I 'bought' my first ticket on UAL to go PSP-DEN-LNK last month. I would not have gotten on as it was UAL Express and every seat taken.

I enjoy reading RUPA News every month. Thanks. Sincerely, *Annie*

JOHN CAIRNS--Medford, OR

A few weeks early this time--will be away in October. Anyway it may atone somewhat for all my late dues.

Other than a trip to Maui, no significant travel.

My wife Patricia and I are in good health -or what passes for good health at our age. We live in a retirement community in a cottage overlooking a golf course. Ironic, since I was a tennis player and not a golfer, as my wife played tennis and I felt compelled to demonstrate my supeioity. Fortunately she forgave my arrogance and we have been married for 63 years. A sincere thank you to Captain Ron and the other dedicated folk who labor to bring us RUPANEWS. *John* SFO-SFOEG-SFO

BRUCE CARY — Elgin, IL

Dear RUPA, Enclosed, please find my check for two years of RUPA dues, and some for the slush fund.

Many thanks to the officers and volunteers who keep RUPA running. It is appreciated. Sincerely, *Bruce* (written by his secretary/spouse *Charlotte Carey*)

JOHN CHYLE — Jenner, CA

I have been remiss about writing, maybe lack of typing skills, but sure do look forward to getting my publication each month. The letters and articles are great but the last page is sobering. Since I can't seem to get paragraphs this will all run together. (*Aw, we did it! Look OK?? Ed :-)*)

Lena and I continue to live at the mouth of the Russian River in northern Ca. Jenner has a population of about 150. Health is good, so good food and exercise apparently work for me. Had two cataract surgeries recently and highly recommend it when your time comes. What colors!! And when did all those lines on my face suddenly appear in the mirror?

Recently, we took an REI bike trip to Vietnam. Hot and humid, even in Feb.-Mar, but the people were friendly and beautiful scenery, most enjoyable even with the 60 mile days. SA travel has been good to us, beds from SFO to Saigon and return. What a way to go. Our recent SFO-ORD-SFO for my 60th high school reunion required several missed flights before we got the green light. Security sucks, but I have fond memories of no security at airports like ELY and EKO and Arcata. Also the fun visual approaches, not the controlled long straight-in ILS's. Shows my age.

I continue to practice my recorders, both alone and with 4-6 others, mostly Baroque music. We hike, bike, and kayak besides the daily stretching. Could say we are physical not intellectual types. Got to close to prepare our camper for a trip to Sequoia and Kings Canyon this weekend. Good luck to all. *John* 67-97 mostly SFO but also ORD, LHR, GVA and JFK.

ED CUTLER — Denver, CO

My wife, Renee, and I just returned from France where we enjoyed a delightful barge trip through the eastern part of the country (Besancon in

Burgundy to Mulhouse in Alsace). Then we spent a nice week in Paris, trying to get home on NRSA passes. Next time I even think about trying to go anywhere on passes in the summertime, I hope someone gives me a swift kick! Come to think of it, my wife will probably oblige me. This trip was the highlight of the year.

I'm still serving on the Board of LifeLine Pilots, and even flew one mission for them, taking a patient from Hill City, KS to Denver. I can't get missions often because they involve usually two passengers and the old Decathlon only carries one. I did fly the Decathlon to a back-country get-together sponsored by the Colorado Pilots Ass'n in Marble, CO -- a 3,800' grass strip in deep canyon at 7,700' msl. Great fun camping out; I will try to make it again this September.

Best regards, *Ed* DENTK for 22 years, then ORD and DEN for the last 6 years.

MARTY DUNKLE — Thousand Oaks, CA

Sorry about that blank page, I would like to think it's the fault of my computer, but I fear it's the fault of my blank mind, old age can do that to one, you know. (*Don't believe you, Marty! Ed.*)

I wrote that I had listened to some idiot on TV declaring that he thought a Co-pilot was no longer necessary on a commercial airliner. (I think he had something to do with Ryan Air.) Who does he think would fly the airplane while the Captain was getting a little lap time? Or is that thought too far back in time to even be valid?

I am wondering how long it might take to iron out all wrinkles involved with the UAL/Continental merger. I remember the long involved struggle, blood, sweat & tears Bill and many others went through, just trying to put a seniority list together with the Capital merger.

Thanks for your hard work putting the news-letter together, it is fun to read and recall the good old days. *Marty*

DOROTHY GATES -- Pleasantville NY

How about that...a great NEWSLETTER is lowering its' renewal rate by \$10.00 ! Amazing in this day and age.

Keep those letters coming. Hanging in there is not always easy, but I'm trying. *Dorothy*

CONRAD W HAMILTON -- Gulf Breeze, FL
Retired since 9/10/01. Still have those occasions when I cannot find my Flight Bag or wondering why the Crew Desk is calling me...don't they know I've retired? Sometimes I will actually take the trip. But, then I will finally awaken.

My youngest Daughter is a Sophomore in High School here in Pensacola, FL. It's great having she and all of her friends hanging out here. And, there is nothing like hearing the laughter of children and having all of that energy around, even though it keeps the cupboards bare. I took her to get her learner's permit last week. Oh Well!!!

So far so good health wise. Enjoying life. Hang out with friends. Go to the Gym. Go to the Beach. Great Naval Aviation Museum here at the NAS; hate it there are about half dozen aircraft that I've flown stashed there. There is even a DC-7 cockpit (R-6D) on display. I do remember some of those switches, levers, etc.

Occasional visits with my two oldest Daughters and their children in the Washington, DC area. The oldest is a Realtor and has four children....10, 8, 6, and 4. The middle Daughter is a Psychologist (still working on me) and has 12 year old twin girls. Needless to say, they stay busy.

Love the RUPA NEWS. Thanks to all those who make it possible, *Conrad*

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*

DON KARAISKOS – Wooster OH

Greetings from Cleveland Crazy Land. It's been 20 years since I didn't set the parking brake - actually I had the co-pilot do it since I am vertically-challenged and couldn't reach the pedals. I just finished eight decades as a resident of this terrestrial orb and am now entering into my ninth. I plan on going to Switzerland and have some goat injections that will ensure that I get Willard Scott to mention my name on the Smucker's commercial.

Enough of that balderdash. I am going relate to you and incident that happened to me in Tuscon in March and it is the honest-to-gosh truth. I wanted to visit my daughter and her family in Denver. I checked my bag at United's counter and proceeded to the gate. After standing-by for five flights and not getting on any of them I asked the gate agent how I could retrieve my bag. She said to me, "Did you have it "red-flagged"? I told her that I never heard of the term. She looked at me and said in only the way that retiree SA's are addressed by working employees and said nastily, "You of all people, should know what "red-flagged" means". My bag had gone on to Denver without me (the security folks might find that interesting). I proceeded down to baggage-claim to find out how I would go about getting my bag back. I told the agent there that I have been around the airline for forty-four years and never heard the term "red-flagged". In the meantime a customer came in looking to retrieve a bag that was lost somewhere in the system, and the agent dropped me like a hot potato and addressed the paying customer at the same time, telling me unsolicited, "since I was an SA without portfolio I was last in priority and that I should step back from the counter." O.K with me - paying customers first. Meanwhile another customer came in and I am still waiting. Finally, he got around to me and I asked him when this "red-flag" business started. Now he is saying that I am becoming "argumentative" (a response right out of

United's Customer service manual). Meanwhile, a "thirty something" walked in and heard the tail-end of our conversation. I assumed he was the station manager when he told me to "GET OUT OF THIS ROOM OR I WILL CALL SECURITY!". My response to him was "that in my 80 years of living I have never had me anyone talk to me like that, save my military drill instructor in basic training". He immediately motioned to an airport policeman who was standing next to a baggage carousel to come into the office and have me summarily removed. I stepped out of the room and intercepted the officer who was visibly nervous (he obviously heard the exchange) about getting into the whole mess and I explained to him "not to worry" - that I was a retired employee and that the person whom I assumed was a station manager and was trying to prove a point to a "lowly" retiree. As I stood just outside the office the officer returned to his post with a sigh of relief. Meanwhile the baggage agent with whom I originally had contact called me in after he finished with the other customers and called me into baggage claim. Meanwhile the boss disappeared. The agent apologized to me for his part in the scenario, which I accepted while telling him that his boss needs to attend charm school, preferably one not operated by United. Never got the name of the guy who ordered me out of the office and thought the worthless piece of protoplasm calling himself a manager not deserving of my precious time to pursue the matter further. My bag was returned on the first flight the next morning. I returned home for the night and came out the next day to try it again. I succeeded in getting on the third flight along with my bag that had just arrived back from Denver.

That is not the end of the trip saga. After spending a week with my daughter and family it was time to return to TUS. My daughter and son-in-law dropped me off to catch the first flight out in the morning. After standing-by for four flights (only one of which was a UA flight, the rest were operated by Sky West), I noticed that the boarding screen had me anywhere from 12 to 22 in boarding priority. This was with my 44 years of boarding priority. I needed to get back to TUS as a humdinger of a snowstorm was going to hit DEN before morning. I called my daughter to see if she could get me a seat on the last flight as a paying

customer. She took my credit card number and after a trying to communicate with some dude in Bangalore, purchased the last seat available on the last airplane to TUS. It cost me \$382 for a flight of ninety minutes. When I received my credit card bill, there was an extra 25 bucks for booking the flight through reservations. Note: SWA is now offering a fare from DEN to TUS for \$49. Back to the boarding priority situation. If you are standing-by in for a flight operated by an express carrier, as I was in Denver, be aware that you come after all the express SA's are boarded. In a place like Denver, if you are going somewhere on flight operated by an express carrier - good luck. Even if the express carrier employee was hired 5 minutes ago, they get on ahead of you.

For all of you folks who have had your pensions reduced, your life insurance taken away and medical changed and are still worried about your boarding priority after the CAL-UA merger, forget it. Go buy a ticket. I for one am not going to hang my head down, shuffle my feet, hold my hat in hand and grovel for a "free" seat. We no longer have any company ties that are worth a "pitcher of spit". The sooner you realize this you'll go buy a seat on SWA - it'll be cheaper in the long run and lot more pleasurable experience. I'll remain with RUPA so I can read about all of those obsequious retirees who write in to RUPA describing a trip they took to Timbuktu and flew "first class all the way".

On a lighter note. In April, I paid a visit to my nephew who lives in Vancouver, WA (bought my ticket on US Air). We took in The Evergreen Air Museum (residence of the Spruce Goose) and the WAAAM (Western Antique Aeroplane and Auto Museum) at Hood River, Oregon. Both are wonderful museums but if you are interested in both antique automobiles and airplanes, WAAAM is the place to go. The museum is composed of civil aircraft from WWI to the present. The museum is replete with Bellancas, Fairchilds, WACOs, Boeings etc. It has three Fairchild 22's of which less than 130 were built. The motorcycle and auto displays are something to behold. The majority of the aircraft are flyable.

Bev and I still split our time between Green Valley, AZ and Wooster, Ohio and places in between (kids and grandkids in NV, RI, CO and OH). Illigitimi non carborundum. Fraternally, *Don* - CLE

SKIP LA ROCQUE – Hobe Sound, FL

Having just completed year 16 of retirement, I am sorry to report it was not the best of years - the most serious of life events occurred in our family.

In November, Jeanne and I went on a cruise to the Eastern Caribbean aboard the Emerald Princess. In mid December we drove to the west coast of Florida to spend an early Christmas with our son and grandchildren. The end of December we drove to Virginia/Maryland to spend Christmas with our daughters and grandchildren.

Then came the year "2010". In the middle of February, Jeanne had an angina attack at home. The next day, an angiogram showed 3 blocked arteries of 90%, 80%, and 50%. Because of her past heart history, the decision was made to have double bypass open heart surgery. Because her arteries and aorta were calcified, the surgeon did not want to clamp off her aorta, so she had off-pump coronary artery bypass. Her heart was still beating during the operation. Shortly after she was brought to CICU, she had cardiac arrest. They brought her back to the operating room and put her on the cardiopulmonary machine to let her heart rest for about an hour and a half. They started her heart beating again, but it never recovered. Forty-two hours later she was called home. Adjusting to life without my roommate of 54 years is a bear, my friends; and that's a gross understatement!

In May I drove to Maryland to see my twin grandson's graduate from high school. In June I drove to the west coast of Florida to see my granddaughter graduate from high school; then 4 days later I was in Virginia to see another grandson graduate from high school. All 4 are going to college this fall.

I'm still using eye drops for early stage glaucoma and have the beginning of wet macular degeneration. I'm also trying to get use to new hearing aids. It sure is nice to hear what's being said in group conversations once again. I'm still playing tennis 3 days a week. My body is still holding up, but it needs the rest every other day in this heat and humidity.

"Thank you" to those of you who keep this monthly publication going. 'Til next year, try to stay healthy and keep looking down at the grass.

Tail winds, *Skip*

ART LITTLEFIELD -- San Jose, CA

Here are my dues for the years, plus a few extra bucks. Thanks for the work you do for RUPA. *Art*

CLYDE LUTHER -- Burke, VA.

Well another year has passed and still enjoying good health. Been retired now for 21 years.

Well 2010 was not a great year though. In early spring our sister passed away unexpectedly and within a month her son, my nephew, died suddenly and then to top it off, brother Clark passed away down in Hilton Head.

Most everyone knew Clark and many of you flew with him at one time or another. He was a great guy, an adventurous type guy, having hitch hiked with another friend all over the US when he was 17 and then enlisted in the air corp on his 18th birthday and finished flying school in Feb. 1944 and was home after 35 missions over Germany on his 20th birthday. He graduated from U of Maryland and went to work for Capital in 1946 and you know the rest of the story.

I am still officiating in golf and still working over 20 tournaments a year plus a lot of time spent teaching golf Rules. Have been working a number of American Junior Golf Association events. These young newcomers are something else. Much time is also spent each year as the Head of Rules and On Course Administration for the NCAA Division I, the Atlantic Coast Conference and the State of Virginia.

All the family doing well, Claudette, my wife of 56 years and the boys Mike, A-320 Captain, Mark a successful High School administrator and baseball coach, Lisa, former agent in Orlando and retired husband and 777 Captain, David Leighty and daughter Sandy, soccer coach and math teacher in Texas along with her husband working for Dell Computer. All are doing well.

Thanks to all of you hard workers that do all the work in putting forth this newsy magazine. *Clyde*

DAVID MANZEL -- Southport, NC

To fellow RUPA members: Enclosed is our annual check for the RUPA News. We do enjoy reading about fellow United folks. Life in North Carolina remains about the same, with a few pleasant exceptions. . I shot a hole-in-one, a certainly unexpected highlight in my golf game.

I also joined the "bionic people", getting a new

knee. That certainly has made walking much easier and more pain free.

We are occasionally able to visit the Chicago area, our home for forty years, and also make trips to the DC area to visit our grand kids.

Finally, my aviation career has come back to where it all started--I have had my CFI reinstated and I'm instructing again. Albeit, mostly for free in the Civil Air Patrol. Hi to all. *Dave & Pat*

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

I had amnesia once -- or twice.

...Protons have mass? I didn't even know they were Catholic.

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

...What is a "free" gift? Aren't all gifts free?

...They told me I was gullible... and I believed them.

...Experience is the thing you have left when everything else is gone.

...One nice thing about egotists: they don't talk about other people.

...I used to be indecisive. Now I'm not sure.

...The cost of living hasn't affected its popularity.

...How can there be self-help "groups"?

...Show me a man with both feet firmly on the ground, and I'll show you a man who can't get his pants off.

...Is it my imagination, or do buffalo wings taste like chicken

GERALDINE MENEFFEE — Suitland, MD

Thank you for your notice. Don't recognize very many names, but enjoy the travels, the medical info, etc.

My credit card, Alliant Visa, was blocked-my son was buying groceries, for me, he paid cash. I called Security, missed their calls. Someone had charged many small items. Some sharp eyed agent

immediately caught these items as 'unusual'. I will get a new card. It was the beginning of a new cycle. I would have caught it later: Always check your items to be sure they are really yours. *Gerry*

GERALD "JERRY" METZGAR — Aurora, CO
Hi Everyone. I apologize for being late in RUPA Dues.

As this is my first letter to RUPA, I think it is appropriate to divulge some of my history. I retired from the Boeing 747-400 in June of 1996, flying from LAX.

My lovely wife, Barb and I spent 11 years living in Las Vegas, and then got a wild hair to move to Florida (Stuart and Port St Lucie). After three hurricanes in one year, we decided to move back to Denver. We are now living in S.E. Aurora. We are both in good health and look forward to camping, cruising, etc. Regards *Jerry*

LEW MEYER – Berwyn, PA

At my $\frac{3}{4}$ century mark, there's reason to be thankful for many things. Among them is the great work several of our fellow RUPA members have done for many years on our behalf. We don't give awards to our 'Cleve Springs', but back in the Navy you could tell the service a chief had done by his arm full of gold hash marks & chest full of ribbons. Though we don't pin ribbons on our volunteers, their services are what makes our RUPA group so great. Thank you men!

In spite of my repeated attempts, thanks to good doctors, I haven't woke up with a white tag on my toe. *Lew*

M. RAY RANDALL — Federal Way, WA

Birthday time again!! Made it to 88 in pretty good shape and am wondering how much longer this will go on?? The fact is that Faye and I are in real good shape considering the age.

Find I don't know many of the names I see in the RUPA paper. Enclosed are my dues!! *Ray*

RALPH RIDGE — Castle Rock, CO

Hi all. First off let me apologize for joining the list of delinquent payers. Check's in the mail plus past due charges.

Been another busy year traveling to NZ and AU. Sharon and I spent five weeks down there this year doing all of the "touristy" things we have been promising ourselves to do for the past several trips. In addition we helped the Corvette chapters down there with their annual judging events and joined them on their road tours in Corvettes made available by their members. The AU meet was held in Perth this year and we finally got to drive around WA. It's always interesting to drive a left hand drive car in a right hand drive country.

In July, the US NCRS Corvette convention was held in Charlotte, NC. Sharon and I led the Rocky Mountain contingent of cars on the National NCRS Road Tour from Denver, including four couples from NZ and one from AU. Needless to say I had more than one car go to Charlotte (payback time). Two of my cars were driven by Kiwis and I drove my truck and trailer (something wrong with that picture). One of our participants works for Coors and supplied us with nineteen cases of beer. We showed our friends from "down under" what a tailgate party is all about at the end of each day.

I'm flying to CLE in September to take my oldest grandson to his first Corvette meet. May be a very costly trip.

I'm still doing a little bit of King Air flying, but not as much as last year. Thankfully our health is not an issue...I still look forward to getting up every morning (although it does take a little longer to get up to speed).

Thanks for all your work on the RUPA mag....I read it cover to cover. Great way to keep up with guys I knew. I even enjoy reading about those I didn't know. *Ralph*

MY FAVORITE DOOR MAT!



VERLE ROTH — Tacoma, WA

Its been a long time since I have written anything. I'm a little late this year with my dues. Lost my wife Evelyn of 66 years last April and I am still grieving. My health is fair but I still golf once a week which isn't too bad at age 90. Enjoy the Newsletter even though I don't recognize a lot of names. Keep it up. *Verle*

RAYMOND SALAMANCA — Redding, Ct

Just another ex-Pan Am pilot who is sincerely grateful for been brought over (1986) in seniority and in the B-747 left seat.

United has always been good to me. Thanks, *Ray*

DAVID SHROYER--Littleton, CO

A Day to Remember some bumps as we trudge the road to our happy destination--(where ever that is)-- Believe I must be one of the last of our UAL group in VR-1 NATS-WWII--

My partner Jeanne of 68 years and myself are in good health and staying vertical. Be Safe. *Dave*

HAL SPROGIS — Incline Village, NV

This was the year I "broke eighty" --- however, this was not a score in my golf game! Nevertheless, my daughter Kimberly introduced me to a nice lady and now I have a new "bride." She is Gloria and we are as happy as "clams" with much time spent in humor and laughter, with our family and friends.

Also, I love being friendly to my "cougar," since it does pay dividends!

So, as lively octogenarians, we adhere to the concept of fun is where you find it, or where you can make it and we will keep looking for it as long as we can! Happiness to all ... from *Hal & Glo*

JOSEPH SVENDSEN -- Yorba Linda, CA

Not much news this year. Went to India last year. Had a great trip. Spending this year visiting the grand kids and my three great grand kids. Three boys. My grand son is a Captain for Great Lakes Airlines based in DEN. My grand daughters husband fly's for NASCAR. So still in the airline loop. Your might have my new e-mail: joesvendsen@live.com. *Joe*

CHARLES THOM – Goodyear, AZ

Our health is good after 9 years retired. Kids and grandkids, too. Sandie and I are still trying to rein

in expenditures to try and keep our retirement home in Pebblecreek, Goodyear, AZ. It's a work in progress.

I have been doing CFI (C172) work at Glendale Airport, to the tune of about \$500/month, as students are few and far between. Projected airline pilot hiring stats show a huge deficit in the near future, partially due to the reduced \$ return in a career and now severely crimped by the new rules requiring an ATP and 1500 hours for new hires. So now it costs more for training to earn less in a career. The airline industry is "Nutso!"

One piece of good news: PBGC sent me a "Final Letter of Determination," raising my monthly payment about \$450/month, with a "Back Pay Lump Sum." Anyone desiring details, call me. I'm in the RUPA roster phone book.

To lighten up, a Ray Wood joke: A Captain asked the F/O, "Is the strobe light was on?" Answer, "Yes - no - yes - no!" Old, but in memory of Ray.

Again, thanks to all you RUPA folks for everything you do. I would absolutely hate depending on the media (ALPA magazine included) for current and correct info on industry happenings which might affect me.

My final flight, SFO/SNY/SFO terminated the day before 9/11, the last day it was still fun to fly.

Chuck

MURRAY WARREN — Lake Worth, FL

I am a little late as usual. 20 years since the last airline flight. Still able to hack at golf even in the summer here in FL.

Ellen and I took a Grand Circle Tour to Egypt. Had a great time. The tour was excellent, 5 days in Cairo and 6 days on the Nile. I recommend it to everyone. Grand Circle was great and included the Air Fare on Egypt Air.

I keep busy building furniture. It keeps me off the streets and out of the bars. Other than that, not much else to report. *Murray*

JOSEPH WILDBERGER — San Francisco, CA
Hi Cleve and Bruce: Well, another 52 weeks seems to have slipped away from me - at least I got this in almost on time this year. Having just had a birthday, I told my nephew that "it's no big thing - after all, I've had so many of them". A good friend commented that the numbers on the birthday cards

were getting a little scary. Oh well, it beats the alternative I guess.

It was kind of a quiet year - not much travel other than a couple of trips to Maui and one to New York. Doing a couple of river cruises in February - up the Irrawaddy River in Burma and then down the Mekong River in Cambodia and Viet Nam - parts of the world I've never spent much time in except for a 30 day tdy in Thailand in 1967 and a few trips there on the 400. Never been to Burma or Cambodia or Vietnam so I'm looking forward to that.

PBGC said they had been underpaying me - well, I could have told them that. I suspect when they're through, they will still be underpaying me but, as a friend said, it is what it is and I'm not going to lose any sleep over it.

Thanks for all the work you do - always enjoy reading the news every month. Check by mail to Leon. Best, *Joe*

BILL WILKERSON — Bonita Springs, FL

Thanks, Cleve and Bruce, for keeping RUPA going strong all these years. Judy and I both enjoy the magazine each month. We trust you will continue to contribute your newsy, relevant articles seasoned with your light touch of humor. Let us know about your future adventures.

In my 14 years of retirement, Judy and I are continuing to winter in Bonita Springs, FL, and summer in Carlsbad, CA. Tennis is great in both areas. This year we celebrated our 21st anniversary. Our nine grandchildren, church and political involvement keep us young and happy. *Bill* 1967-96 EWR-JFK-LAX-MIA (*Thanx for kind words, Ed.*)

IN MEMORIAM

CLARK E. LUTHER

Clark E. Luther, 85, flew west August 19. He was born in Hooper, NE December 8, 1924 and moved to Arlington, VA when he was 12. He joined the Army Air Corp when he turned 18. He served 3 years, part of which was spent in England flying B17 bombers. He was awarded the Distinguished Flying Cross, Air Medal with Five Oak Leaf Clusters and the ETO Battle Ribbon with 4 stars. After his discharge, he attended the U of MD,

earning a BS degree in 1947. In 1954 he earned his MBA from American University and attended Harvard Business School's Advanced Management Program in 1963. His 36-year airline career began with Capital Airlines in 1948 as a co-pilot, and he retired in 1984 with United Airlines as a Captain and Sr. VP of Flight Operations. Career highlights included: as a 747 captain, he flew the inaugural flight from the U.S. to Japan; he received an outstanding service award for his contribution for his work with IATA technical committee; and he received the W.A. Patterson award, the highest honor for distinguished service to the company.

He was a member of the Board of the Northwest Suburban Council of Boy Scouts and a 32nd degree Mason. After retirement, as a Bear Creek member, he was an avid golfer and he was also a Master Gardener.

Survivors include his wife, Barbara; a son, two daughters and many grandchildren and great grandchildren

The family requests that any memorial contributions be made to the American Red Cross, Palmetto Chapter, PO Box 2839, Bluffton, SC 29910.

JAMES W. MORRELL

James William Morrell, 85, died peacefully at home in Redding, Calif. on June 5, 2010. He was born in Portland, Ore., on July 25, 1924, to William and Margaret Allen Morrell, the youngest of four children.

He grew up in Portland, remaining until he joined the military in 1943. He served in the U.S. Army at the end of World War II, then in the U.S. Air Force as a pilot during the Korean War. While he was in the Air Force in Arizona, he met and married the love of his life, Eula Faye Noble on Jan. 9, 1951. Together they raised one daughter and four sons.

He was a pilot for United Airlines for 29 years. Prior to his move to Redding in 2003, he lived in the English Hills area of Vacaville for 32 years, where in his spare time he played "gentleman farmer." After retiring, he traveled widely with his wife and enjoyed his family.

James is survived by his wife and their 5 children, 22 grandchildren, 21 great-grandchildren and two expected great-grandchildren.

A memorial service was held in Redding. A

family graveside service was held on Friday, June 11, 2010 at the Sacramento Valley VA National Cemetery.

FLYING WEST

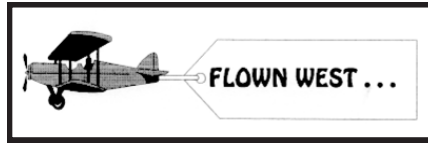
I hope there's a place, way up in the sky,
Where Pilots can go, when they have to die.
A place where a guy could buy a cold beer
For a friend and comrade whose memory is clear.
A place where no doctor or lawyer could tread,
Nor a management type would e're be caught dead!
Just a quaint little place; kind of dark, full of smoke,
Where they like to sing loud, and love a good joke.
The kind of place, where a lady could go
And feel safe and protected by the men she would know.

There must be a place where old pilots go
When their wings get too weary, and their airspeed gets low.
Where the whiskey is old and women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before,
And they'd call out your name, as you came thru the door,
Who would buy you a drink, if your thirst should be bad
And relate to the others, "He was quite a good lad!"

And then thru the mist you'd spot an old guy
You had not seen in years, though he'd taught you to fly.
He'd nod his old head and grin ear to ear,
And say, "Welcome my son, I'm pleased that you're here!
For this is the place where true flyers come
When the battles are over, and the wars have been won.
They've come here at last to be safe and afar
From the government clerk and the management czar,
Politicians and lawyers, the feds and the noise,
Where all hours are happy, and these good old boys
Can relax with a cool one, and a well-deserved rest!"

This is Heaven my son, you've passed your last test!"

Author Unknown



| | |
|----------------------|---------------|
| James W. Morrell | June 05, 2010 |
| Kenneth J. Albert | June 19, 2010 |
| DeWitt, Frank G. | June 27, 2010 |
| *Richard R. Phillips | July 02, 2010 |
| Bruce B. Bloomquist | July 13, 2010 |
| *Sukosky, Michael C. | July 31, 2010 |
| Clark E. Luther | Aug. 19, 2010 |
| Hartman, Jacob F. | Sep. 13, 2010 |

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ* - rupapetesoman@optonline.net
New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

Ohio

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

Oregon

The Columbia River Gezzers - (TBA) - Ron Blash - rblash@mac.com - (H) 503 636 3612 - (C) 503 504 5324
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