
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

We arrived back in Maine after spending nearly the whole month of September cruising the Mediterranean with our fellow Ruparians, their families and friends. A great time was had by all. Thank you again to all who supported our biennial cruise. It was great seeing old friends and making new ones. Hope to see you all on future cruises.

Speaking of the future, the general consensus is that cruises are more popular than conventions. Consequently, it was decided to have a cruise next year in lieu of a convention. Gerry and Rich will be researching European river cruises to find us the best deal in the fall of 2011. Conventions will be put on hold until some time in the future when the active pilot group starts to retire and hopefully join RUPA.

RUAEA has informed me that they would like to extend an invitation to all RUPA members to attend their 2011 convention in Portland, OR. Information on the convention and tours will be published in the *RUPANEWS*. You do not have to join RUAEA in order to attend. I am going to make every effort to attend. As I have previously stated, they really know how to put on a convention. If you enjoyed our convention in Seattle, then you will enjoy their convention in Portland.

I have received an e-mail from Capt. Dennis Flanagan asking the aviation community to donate to the Jason Dahl scholarship fund. He was the captain of the flight that crashed in Pennsylvania on 9/11. I have petitioned the BOD to consider a donation on behalf of RUPA. I would also ask that you consider a personal donation. More info can be found at dahlfund.org. Any donations to the retired pilots' foundation, the historical foundation or this fund will be greatly appreciated. *Ron*

FROM THE EDITORS:

REMINDER!! Bruce and Cleve are retiring 12-31-2010. OK!! OK!! We WANT to retire!! Our "Use By" dates are long gone! We are soon to be labeled "HAZMAT"

Just remember, the volunteer has to serve *all the membership*, not just the few who share your views. That is not as easy as it sounds.

Many have complained about the "SFO Mafia" for years, so now is your chance!!

The 2011 directory will be published and sent to the active membership in January, 2011. With the above in mind, please be sure your details are correct! It could well be the last publication you will receive from RUPA unless a volunteer steps forward to take on the Editor's position.

DO NOT RULE OUT SELF INFLICTED INJURIES TO BOTH!!!!!!

WANT RUPANEWS BY EMAIL?

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

rupa.sectr@yahoo.com

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

This month's cover is of a 737-900, with our new paint scheme, on approach to ORD October 1, 2010.

YOU MAY JUST KILL SOMEONE YOU CARE ABOUT..... ?

Got your attention?? Good. Read on RUPAED@gmail.com that is the RUPA editor email address. We keep it for you, our members, to contact the editor with *your* letters, *your* articles, *your* queries, and *RUPANEWS* business. It is not intended as a repository for any "Fw: mass mail" articles, advisories, alerts, urban legends. We get far too many every day, often more than once!!

EXAMPLE:

Subject: Fw: Re: Fw: Medical moment from Johns Hopkins

THIS INFORMATION SHOULD RESULT IN MANY OF US MAKING SOME MAJOR
CHANGES IN OUR LIVING.....Johns Hopkins Cancer Update - FINALLY!

That email layout was meant to impress -- a sure sign that it had been edited. OK, copy directly from the original source. http://www.johnshopkinshealthalerts.com/alerts_index/cancer/2669-1.html.

***Oops!** The following warning/disclaimer is copied and pasted, unedited, from the above site: "The so-called "Cancer Update" email currently circulating on the internet from "John Hopkins" is a **complete hoax**. The medical institutions are JOHNS Hopkins. Please spread the word that the email is a dangerous hoax in the same way it has been passed around as 'news.'"*

This is not meant to discourage contributions from the members. Just be sure that YOU check that any article you send is complete, genuine, unedited, unaltered, and has correct attribution to the author and publisher. We do not have the time to research your submissions. Remember, hoaxes can hurt. *Bruce McLeod*

DANA POINT RUPA LUNCHEON (TUESDAY SEPTEMBER 21)

Sixteen hardy souls turned out to enjoy the usual story-telling and good food at the Wind and Sea Restaurant on an uncharacteristically cool day for this time of year. Temperatures were in the mid 60s and thinned out the crowd on the beautiful veranda and consequently the extra sightseeing we usually encounter besides boats and other sea life. Attendees, some a little uncomfortable in short sleeve shirts, were: Park Ames, John Arp, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Bob McGowan, Al Pregler, Bill Rollins, Glenn Schwarz, Bill Stewart, and Joe Udovch. Never fear; the immediate forecast is for a return of the heat and our hot and dry Santa Ana winds. As in other parts of the country, we have witnessed weird weather and temperatures that have been as volatile as the U.S. Stock Market this past year.

We had a little discussion on the PBGC problems and referred to Doug Wilsman's letter in the last RUPANEWS (September 2010). Most of us continue to be confused, but from the tone of Doug's letter, it appears that the younger retirees will take the biggest hits. His reference to the web site, UnitedPilotsforJustice.com, gives help in answering many nagging questions and is a good read as well as being worthy of some support.

Discussion ensued about whether to include wives, girl friends or females of any persuasion to join us for some, any or all of our luncheons. Opinions were all over the place. We're aware that many of the other luncheon groups do include women who are other than retired pilots. And that is the crux of the question: Would these ladies enjoy a day out at a nice restaurant, or would Tech talk, bawdy stories and work years' reminiscences just bore them to tears? Would the guys be inhibited (not likely) by the presence of the "fair sex?" Discussion then wandered into making some special days during the year or around the holidays as coed days (ala LA South Bay's Christmas Party). Also, since most of us in the Southern California area probably flew out of LAX, the thought was advanced that we have a grand get-together of the four local luncheon groups (Dana Point, LA South Bay, LA Valley, and San Diego) at some central location in the greater LA Basin. Not much was decided, but the ideas have been advanced and we can talk about them in future meetings.

Not much else to report except that the calamari was once again quite delicious and that we missed our regular toastmaster, Ted Simmons. Cheers, *Joe Udovch*

ACTUAL FINAL DETERMINATIONS FROM PBGC LETTERS

The data in the table below is from Final Determination Letters that has been sent to me. It's value, if any, is to demonstrate trends and to give some inkling what future mailings by the PBGC are likely to look like. Anyone who gets a final letter that is markedly different from the examples here is invited to fax me all the PBGC paperwork. Make sure your retire date, years of service and annuity options are similar for comparisons. My fax is 760-789-9431 Fraternaly, *Doug Wilsman* ORD, LAX 52/85

PC3's No level income. Rows sorted by retirement date. Grey highlight = unusual

Row #	Date of Birth	Annuity Option	Retired Date	Years credited service	UAL Bene-fit	PBGC final determination	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
1	4/5/1934	St. Life	5/1/1994	31.0	7,198	7,031	97.7%	6,821	210	(9,422)
1.5	3/14/1935	St. Life	4/1/1995	29.7	7,954	7,293	91.7%	6,386	907	(41,538)
2	5/2/1935	St. Life	6/1/1995	33.3	7,447	6,828	91.7%	5,980	848	(38,822)
3	6/25/1935	St. Life	7/1/1995	32.8	7,314	6,705	91.7%	5,873	832	(38,066)
4	9/16/1935	St. Life	10/1/1995	32.3	7,968	6,949	87.2%	6,398	551	(16,590)
5	10/14/1935	St. Life	10/1/1995	34.7	6,881	4,606	66.9%	5,525	-919	84,246
6	11/1/1936	St. Life	11/1/1996	31.6	5,724	4,273	74.7%	4,596	-323	39,093
7	10/27/1935	St. Life	11/1/1995	30.4	7,336	6,726	91.7%	5,891	835	(38,220)
8	12/1/1995	St. Life	12/1/1995	32.3	5,805	5,700	98.2%	5,564	136	(38,822)
9	1/2/1936	St. Life	1/1/1996	30.1	6,036	4,913	81.4%	4,847	66	12,006
10	2/1/1936	St. Life	2/1/1966	29.9	7,267	6,662	91.7%	5,835	827	(37,820)
11	3/30/1936	St. Life	3/1/1996	31.2	6,169	5,656	91.7%	4,953	703	(32,186)
12	9/5/1939	St. Life	4/1/1996	33.1	7,765	6,768	87.2%	6,236	532	(15,834)
13	4/1/1936	St. Life	5/1/1996	30.7	6,650	6,097	91.7%	5,372	725	(32,858)
14	5/28/1936	St. Life	5/1/1996	31.0	5,656	4,698	83.1%	4,542	156	4,501
15	6/15/1936	St. Life	6/1/1996	31.7	6,224	4,622	74.3%	4,998	-376	43,876
16	6/13/1936	St life	7/1/1996	27.7	5,436	5,347	98.4%	5,234	113	(5,082)
17	10/29/1936	St. Life	10/1/1996	30.0	5,989	4,467	74.6%	4,809	-342	40,815
18	11/1/1936	10YC	11/1/1996	31.7	5,724	4,273	74.7%	4,596	-323	48,364
19	1/21/1937	St. Life	1/1/1997	33.6	6,915	3,954	57.2%	5,553	-1,599	132,573
20	1/5/1937	St Life	1/1/1997	31.4	5,759	4,737	82.3%	4,624	113	7,863
21	1/31/1937	St. Life	2/1/1997	30.3	5,505	5,245	95.3%	4,916	329	(14,784)
22	5/2/1937	St. Life	5/1/1997	31.7	5,559	4,560	82.0%	4,464	96	8,545
23	5/18/1937	St. Life	5/1/1997	32.5	6,153	4,461	72.5%	4,941	-480	51,488
24	7/6/1937	St. Life	7/1/1997	31.7	5,881	4,669	79.4%	4,723	-54	20,002
25	10/11/1937	St. Life	11/1/1997	31.1	5,143	4,715	91.7%	4,130	585	(26,768)
26	12/24/1937	St. Life	12/1/1997	32.2	5,920	4,621	78.1%	4,754	-133	25,752
27	12/31/1937	St. Life	12/1/1997	32.8	5,995	4,665	77.8%	4,814	-149	41,302
28	12/15/1937	St. Life	12/1/1997	28.7	4,110	3,869	94.1%	3,563	306	(13,762)
29	1/15/1938	St. Life	1/1/1998	32.8	5,970	4,727	79.2%	4,794	-67	21,284
30	1/21/1938	St Life	1/1/1998	32.4	6,122	4,002	65.4%	4,916	-914	82,700
31	2/7/1938	10YC	2/1/1998	35.2	5,893	4,353	73.9%	4,732	-379	43,541
32	1/21/1938	St. Life	2/1/1998	29.4	5,469	5,016	91.7%	4,442	574	(25,802)
33	6/3/1938	St. Life	6/1/1998	34.2	6,382	4,451	69.7%	5,124	-673	66,059
34	5/9/1938	St. Life	6/1/1998	30.5	5,671	5,199	91.7%	4,554	645	(29,512)
35	7/7/1938	St. Life	8/1/1998	31.9	7,096	6,507	91.7%	5,698	809	(37,058)
36	8/17/1938	10YC	8/1/1998	33.7	5,773	5,293	91.7%	4,636	657	(30,072)
37	9/21/1938	10 yc	9/1/1998	33.9	6,294	3,603	57.2%	5,054	-1,451	121,843
38	9/6/1938	St. Life	9/1/1998	25.5	4,070	3,732	91.7%	3,268	464	(21,252)
39	11/14/1938	St. Life	12/1/1998	32.4	7,369	6,756	91.7%	5,917	839	(38,402)
40	9/5/1938	St. Life	10/1/1998	32.3	6,864	6,293	91.7%	5,512	781	(35,742)
41	10/20/1938	St. Life	10/1/1998	29.7	4,384	4,019	91.7%	3,520	499	(22,834)
42	12/16/1938	St. Life	12/1/1998	34.0	7,003	4,721	67.4%	5,623	-902	83,393
43	12/20/1938	St. Life	12/1/1998	30.7	4,863	4,458	91.7%	3,905	553	(25,298)
44	10/7/1933	St life	1/1/1999	30.5	8,412	7,935	94.3%	7,333	602	(27,034)
45	1/115/1939	St. Life	2/1/1999	30.0	5,898	5,407	91.7%	4,736	671	(30,702)

Row #	Date of Birth	Annuity Option	Retired Date	Years credited service	UAL	Benefit determination	PBGC final	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
46	2/15/1939	St. Life	3/1/1999	32.9	6,607	6,058	91.7%	5,306	752	(34,426)	
47	3/3/1939	St. Life	3/1/1999	34.0	4,957	4,544	91.7%	3,980	564	(25,802)	
48	4/19/1939	St. Life	4/1/1999	?	5,615	4,764	84.8%	4,509	255	(2,366)	
49	4/20/1939	St. Life	4/1/1999	32.5	6,151	4,258	69.2%	4,939	-681	65,359	
50	5/3/1939	St. Life	6/1/1999	30.5	6,037	5,535	91.7%	4,848	687	(31,444)	
51	9/22/1936	St. Life	7/1/1999	29.8	6,376	5,846	91.7%	5,120	726	(33,236)	
52	7/30/1939	St. Life	7/1/1999	33.0	5,576	4,511	80.9%	4,478	33	13,031	
53	6/3/1939	St. Life	7/1/1999	33.5	6,380	5,849	91.7%	5,123	726	(33,222)	
54	7/26/1939	St. Life	8/1/1999	34.4	7,282	6,677	91.7%	5,848	829	(37,954)	
55	9/5/1939	St life	9/1/1999	33.1	4,704	4,313	91.7%	3,777	536	(24,542)	
56	9/26/1939	10y	9/1/1999	34.6	7,049	3,805	54.0%	5,661	-1,856	153,075	
57	9/23/1999	St. Life	9/1/1999	34.7	6,941	4,241	61.1%	5,573	-1,332	115,081	
58	9/2/1939	St. Life	9/1/1999	25.8	4,325	3,965	91.7%	3,473	492	(22,512)	
59	9/21/1939	50%	9/1/1999	30.8	4,028	3,693	91.7%	3,234	459	(21,014)	
60	9/22/1939	St. Life	9/1/1999	29.9	4,440	4,071	91.7%	3,565	506	(23,170)	
61	9/12/1940	St. Life	10/1/2000	31.6	5,216	4,472	85.7%	3,778	694	(28,448)	
62	4/8/1943	St. Life	10/1/1999	30.9	3,336	3,058	91.7%	2,679	379	(17,332)	
63	10/14/1939	St. Life	11/1/1999	33.0	7,134	6,506	91.2%	5,729	777	(34,720)	
64	12/18/1940	50% pop up	1/1/2000	33.3	4,872	4,038	82.9%	3,532	506	(16,600)	
65	2/13/1940	St. Life	2/1/2000	30.5	4,519	4,143	91.7%	3,628	515	(23,576)	
66	3/20/1940	St. Life	3/1/2000	26.4	3,987	3,642	91.3%	3,202	440	(19,810)	
67	12/6/1939	St. Life	5/1/2000	29.5	6,089	4,536	74.5%	3,973	563	(9,786)	
68	6/25/1949	St. Life	6/1/2000	34.0	5,948	5,437	91.4%	4,758	679	(30,870)	
69	6/2/1940	St. Life	6/1/2000	29.7	4,898	3,849	78.6%	3,634	215	2,646	
70	8/25/1940	St. Life	8/1/2000	35.6	6,130	5,530	90.2%	4,564	966	(45,696)	
71	8/10/1940	St. Life	9/1/2000	34.3	5,537	4,754	85.9%	4,115	639	(24,822)	
72	8/15/1940	103.20%	9/1/2000	30.3	6,374	4,837	75.9%	4,376	461	(4,298)	
73	9/22/1940	50.00%	10/1/2000	32.9	4,586	3,880	84.6%	3,320	560	(21,476)	
74	9/6/1940	St. Life	10/1/2000	30.3	6,391	4,822	75.4%	4,349	473	(4,522)	
75	8/3/1939	St. Life	11/1/2000	33.3	5,242	4,806	91.7%	3,951	855	(41,776)	
76	11/8/1940	St. Life	12/1/2000	32.8	5,499	4,557	82.9%	3,990	567	(18,564)	
77	1/2/1941	St. Life	2/1/2001	33.3	5,339	4,557	85.4%	3,853	704	(28,476)	
78	1/13/1941	St. Life	2/1/2001	31.6	5,205	4,331	83.2%	3,768	563	(19,292)	
79	2/9/1941	St. Life	3/1/2001	34.8	7,322	6,665	91.0%	5,414	1,251	(60,858)	
80	3/10/1941	St. life	4/1/2001	30.7	5,224	3,557	68.1%	3,193	364	778	
81	3/16/1941	St. Life	4/1/2001	30.7	5,254	4,027	76.6%	3,820	207	5,576	
82	5/21/1941	St. Life	6/1/2001	32.1	5,323	4,777	89.7%	3,856	921	(43,932)	
83	7/18/1941	St. Life	8/1/2001	32.8	5,889	4,898	83.2%	4,302	596	(19,502)	
84	7/12/1941	103.20%	8/1/2001	31.1	6,584	5,057	76.8%	4,621	436	(3,038)	
85	9/22/1941	St. Life	10/1/2001	30.7	5,337	3,604	67.5%	3,156	448	(826)	
86	9/3/1937	St. Life	11.1.2001	32.8	6,148	5,299	86.2%	4,641	658	(24,962)	
87	11/7/1941	St. Life	12/1/2001	31.5	5,480	4,189	76.4%	3,885	304	756	
88	12/30/1941	St. Life	1/1/2002	31.4	5,393	4,055	75.2%	3,564	491	(8,764)	
89	1/31/1942	St. Life	2/1/2002	31.3	5,438	3,732	68.6%	3,268	464	(2,100)	
90	2/28/1942	St. Life	3/1/2002	33.1	5,624	4,454	79.2%	3,901	553	(14,588)	
91	3/21/1942	St. Life	4/1/2002	34.1	7,356	5,943	80.8%	5,205	738	(21,546)	
92	3/18/1942	50.00%	4/1/2002	34.8	5,096	3,986	78.2%	3,490	496	(12,236)	
93	12/13/1940	St. Life	4/1/2002	30.2	5,239	4,175	79.7%	3,609	566	(16,800)	
94	6/5/1942	St. Life	7/1/2002	23.1	3,902	2,694	69.0%	2,359	335	(1,848)	
95	6/17/1942	St. Life	7/1/2002	31.6	5,458	3,429	62.8%	3,003	426	1,769	
96	7/6/1939	50%	8/1/2003	37.3	4,974	4,127	83.0%	3,614	513	(16,870)	
97	10/15/1943	St. Life	8/1/2002	320.0	5,234	3,578	68.4%	2,808	770	(19,936)	
98	9/16/1942	St. Life	9/1/2002	32.1	5,578	3,440	61.7%	3,087	353	7,738	
99	8/18/1942	St. Life	9/1/2002	31.3	5,792	3,912	67.5%	3,606	306	8,379	
100	4/18/1943	St. Life	9/1/2002	32.9	5,586	3,373	60.4%	2,930	443	3,559	

Row #	Date of Birth	Annuity Option	Retired Date	Years credited service	UAL Benefit	PBGC final determination	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
101	8/21/1942	St. Life	9/1/2002	33.8	5,647	4,308	76.3%	3,683	625	(16,254)
102	8/24/1942	St. Life	9/1/2002	31.6	5,465	3,369	61.6%	2,909	460	656
103	12/10/1944	St. Life	10/1/2002	32.3	5,534	2,620	47.3%	2,479	141	31,407
104	10/30/1942	St. Life	11/1/2002	30.0	6,041	3,551	58.8%	3,292	259	19,296
105	8/18/1935	St. Life	11/1/2002	37.2	5,415	4,837	89.3%	4,166	671	(29,484)
106	10/8/1942	St. Life	11/1/2002	36.5	5,797	4,515	77.9%	3,954	561	(13,468)
107	11/1/1942	St. Life	12/1/2002	32.4	6,135	3,686	60.1%	3,561	125	27,142
108	10/2/1943	10 YC	1/1/2003	35.2	6,063	4,056	66.9%	3,315	741	(13,398)
109	6/12/1943	St. Life	1/1/2003	34.0	6,380	4,021	63.0%	3,521	500	4,048
110	12/13/1942	St. Life	1/1/2003	32.4	6,324	3,433	54.3%	3,007	426	13,662
111	11/20/1943	St. Life	2/1/2003	31.8	6,322	3,606	57.0%	3,257	349	17,918
112	5/5/1943	St. Life	2/1/2003	32.5	6,225	3,302	53.0%	3,432	-130	48,364
113	10/4/1945	St. Life	3/1/2003	32.6	5,685	2,592	45.6%	2,696	-104	49,245
114	3/24/1942	St. Life	4/1/2002	35.6	6,050	4,749	78.5%	4,159	590	(14,826)
115	9/1/1944	St. Life	5/1/2003	32.7	6,039	2,843	47.1%	2,487	356	22,324
116	4/24/1943	St. Life	7/1/2003	32.8	6,396	3,762	58.8%	3,386	376	15,455
117	8/18/1944	St. Life	9/1/2004	24.4	4,229	1,823	43.1%	1,596	227	19,795
118	4/2/1945	St. Life	12/1/2004	18.4	3,046	1,593	52.3%	1,593	0	20,333
119	1/12/1900	St. Life	11/1/2005	18.1	3,739	2,396	64.1%	2,394	2	(120)
120	5/11/1946	50% pop-up	6/1/2006	25.2	4,586	2,265	49.4%	2,065	200	?
121	5/21/1946	St. Life	6/1/2006	25.0	5,382	2,583	48.0%	2,399	184	28,882
122	11/15/1947	St. Life	12/1/2007	11.4	2,258	2,237	99.1%	2,221	16	?
123	12/8/1947	St. Life	1/1/2008	24.9	5,292	2,424	45.8%	2,397	27	(918)

PC3's Level Income guys. Social Security onset date before 1/1/2011

Rows sorted in order of retirement date. Find your retirement date and cross check your birthdate to find your row.

Row #	Date of Birth	Annuity Option	Retired Date	SS Onset Date	Years credited service	UAL after SS onset benefit	PBGC final determination	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
124	7/7/1937	S/L---L/I	7/1/1997	n/a	29.6	\$4,412	\$4,045	91.7%	3,543	502	no
125	3/22/1939	67%---L/I	1/1/1998	n/a	29.6	\$3,508	\$3,249	92.6%	2,886	362	no
126	5/22/1940	St. Life	6/1/2001	12/1/2005	29.5	\$5,319	\$3,867	72.7%	3,533	334	5,381
127	12/13/1940	S/L---L/I	1/1/2001	7/1/2006	32.4	\$4,660	\$3,895	83.6%	3,393	502	no
128	11/12/1941	10y---L/I	1/1/2001	8/1/2006	35.9	\$6,081	\$4,880	80.2%	4,334	546	no
129	1/12/1943	10y C/L/I	2/1/2001	2/1/2009	37.3	\$6,979	\$3,729	53.4%	3,351	378	17,626
130	8/9/1942	10YC---L/I	9/1/2002	7/1/2008	32.3	\$4,385	\$2,798	63.8%	2,665	133	22,864
131	12/26/1942	10YC---L/I	9/1/2002	11/1/2008	32.3	\$4,465	\$2,900	64.9%	2,640	260	11,282
132	10/21/1942	50% L.I.	11/1/2002	9/1/2008	32.0	\$4,620	\$2,401	52.0%	2,157	244	24,739
133	4/21/1944	10y---L/I	1/1/2003	5/1/2010	32.7	\$4,335	\$2,760	63.7%	2,504	256	11,557
134	2/1/1943	50%---L/I	3/1/2003	2/1/2009	35.2	\$5,384	\$3,269	60.7%	2,884	385	14,236
135	5/16/1938	S/L---L/I	3/1/2003	n/a	35.3	\$5,863	\$5,196	88.6%	3,630	1,566	11,836
136	8/20/1943	50%---L/I	5/2/2003	9/1/2009	35.5	\$5,189	\$3,263	62.9%	2,261	1,002	(6,189)
137	5/29/1943	S/L---L/I	6/1/2003	6/1/2009	32.8	\$5,770	\$2,862	49.6%	2,879	-17	53,428
138	5/12/1944	S/L---L/I	6/1/2004	6/1/2010	23.8	\$3,577	\$1,637	45.8%	1,454	183	26,048



PC3's Level Income guys. Social Security onset date after 12/31/2010

Rows sorted in order of retirement date. Find your retirement date and cross check your birthdate to find your row.

Row #	Date of Birth	Annuity Option	Retired Date	SS onset date	Years credited service	UAL before SS onset benefit	PBGC final determination	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
139	12/11/1944	S/L---L/I	10/1/2004	1/1/2011	25.2	5,419	2,019	37.3%	1,865	154	38,099
140	2/15/1945	S/L---L/I	3/1/2003	2/1/2011	35.3	7,155	3,729	52.1%	3,386	343	28,756
141	9/11/1945	SL..L/I	3/1/2003	10/1/2011	32.5	4,920	3,333	67.7%	3,102	231	2,267
142	10/28/1945	SL..L/I	4/1/2003	11/1/2011	33.4	6,710	3,277	48.8%	2,881	396	25,871
143	3/14/1946	10YC---L/I	7/1/2003	3/1/2012	22.4	4,570	1,753	38.4%	1,776	-23	40,399
144	6/9/1945	S/L---L/I	8/1/2003	7/1/2011	35.8	5,493	2,773	50.5%	2,439	334	25,851
145	4/19/1945	S/L---L/I	8/1/2003	5/1/2011	34.9	7,151	3,530	49.4%	3,217	313	33,155
146	11/11/1945	SL..L/I	9/1/2003	11/1/2011	35.1	7,222	3,078	42.6%	2,843	235	44,865
147	3/7/1946	S/L--L/I	1/1/2004	3/1/2012	24.8	4,963	1,794	36.1%	1,749	45	80,430
148	4/19/1945	S/L---L/I	7/1/2004	5/2/2011	37.3	7,695	3,779	49.1%	3,291	488	25,871
149	2/11/1946	S/L---L/I	9/1/2004	2/1/2012	36.7	7,068	3,047	43.1%	2,675	372	35,477
150	2/22/1946	S/L---L/I	9/1/2004	3/1/2012	24.4	4,921	1,910	38.8%	1,423	487	14,688
151	11/29/1944	S/L---L/I	9/1/2004	12/1/2010	36.2	7,695	3,716	48.3%	3,347	369	?
152	6/3/1945	S/L--L/I	9/1/2004	6/1/2011	25.1	5,276	1,898	36.0%	1,760	138	38,721
153	4/18/1945	S.L--L/I	9/1/2004	4/1/2011	24.9	5,271	1,931	36.6%	1,790	141	37,959
154	11/4/1944	S/L---L/I	10/1/2004	12/1/2010	24.7	5,282	1,920	36.3%	1,749	171	37,326
155	11/14/1944	S/L---L/I	10/1/2004	12/1/2010	33.5	7,112	3,172	44.6%	2,835	337	35,574
156	3/13/1945	S/L---L/I	12/1/2004	4/1/2011	26.3	5,703	2,256	39.6%	2,307	-51	51,153
157	12/18/1944	S/L---L/I	12/1/2004	12/1/2010	36.5	7,602	3,561	46.8%	3,210	351	37,003

Miscellaneous PC4's including 4 who were flying on termination date

Row #	date of birth	Annuity Option	Retired Date	Years credited service	UAL benefit	PBGC final determination	Final % of UAL	PBGC initial estimate	PBGC final compared to initial	(PBGC owes) owes PBGC
158	10/27/1935	St. Life	10/1/1995	27.4	5,835	5,739	98.4%	5,616	123	(5,544)
159	4/28/1937	100%joint	4/1/1996	unk	2,841	2,756	97.0%	2,729	27	(322)
160	4/13/1943	S/L---L/I	5/1/2003	11.3	1,925	1,749	90.9%	1,746	3	2,975
161	3/26/1944	St Life	4/1/2004	10.3	1,688	1,652	97.9%	1,652	0	504
162	7/4/1944	St. Life	8/1/2004	14.4	2,284	1,926	84.3%	1,926	0	4,992
163	5/6/1946	S/L--L/I	9/1/2004	16.9	3,443	1,713	49.8%	1,707	6	44,736
164	12/12/1945	50% Joint	1/1/2006	14.5	2,572	2,096	81.5%			
165	9/9/1946	St Life	10/1/2006	14.3	2,923	2,394	81.9%	2,923	-529	?
166	4/11/1049	100%	5/27/2007	24.1	4,246	2,050	48.3%	2,050	0	?
167	11/1/1947	St. Life	12/1/2007	27.0	5,352	2,419	45.2%	2,419	0	?

SKYNET - WEBLIST

is now at:

<https://skynet.ual.com/>

It takes you to the familiar sign-in page.

The home page has been updated and some quick-links have been relocated.

LOS ANGELES SOUTH BAY LUNCH

Nine of us met today, October 14, at the Hacienda Hotel for our normal Buffet lunch. Not much new, - old flying stories embellished slightly from the last time we heard them and speculation on the merger.

Those attending were: Marcene and Doug Rankin, Trudy Ann Buck, Norm Marchment, Loyd Kenworthy, Walter Albright, Charles Raphael, Dick McKay and me. Best wishes, *Rex May*

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.

Validated Parking: \$3.00

SAN DIEGO COUNTY RUPA LUNCHEON

Greetings Cleve & Bruce, The San Diego County lunch group consisted of only two on October 12, just Bob Bowman and myself.

Bob and I had no trouble keeping up our conversation with fascinating tales of yore, and the nice waitress and great lunch was still a bright spot in the month. Th-th-th-that's all, folks!

Fraternally yours, *Bob Harrell*

THE COLUMBIA RIVER GEZZERS RUPA LUNCHEON

On September 15, 2010 we enjoyed our first luncheon at the Macaroni grill, which is located in Clackamas Oregon, just off of I-205.

There was an excellent turnout of retirees of which many have not seen each other for years. We all enjoyed each other's company for about 2.5 hours and then pushed back, promising to get together again in the near future. (To be determined) We discussed our new call sign and finally Rich Warden the youngest retiree in the group provided us with the term "Gezzers" Some of the attendees were from WA and they thought by incorporating the Columbia River into our handle, those reading this would understand the retired pilots from N OR and S WA would make up the majority of the group. We also welcomed Ray Reed former crew desk in LAXFO for many years, who transferred to PDXOO and continued to take care of all of us who were commuting to one of UAL's many pilot domiciles. Thank you Ray for all your help over the years.

The following retirees, including their last domiciles, were in attendance: Ron Blash HNLFO, Bill Rainer SEAFO, Ray Reed PDXOO. Ron Lyall, Sheldon Schiager, Bill Englund, Benno Vyfinkel, Tom Krueger, Chuck Mathis, Rich Warden, all from SFOFO. Dick Ionata, Jack Schlemmer from LAXFO.

Tony Passannante, Phil Garcia, Bill Ketchum and Wally Tweden were unable to attend. Regards, *Ron Blash*

THE COLUMBIA RIVER GEZZERS RUPA LUNCHEONS

Info regarding our next meeting will be published in a subsequent issue of RUPA NEWS.

Others out there who would like to attend in the future please contact either:

Ron Blash:	rblash@mac.com	503 636 3612 home	503 504 5324 cell
Tony Passannante:	hotshotcharley@aol.com	503 504 5325 home	503 318 7899 Cell



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



During WWII this Consolidated B24/C87, “Peeping Tom”, flew the largest number of flights and the most miles (the equivalent of 10 times around the world) of any individual U.S. plane. In the above photo, country names “Peeped-Ton” in 1943 & 1944 are painted over a world map. The plane’s “only pilot” was ATC pilot Lt. Col. Hiram Broiles (fifth from left, standing)

In 1933 Broiles joined PAA subsidiary China National Aviation Corp. In 1937, after “the Japanese ran him out of China”, he worked for United as a Co-pilot, Captain and one year as Instructor at Tracy. He was flying as Captain out of Portland when he was “called into WWII.”

Following the war he did not return to UAL due to his age. Instead he joined the FAA International and was assigned to Paris, France where he conducted all jet rating flights for PAA & TWA in Europe. In 1960 he became the FAA’s Principle Operative Inspector - UAL Denver.



Broiles had the distinction of being featured in the Sunday comic strip *Smilin' Jack*. In this 1944 panel, “Hi” impresses Smilin’ Jack with his lengthy “Short Snorter” collection of “bills” (signed currency). If a “Flying Short Snorter” couldn’t produce his bills when challenged, it cost him a “snort” (a “stiff” drink). The tradition was carried into the space-age by the Astronauts. *Marvin Berryman, DENTK Retired*

Please mail your tax-deductible contributions and donations of **United & Continental** Memorabilia, etc. to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207** - www.uahf.org

THE NEW YORK SKYSCRAPERS FALL LUNCHEON

The NYSkyscrapers had a nice turn-out for our Fall luncheon on October 13th. It was held just north of the George Washington Bridge at the Assembly Steak House in Englewood Cliffs, NJ.

Attending were: Ray and Sharon Amato, Howie Aronson, Bob and Barbara Beavis , Bud and Mary Berlingeri, Roger Bjornberg, George Bleyle, Dick Bromwich, Bob Burns, Bob Carey, Ben Conklin Jr and Sr, Jan and Patti Conover, Ed and Ona DeChant, Ron Denk, Bob Duckworth, Wayne Erb, Ken Ernst, Jim Gardner, Larry Gardner, Jim and Suzan Haeni, Jerry Inella, Pete and Judy Kohlsaas, Jody Kraly, Bruce and Rose Marie Kutz, Jim Lattimer, Bob Lawson, Hank Lopez- Cepero, Augie and Margaret Miller, Al Mitchell and daughter Susan, Charlie Pocher, Tom Purrington, Pete Sofman, John and Linda Stewart, Jimmy Taylor, and JD and Kay Weeks.

Sending their regrets were: Bob Archibald, Winnie Balboni, Ted Birke, Ray Cicola, Jim Colligan , Roger Crawford, J.J. Cunningham , Jim Davis, Drew Duerwald, Wes Erbe, Skip and Billie Fairman, Bob Fiedler, Ray Furlan, Ted Garrity, Dorothy Gates, Jim Good, Joe Guccione, Sue Guletsky, Jack Hansen, Pat Harben, Fred Harris, Joe Holub, Doug Horne, Dave Hoyt, George Kane, Koop Koopmann, Harry and Jane Lloyd, Joan McIntosh, Walt McNamara , Rip Munger, Neil O'Malley, Dave Ormesher, Ken Perkins, Mike Perry , Gene Peterson, Jim Pifer, John Rains, Ned Rankin, Bill Rossiter, Pete Saeger, Lou Schuler, Steve Scott, Mark Seal, Irv Soble, Jack Traeger, Ron Tsohis, Joe Vitelli, Watts Waddell , Morrie Wiener, George Williams, and Woody Woodworth.

The NYSkyscrapers have decided to invite active pilots who are interested in attending our luncheons. Jimmy Taylor, who is close to retirement and who flew with many of us over the years, joined us for the first time.

The infamous George Bleyle drove in from Ohio, to join us and to visit his old stomping grounds.

We will be donating \$300.00 to the United Airlines Retired Pilots Foundation, Inc including a check from Pete Saeger, who was unable to attend.

We remembered those New Yorkers who died during this past year: Chuck Moore, Gerry Bosse, Dave Peat, Dave Cronin, John Harris, and Pat Harben's husband Bob.

Donating raffle prizes were Bob Burns, Ed and Ona DeChant, Ken Ernst, Suzan Haeni, Jim Lattimer, and John and Linda Stewart.

And manning the Check-in Table were Howie Aronson and Bob Lawson.

Some photos of our luncheon have already been posted at our online albums at: <http://picasaweb.google.com/nyskyscrapers/> and more are being added by Jim Lattimer and Bob Carey.

Finally, Ed DeChant will be making available some French barge cruises to our retirees at his cost. More specifics will be posted soon.

Our next luncheon will be held in NJ in June 2011. *Pete Sofman*

S.E. FLORIDA GOLDCOAST LUNCHEON

The Gold Coaster's held their first lunch of the season at Galuppi's Restaurant & Patio Bar in Pompano Beach on Thursday, the 14th of October, 2010. The turnout was small as a number of our group are still up north for the summer. Regardless, the members present had a nice reunion after the summer break. Ed Wheeler and I ran the show as the regular operators, Ned Rankin and Lynn Wordell had not yet returned from where ever it is they go. We will likely get a full complement of players in November.

Present on Thursday were eight members and one guest. Members included, Jimmy Carter, Billy Moss, Duane Harrison, Ed Wheeler, Terry Lewis, Art Jackson, Ham Oldham and me, Jerry Bradley. Guest was Paul Livingway.

Until next month, we wish everyone to be happy and well.

Jerry Bradley for Ned and Lynn.

2010 GUPPY GATHERING IN SONOMA

There are not enough descriptive words in my vocabulary to express how great this gathering turned out in my mind and in the words of others. We had pilots come from AL, CA, NV, VA, WA, and a F/A from MD.

Leon

In attendance were: Ed Akin, Jim and Carol Brennan, Gardner and Sheila Bride, Bob and Kathleen Billings, Bob Chaber, Norm DeBack, Cort dePeyster, Mike and Mary Lynne Donnelly, Al Fink, Ter and Lynne Garrison, Brian and Beth Graver (AA Pilot), Dick Graver, Ed Greer, Tom and Joyce Grey, Dick and Carol Hanna, J R Hastings and Monique, Wayne Heyerly, Fred Hodgson, Pat and Cathie Horne, Tony and Jean Horne, Doug Howden, Gary Koverman, Woody and Barbara Lockhart, Joyce Lopez, Jim Mansfield, Butch Martin, Jeanne McBride, Tom and Annie McGee, George Mendonca, Jan McNaughton, Mitch Mitchell, Bill Monfort and Janet Russell, Barrie and Sharon Nelson, Jerry Nemier, Pierre Ney, Dan Porter John Reed, Robyn Regan and son Shaun Regan, Bob and Marge Rice, Rick Saber, Leon and Vicky Scarbrough, B S Smith, Tom and Jane Taber, Bill and Connie Taylor, Jan Wheadon, Tim Whitney, Larry and Dee Whyman, Terry Wrigley, and Larry Wright.



JOE CARNES NW ILLINOIS RUPA LUNCHEON

The Warsaw Inn in McHenry Ill. was again the scene of the Joe Carnes NW Illinois Rupa Luncheon. But alas it appears that we have had our last meeting at this site as it is closing in December 2010. We have enjoyed our relationship with the Warsaw Inn but all things end. We are searching for a new site before the January lunch.

We again missed the talents of Milt Jensen as he recovers from Surgery but we are assured that he is doing fine and still maintaining his Blog.

Clifford Sanderson. was able to fill in some information on the merger and George Mathes gave us his wisdom concerning the PBGC and spent some time answering questions from the group.

In attendance were: John Anderson, Leroy and Eva Bair, Dale Bird, Lynn Brune, Larry Cabeen, NORM Clemetsen, Jim Downing, Thomas Franklin, Jim Gesler, Bruce Green, Bob Hahn, Dave Harris, Bob Helfferich, Mike Hepperlen, Zjim Kehoe, Les Kero, George & Jacquie Mathes, Rob McCutcheon, Ralph Mikulich, Will Murray, Ray Potsic, George Pylawka, Cilf Sanderson, Inge Scerks, Bill Silvester, Gene Stepanovic, Bill Thompson, Sid Tiemann, Jim & Mary Trosky, Terry True, Tom Wedel, Jerry Westfall, and your scribe, *Claude Nickell*

THE PHOENIX ROADRUNNERS

Hello, The Phoenix Roadrunners Group met for lunch on Tuesday October 12th at the Bobby Q restaurant. Present were, Ken & P J Killmon, Peter Moyer and his new wife Ellen, Frenchy and Joan Bourgeois, Corey Liston, John Prestegaard and his friend Dee Ketterl, Charlie Schwob, Mike Carlin and a biker friend of his.

Most are happy that the temperature is starting to cool down. Corey filled the group in on some of the happenings now that the merger with Continental is completed. Next luncheon is scheduled for November 9th.

Ken

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A nice fall day brought out 13 for our Oct. luncheon at the Tolay restaurant located in the Petaluma Sheraton Hotel, the smallest group I can recall. After gathering in the lounge for the usual conversations we headed to the dining room for more conversation and lunch. Because of the small group we were able to all sit at one table.

The main topic of conversation seemed to be the PBGC Final Letters that more and more of us are receiving, some with good news and some with bad news. Happy to say that mine was good news.

Leon Scarbrough reported that the "Guppy" get together in Sonoma was a huge success with pilots and flight attendants from as far away as the East Coast attending.

After lunch, some of us stayed and continued the PBGC discussion.

Attending were Tom Gray, Barney Hagen, Dick Hanna, Wayne Waverly, Deke and Merle Holman, Dick Lammerding, Jim Mansfield, Bill McGuire, Dan Porter, Leon Scarbrough, Dick Smith, and your temporary reporter, *Bill Greene*

SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

We had a good turnout for our October Luncheon with 39 people in attendance. There were some discussions about the final determination letters from the PBGC and the latest RUPA Mediterranean Cruise.

In attendance were: Floyd & Charlene Alfson, Bill Authier (all the way from Placerville), Marty Berg, Jo Bernard, Rich & Georgia Bouska, Bob Callaghan, Bob & Roz Clinton, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Carol Gillett, Barry Hamley, Dick & Jeri Johnson, Bob Kallestad, Karl Kastle, Tom Kirby, Bill Klett, Bob Lynch, Bill Madsen, Bob McAfee, Bessie McEachern, Bruce McLeod, George Mendonca, Mitch Mitchell, Bob & Dee Norris, Jay Plank, Cleve & Rose Spring, Gene & Carol Walter, Al Wilcox, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be November, 9 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

TREASURE COAST SUNBIRD LUNCHEON

Since we are still 'shopping' for a new permanent location to replace our old favorite, Mariner Sands CC.....this newsy note will cover our Luncheons that took place in both September and October at 2 different locations here in Stuart, FL.

Our September Luncheon was held on Tuesday, 9/21 at Shrimper's which seems to be very popular with our group for a number of different reasons. We were especially privileged during our Sept. get together by having a couple of guests come over to the Atlantic side of Florida from the Gulf side, Captain King Purton and his wife, Madelon. I flew S/O and F/O for King many times on the 727 and he (honestly) is just the very SAME as I remember seeing him well over 10 years ago. Whatever you're doin' King, keep it up because it's workin' good. Since their friendship goes back many years, Bill Northup brought his wife, Jane, along and the 2 ladies chatted and chatted about the old and present times. It certainly was GREAT to see an Ole' Friend once again. I hope that other UAL'ers will stop by to see us if they happen to be in the Stuart area during the 2nd Tuesday of every month. My email is BobL34997@aol.com if you want details about that particular months meeting. Besides the Purtons and the Northups, others in attendance were Dick Starita, Don Jefferson, Skip LaRocque, Bill Smith and myself, Bob Langevin.

Our October Luncheon was held at Duffy's Sports Bar in So. Stuart on US 1 on Tuesday, Oct. 12th. This is another location that we are considering as a permanent location for our monthly Luncheons. The food and service was good and the Luncheon went well (as far as I know, ALL of the guys enjoyed it) but it doesn't quite have the WATERFRONT atmosphere that we have at Shrimper's. I'll be doing a survey of all of our 'REGULAR Attendees' to see which location they (whoever 'they' are) prefer and that's where we'll set as our REGULAR location, at least until something that is more popular shows up. Those who attended the October Luncheon were Don Jefferson, Ray Powell, Dick Baese, Paul Andes, Ted Osinski, Skip LaRocque, Bill Northup, Del Gartner and his guest (Step-Son In Law, American Captain and son of Vic Forte), Mike Forte and myself.....still (but not quiet), Bob Langevin.

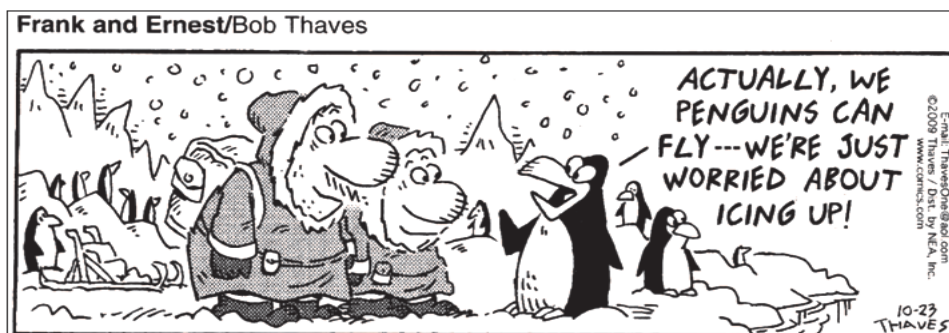
That's about it for another month guys and gals.....but do want you to know that our November Luncheon (location TBD) will be on Tuesday, 11/9 at 11:30AM.....somewhere!!!! I hope that WE will see some of you RUPA Guys and Gals down here on the Treasure Coast during your travels to Florida this Winter. Until next month.....have a GR8 Fall (Autumn that is) and keep the Blue Side up. *Bob Langevin*

UAL AND AIR CANADA FORM TRANSBORDER JOINT VENTURE

Air Canada and United Continental Holdings, Inc. have concluded a Memorandum of Understanding setting out the principles for a comprehensive revenue-sharing joint venture that would provide for an enhanced partnership on United States-Canada transborder flights, and generate substantial service and pricing benefits for consumers traveling between the two countries.

The joint venture is expected to come into effect in early 2011, subject to Air Canada and United Airlines making the necessary filings, obtaining regulatory approvals and finalizing documentation. The carriers already benefit from anti-trust immunity granted by the U.S. DOT.

On October 1, 2010, United Continental Holdings, Inc. announced the closing of the merger of United Air Lines and Continental Airlines, combining the carriers' global networks to create the world's leading airline which will operate under the name United Airlines.



THE RUPA 20 DAY MEDITERRANEAN POST CRUISE REPORT

The recent RUPA Cruise was by any measure a complete and total success. For those of us who participated in the whole twenty days of the cruise, we sailed through the beautiful blue waters of the Mediterranean for a total of 3941 Nautical Miles. The weather was near perfect with the temperature never over the mid-eighties and rain falling lightly only two days. A total of 103 RUPA members, family and friends attended; 65 went for the full 20 days, 23 for the first 10 days and 15 for just the last 10 days. This was the best turn-out for a cruise in recent years and perhaps our best cruise ever. Ted Wilkinson has written about his experiences on the first part of the cruise. I have included his missive immediately below.

Editor and All, I have a few moments and thought I'd send along my comments on the (first ten days) of the RUPA cruise in September. Of course these are my wife and my experiences, and reflect our recollections of the tours we took. Others can relate their experiences on other tours, etc.

First of all, We arrived in Rome three days before the cruise, as I had never been there, but this was my wife's third time and she wanted to show me around. We made the obligatory trips to St Peters and the Vatican museum, as well as the Coliseum, and Trevi fountain, and the Spanish Steps. Personally, I have always felt that sculpting is a slightly higher art form than painting, so I was almost overwhelmed by the quantity of sculptures in the Vatican museum. Of course we viewed the 'Pieta', one of my all time favorite sculptures. We made good use of the 'hop off, hop on' busses, and found them a very convenient way to get around and see Rome.

One of my wife's fond memories was of Pompeii, so the first full day there we arranged for a day tour of Naples and Pompeii. They picked us up at our hotel at 06:30 and took us to the central assembly point in the city where we boarded a Greyhound type bus for the journey. It required about 2:15 hrs to travel to Naples (with an intermediate comfort stop) I should point out that although most of the inter-city busses are equipped with 'comfort facilities' they are almost universally blocked off, as it is difficult and expensive to find a location to service them so they solve that problem by making them unusable.

At any event, we had a very pleasant journey to Naples, passing by the Abby of Monte Cassino which is being restored from its WWII destruction by allied bombing. Following the coastal highway we passed the Castel dell'Ovo, the Piazza del Plebiscito, the Basilica of San Francisco di Paiola, and the Maschio Angioino. On the waterfront we stopped to view the Island of Capri in Naples bay. Following this we journeyed to Pompeii where we lunched on spaghetti/w meat sauce (included in the tour).

After lunch, we reboarded the bus for the short journey to the ruins of Pompeii which was buried by the eruption of Vesuvius in 79 AD. This tour, although crowded was well worth the price of admission and none were ready to leave when our tour guide announced it was time to start back. We spent slightly more than two hours being guided through the ruins of Pompeii, and the trip back to Rome took an additional three hours. The bus dropped us at our hotel, and the entire event occupied about 13½ hours. It was an excellent tour. The ruins at Pompeii were quite crowded, people wise; I would equate it with the crowds leaving a major sporting event.

On the ship we were at sea for the entirety of the first and last days, but on Friday the 10th of Sept. We docked in Dubrovnik, Croatia. We were told that during the war which resulted from the breakup of Yugoslavia, 70 % of the buildings in Dubrovnik were damaged by bombing or shelling. This very picturesque city shows little evidence of that. They committed to rebuilding in the same style as the previous construction, and the city is beautiful with large amounts of marble construction. We had a guided tour of the Rector's Palace as well as Sponza Palace, and free time for shopping. Croatia was one of only two stops during the cruise that didn't accept the Euro, however they fairly universally accepted the American dollar.

The next stop on the 11th was Kerkira, (aka Corfu) Greece. This stop is an island in the far north west of Greece on the Ionian Sea, and as it turned out, the only stop on the cruise where the weather was uncooperative (it drizzled on us most all day). Our tour took us through the town and the verdant countryside of olive, orange, and lemon trees. We toured the Achillion Palace and saw lots of the narrow streets and other sights.

The 12th found us in the harbor at Katakolon, Greece, where the shore excursion we selected took us to

Olympia, Greece. Ancient Olympia is where the first recorded 'Olympics' were held in 776 B.C. and they were held every 4 years for several years. When the Roman Empire became dominant the games were discontinued and the buildings and facilities were mostly destroyed as the Christians considered the events to be pagan, and the site was buried by river silt, and other detritus. The site was lost and forgotten for many years until being rediscovered and unearthed mostly during the 20th century. The associated museum has many artifacts on exhibit.

On the 13th we dropped anchor in the harbor of Santorini, Greece. Santorini doesn't have docking facilities for large ships such as Noordam, so the ship anchored and we were ferried to the dock by lighters. The villages on the Island of Santorini appear in virtually every brochure or advert of Greece, as they are stark white and offer an absolutely stunning picture and contrast with the volcanic rock which comprises the island. Our tour consisted of a bus ride through the countryside including a visit to a winery and the town of Oia (pronounced Ea). It was very picturesque and interesting. Curiously, the island gets very little rainfall, so plants are selected that can subsist by absorbing the heavy dew that forms on their leaves as the temperature falls every night. An interesting vignette about Santorini, the Architectural Committee is empowered to decide when your house needs painting, and if you don't do it promptly they will arrange for the job to be accomplished and you will be billed. It is universally cheaper to do the job yourself, so for the most part, everyone paints their house yearly to avoid being cited for sloppy exterior housekeeping. The entire island looked like a postcard.

The 14th we were in Ephesus, (Kusadashi) Turkey, the tour of which my wife and I both agreed was the high point of the cruise. When I was a young shaver, I asked my Mom who they were referring to when the Bible referred to Paul's "Letters to the Ephesians". As it was related to us, Ephesus was a major port city and one of the largest cities in its time having between 200 and 250 thousand estimated inhabitants at its zenith. The ruins and reconstructed portions of the city are magnificent. The reconstructed façade of the ancient library is just magnificent. According to our tour guide the library at Ephesus was the third largest in the ancient world, being behind Alexandria and Pergamon. The reconstructed amphitheater could reportedly seat 25,000. The ruins at this location just went on and on. Even without much interest in archeology it was an outstandingly interesting stop. We were told that the major reason for the decline of Ephesus was that the harbor on which most of its commerce depended silted up such that ships could no longer enter. The city (ruins) currently sit 7 kilometers from deep water, due to the silting.

At the end of the tour of Ephesus we were taken to a Jan-U-Wine Turkish (flying) carpet factory. They had people weaving (tying) silk rugs. It was certainly interesting, as those ladies fingers absolutely flew tying (knotting) the strands making the carpets. Not surprisingly, the weavers (knotters) are all paid by piecework, that is they are not paid by the hour, they are only paid for how much they produce. The owner of the factory really treated us well, and liquid refreshments were served along with a cheese bread, the name of which eludes me. Oh and I almost forgot, they had bushels and bushels of silkworms ready to be unraveled to make silk thread. It was quite a show.

Another attraction at this stop was the house where Jesus' mother, Mary lived her years following the crucifixion. All in all this was a great stop and tours.

Wednesday the 15th found us docked in Piraeus, the harbor serving Athens, Greece. The tour we took went to the Acropolis and the Parthenon (it was crowded). On this tour, our tour guide was a young lady from Houston, Texas, so the common problem of having such a broad accent that they are difficult to understand was eliminated. She turned out to be a delightful guide and a good time was had while we saw and learned a lot. We spent several enjoyable moments wandering through the Placa, the Agora, and the streets of Athens. I caught a young (10 y.o. or so) girl with her hand in my pocket, but my wife had wisely cautioned me to wear my wallet in my front pocket. A couple of hours were enjoyably spent in the state museum, which is built on stilts, as they discovered ancient ruins while excavating the foundation, consequently built the museum on stilts such that the archeological excavation could continue beneath the museum. We then enjoyed a luncheon at a restaurant where our tour guide selected many Greek dishes which we all were able to taste.

The 17th was spent docked at Messina, Italy for 6 hours. By this time we had bloodshot eyeballs from all the

sightseeing, and we left the ship and 'self guided' ourselves into the city, looking at several old churches and etc. About an hour after leaving Messina we passed fairly close to the Island of Stromboli, which is fairly impressive, rising as it does some 3000+ ft. out of the Tyrrhenian Sea with nothing around it other than water. It is, of course a dormant volcano.

By 07:00 Saturday we were again at Civitavecchia, the dock serving Rome, and following our last breakfast on the ship we were soon on our way back into Rome. Since there weren't very many of us leaving the ship at this stop, there was no bus arranged, but rather Rose and I were using public transit (train and subway) back to the hotel. The fare was inexpensive (4.5 Euro) and once we were certain we were on the right train things progressed quite smoothly.

Rose and I spent three more days sightseeing Rome, saw the Pantheon, climbed the dome at St. Peters (320 plus steps), toured Castle Saint Angelo, managed to find St. Pietro in Vincoli wherein resides Michelangelo's 'Moses'. That was an accomplishment as the church resides down an alley.

Over the past several years, Rose and I have done the RUPA cruises to Alaska, the Mexican Riviera, Up the St. Laurence Seaway, into the Caribbean and half way through the Panama Canal. By any criteria this was our favorite and if you missed it you missed out. *Ted Wilkinson*

Sunday, the 19th found us in Livorno, Italy. Many passengers took tours to Florence to view its many great works of art. Having been there before, Georgia and I opted for a tour of Lucca and Pisa. Lucca is a beautiful little Tuscan town protected by massively thick 16th century walls featuring some of Italy's finest medieval and Renaissance architecture. The inhabitants built the walls for defensive purpose and in its heyday, the town and its walls boasted 170 towers. Since it was Sunday morning the streets, which are for pedestrian use only, all cars are parked outside the city walls, were quiet and we had the town mostly to ourselves. It is a wealthy and colorful town with a definitely up-scale shopping area. I would say Lucca is one of Tuscany's best-kept secrets.

Pisa is definitely not a "best-kept secret". In the 11th century, church leaders in Pisa decided to place three buildings in the Campo dei Miracoli, or Field of Miracles. These buildings were the Duomo, the magnificent cathedral, the circular Baptistery, and the bell tower. All three are magnificent structure with many columns and highly decorated. But everyone wants to see the leaning tower, which is the bell tower. The foundation stones for the Tower of Pisa were laid in 1173. Constructed mainly of marble and lime, the tower was built in a circular ditch, about five feet deep, on ground consisting of clay, fine sand, and shells and therein lies the problem. The soil on one side was not compacted as tight as the other side and the tower began to tilt. In 1370 the tower was completed in spite of the lean. In 1990 the tower was closed and work started to stabilize it. The final solution, remove soil from the high side and let the tower settle back to its original lean. If you are wondering: yes, it could have been brought back to the vertical, but it would not then be the Leaning Tower of Pisa. Has anyone tried to put the arms back on Venus De Milo?

On Monday we anchored close in to Monte Carlo, Monaco. We tendered in to port on the ships motorized life boats. Since Georgia and I had been there before, we opted for a tour to Nice and Eze. We boarded a tour bus and drove through some of the most expensive real estate in Europe. The views from these estates, from their perches on the cliffs above the Mediterranean, are spectacular to say the least. They look down upon coves and yacht harbors with some of the worlds largest and most luxurious yachts. We walked along the seaside promenade in Nice and visited the historic center of the city. On the way back to Monte Carlo we visited the village of Eze, which is one of the most picturesque spots in the region. Perched like an "eagle's nest" at the height of an imposing cliff, the village and its light ochre church can be seen from afar. A rocky path leads up to the village and Château de la Chèvre d'Or. Once inside the walls of the town, we discovered a small Provençal village filled with charm and colorful window boxes offering a panoramic view of the sea and coast-line. On the way back to the ship, we traveled on roads that make-up the race course for the Grand Prix of Monaco.

We arrived at Barcelona Spain on Tuesday for a two day stay. The dawn broke overcast with a light rain falling most of the day. We had spent several days here on a prior visit and had no plans for the first day. On the second morning we took a self guided tour with I-pods; a great way to tour the downtown historic area.

Once we figured-out how to operate the I-pods, we could move about at our own pace with the audio giving us directions and information about the sights we were viewing. I haven't mentioned the ABC tour we seemed to be on. For the entire 20 days of this trip it seemed it was Another Beautiful Church, one right after another and Barcelona was no exception. A city like Barcelona has more churches and cathedrals than you can shake a stick at.

Palma de Mallorca was the next port of call. Many visitors to this island head straight for its pristine beaches, but our target was its beautiful old town with pedestrian friendly walkways and streets but primarily its Gothic Cathedral. The Cathedral in Palma rises above the harbor like a giant ship and is as beautiful close up as it is from afar. We've seen many Cathedrals on this trip but the inside of this one rivals the best of the lot. I have never seen so many ornate side alters as in this one, and where did they get all the gold?

Our next stop was La Goulette, Tunisia, (Tunis). My main interest here was the ruins of Carthage where Hannibal departed to defeat the Romans. Most of the ruins here are scattered far and wide. It seems the Romans were a bit upset that Hannibal should attack them, so they destroyed the city and rebuilt one of their own on the exact same spot. In order to bring water to the city, the Romans built a 147 mile long aqueduct, the longest ever built. Just weeks before our visit, archaeologists uncovered large underground water reservoirs built by the Romans.

From here we sailed to Trapani, Sicily, a small town on the western side of the island. It was while we were sailing between Tunis and Trapani, that we held the last of our four cocktail parties. It just so happened it was Cleve Springs 78th birthday, so naturally we had to have a party, cake, balloons, and the works.

Our next stop was Naples and Ted covered that in his report.

It was a great cruise, one we all will remember for years to come. The only draw back was the air travel, all the planes were full. If you missed this one, you missed a great one. Submitted by *Rich Bouska*

I want to thank Ted and Rich for their great documentation of RUPA's Mediterranean Cruise. And they are right, if you missed it, in my opinion you missed the best one we've ever had.

The only place I had been before was Rome and that was over 30 years ago. The tourist business is going very well in the Mediterranean. When I was last in Rome, you could visit all the key sites without lining up to see them. This time there were very long lines for everything. This was not only the case in Rome, but everywhere we went.

I was surprised at how clean and neat every location was except one, and that was Naples, as it seemed a little shabby to me. They are really catering to the tourist trade. We saw a lot of signs printed in English such as the one in the picture of the camel in Ephesus. Everyone is finding ways to get your dollars and euros.

In my opinion, Holland America is the best organized cruise and tour company in the world. There are never any real delays in getting on and off the ship at the start and end of your cruise. You are issue a plastic cabin key that works like a credit card for anything you buy on the ship be it tours or drinks, etc. When you've signed up for one of their land tours at each port, you all meet in the theater, they put a small sticker on you with a number, the bus you board has the same number on the windshield and the tour guide has a pole with that number on it. The most busses I saw at one location were 23, and the largest group for one tour was just over 500. All the places we stopped had more than one land tour. When you returned from a tour you were greeted at the boarding ramp with a cold washcloth and a cold drink.

The food and services on the ship were excellent, and there are all sorts of activities available all the time.

Cheers, Cleve



Sec/Tr Report on the Data Base

Many might be wondering why I am sending out e-mails asking for your date of hire. Let me do a little explaining first about RUPA's data base program.

We have blanks for your name, your Birth date, your Hired date, your Retired date, and your Flown West date. Then we have your primary and secondary address. Secondary for those who normally go south in the winter and north in the summer. And we have a spot for your phone number, and newly added a spot for your cell, which we are not including in the 2011 Directory, unless that is your only phone, which is happening more often. And then there is the E-Mail address.

Lots of bad e-mail addresses out there, so I am trying to make sure they are correct by sending out an e-mail asking for your Hired date. When your e-mail bounces back to me, I then try to call and find out the real e-mail address. Once in a while, the phone number has been disconnected, and I then write a letter, and normally enclose a stamped self addressed envelope. And usually that works. So if you have not heard from me, would you CHECK the Directory, see if your e-mail address is correct, and if not, e-mail me. rupa.sectr@yahoo.com.

Having a phone number and an e-mail address in the Directory is strictly optional. And remember that we are VERY protective of the data base, as you should be of the Directory when it comes to you in January. Best to all of you, *Leon*

“A LITTLE EXTRA”

The following have sent ”a little extra” with their renewals. Thank you all!!

John Alden, Raymond Alverson, Allan G Anderson, Richard A Anderson, G M Baker, John Baker, Raymond Bernosky, Ted Bochniarz, Stanley Boehm, Walter S Bohl Sr, Dick Boston, Kenneth Bowen, Neil Bretthauer, Erle Britton, John Cairns, Harold Campbell, Jerry Campbell, Sandra Carnes, Kenneth Childrey, Stephen Chiles, Alexander Ciciora, Vincent Ciriello, Douglas Cline, James Colligan, William Cook, George Dalition, Frank L Davis, Gary W Davis, James H Davis, James T Davis, Paul M Davis, Dorothy Denton, George Donald, Alvin Dorsey, William Engle, Ronald Engelhardt, Jimmie Huff, Charles, Fellows, Stephen Fisher, Jon Folven, William Graham, David Hanst, Skip Hillegas, Benjamin Huntington, Albert Jarrett, Donald Johnson, Neil H Johnson, George Kane, Leslie Kero, Charles Kettering, Charles Krekorian, William Landrum, Ray Lahr, Brian Leiding, Leon Linhard, Raymond Longo, Mike Loyd Bill Lucius, Ed Manning, Jessie Marker, Robert E McMichael, Jr, Pat Messina, Al Milotich, Peter Moyer, G M Nelson, Donald Parker, William Pauling, Ron Pewterbaugh, John G Powers, Ed Prose, Joseph Raulins, Maury Rosenberg, Robert Scherman, George Schnell, Richard P Schultz, Charles Schwob, John Shattuck, Alfred Shiner, Janice Smith, William Stovall, Robert Swain, John Traeger, Kenneth R Vaughters, Alphonse Venskus, Ruth Verplanck, Harold Watts, Paut Weiss, William Westfall, Ted C Wood, Andy Yates.

NASA NEEDS your HELP!

a ramp manual for The SOFIA B747SP flying telescope is Needed

The gentleman is retired UAL. Maybe one of you has such a document.

Or maybe you have some revisions squirreled away?? Good cause – no cost!

Wonder if you could send out a request for me. I need a copy of a B-747SP Ramp Manual.

I am still working for NASA on the SOFIA B-747SP project. I know that I have accumulated a lot of aircraft related material over the years and I'm hoping, like me, another retiree may have a copy tucked away in their accumulated material. This manual is no longer available.

I will pay any expenses that are incurred making and sending a copy.

Thanks for all you do!!! Jim Hall halljp@comcast.net james.f.hall@nasa.gov

THE DAY JAPAN BOMBED OREGON

By Norm Goyer

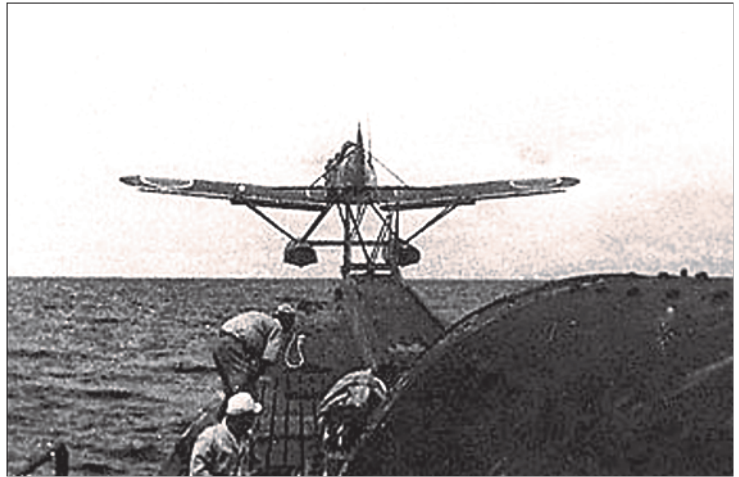
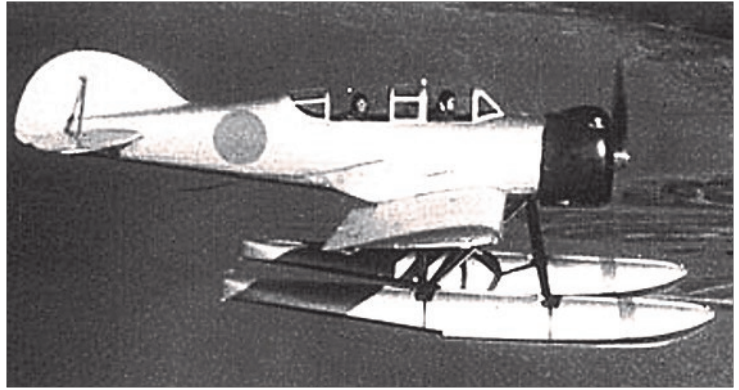
September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuki E14Y "Glen" float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, and checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

Johnson was sweeping the horizon but could see nothing; he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see



the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forest; the pilot circled once and spotted fire around the impact point. He turned and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean and taxied to the sub. A long boom swung out from the stern and his crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck and the crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was that the coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

Fifty years later the Japanese pilot, who survived the war, returned to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

**SFO UNITED EMPLOYEE HOLIDAY PARTY
December 4, 2010**

All active and retired United employees and their guests are invited.

The HYATT REGENCY, BURLINGAME

Reception 6 – 7 pm No Host Bar

Buffet / Dancing 7pm – Midnight

Live Music by SFO Ramp Employees Band (Repeat from last year)

Dress—Optional “Festive”

\$30 per person

Rooms Available for “Layover”

Tickets “available soon” - Order thru:

Lin—Maria—Alma

3rd Floor—Terminal #3 SFO Int'l

650-634-1723

Capt Bob Lawrence & Paula attended 2009— ***GREAT!!***

LETTERS

BOB ALDRIDGE—Leonardtown, MD

Darn! I've done it again. If it weren't for the appearance of the *RUPANEWS* in my in box I would never remember to send in my dues. Living a bit removed from the Washington area I only get to one or two of our local meetings each year so the News is very important in keeping me in the loop.

The place, a bit removed is St Mary's County Maryland where Jane and I have lived since 1988. The Patuxant River Naval Air Station is here so the sound of the next aircraft is only a minute away. Otherwise, a very quiet place.

Retirement has turned out to be the busiest time of our lives. Jane is a Hospice volunteer and is active in the League of Women Voters and I spend much of my time at Sotterley Plantation (www.sotterley.org) where I have volunteered for many years and now serve on the Board of Trustees. Some of you may remember visiting Sotterley as one of the excursions available when the convention was held in Washington.

Every few months we just have to get out of town on a big trip. I must admit that I have not been on a UAL flight that wasn't part of a tour for a long time. Even with my seniority, it has become too much of a hassle. I hope you all are keeping on the move as well. *Bob*

RICHARD (Dick) ANDERSON—Seattle, WA
First, I want to say thanks again to the gentlemen who put the *RUPANEWS* together and for getting it to us! Both Laurie and I read each issue from cover to cover.

In a previous non-birthday month letter to the *RUPANEWS*, I told about our, or rather "my", misfortune in having a heart attack on Christmas Day in Bali while on a cruise from Singapore to Bali. Again, I want to say thank you to United for the positive space Business Class tickets from Singapore to Seattle (which were upgraded to First at the airport). I am doing quite well in rehab; in fact, we just returned from a 5 day bus/train tour from Fairbanks to Seward, Alaska. We really enjoyed the sightseeing and Denali National Park was great..... wonderful trip and beautiful accommodations. We

then boarded Celebrity's "Millenium" from Seward to Vancouver, BC. While we have done this Inland Passage cruise many times before, it was a great way to relax, enjoy great food and entertainment, all of which were wonderful.

We are now in Seattle for the UW Huskies football season (and RUPA luncheons!) but go over to our home in Maui in between games. We will return to Maui in December for the winter. We wish the best to all our RUPA friends. *Dick & Laurie*

MARV BECKER—Nevada City, CA

No one noticed but I missed a couple of years doing my birthday report.....actually there was not much to say until this year.

Recently I returned from Airventure at Oshkosh. One big event this year was the 70th anniversary of the DC3. I especially remember the comments from RUPA members years ago about the "official location" of the passenger entry door. Indeed United ordered the doors on the aircraft right. I also learned that American as well, ordered doors on the right side. Actually they claim to be first to order the DC3. Western and UAL had an interchange so Western also had doors on the right. After WW2 United leased a few DC3s from Northwest and Pennsylvania Central. These had doors on the left. And then the military returned some aircraft, also with left side doors. It was said "no end of confusion" when parking,..... which door do we have today?

Cargo DC3s all had doors on the left according to Percy Wood in a letter to me some years ago. TWA was said to have all doors on the left.

In 2009 I purchased a 1963 Cessna 150. It has the rear (view) window but still has a straight vertical fin and rudder. No long trips, just to fly to lunch on a CAVU day.

Years ago I always made a point to fly on my birthday. Sometimes for United, sometimes just to fly. In 2009 I flew on my 80th birthday. As PIC this qualified me to become a "UFO" member.....a United Flying Octogenarian. (Nothing to do with UAL or the ones we had in Roswell) Just a fun group! There are about 600 members. You too can join after your 80th. Contact me if interested. People balloons and whatever you fly will qualify you. No kites.

Here in the Grass Valley area we have summer long

air show of Grumman S2-T (turbine conversion) and Vought OV-10 aircraft courtesy of the Calif. Dept of Forestry. The tanker aircraft are based at Nevada County airport and we live just downwind north of the field. Aerobatic pilot Patti Wagstaff flies the OV-10 spotter plane this year.

We were signed up for the RUPA cruise in progress right now, but had to cancel because of a medical concern with Jean. She is doing OK now the doctor says. It would have really been great! See you on the next cruise! Will settle for Maui in October instead. *Marv*

WALT BOHL—Fountain Valley, CA

Hello to all, Seventeen years of retirement that is being enjoyed by both of us.

This was to be our year to go to the South Island of New Zealand. On September 11th we were to go to Christchurch, New Zealand, but due to the many earthquakes and floods on September 4th, we canceled our reservations on Air New Zealand and our hotel reservations. Hope to do that trip within the next nine months as we had non-refundable positive space tickets LAX-AKL-CHC-SYD. Air New Zealand gave us a credit that is good for one year from the time of purchase of the tickets.

On September 12th we left on our semi-annual trip to Australia. We spent five days in Melbourne and ten days in Sydney. We went space available on UAL, business class over and first class back. On the return flight there were over 100 vacant seats. After eleven years Walt retired as the treasurer of the American Aviation Historical Society. Thank you to all who put out the *RUPANEWS*. By snail mail is a check for \$25.00 postage plus some to help for the kitty. Our letter is on time for the eleventh year in a row. *Marnie & Walt* 55-94

DICK BOSTON—Salem, WI

Had one of those "flying reserve" dreams last night and thought... "it must be time to write something for *RUPANEWS*". This time they grabbed me in the concourse at ORD after I came home from a visit. I didn't mind the assignment, but they tried to force me to wear an overcoat over my civvies attire....one of those filthy, dusty, mildewed crusted things that had hung in that coat rack room at the ORDFO for about two decades. Now that's a nightmare!! Question...do the super senior guys have to put up with dreaming about beautiful beaches, sipping margari-

tas by the swimming pools and other layover woes? I always enjoy reading the CLE stories, their get-togethers, pictures, etc. I think I was awarded the most junior F/O bid in the system one time, 737 at ORD. That lasted about a day as I got notice that I was bumped to an unfilled bid at CLE. This was in the days of multiple legs and short turn arounds to compete with a bunch of Lorenzo airlines doing the same thing. Getting snapped back into flying after years of furlough and S/O was exciting to say the least. Thanks to all the great CLE Captains, their patience, the year plus which I commuted to reserve turned out to be a most pleasurable one.

Getting a new left knee in a week or so. It won't hurt my golf game but it might make the walk more pleasurable. Dues check in the mail. *Dick*

NEIL BRETTHAUER—Marco Island, FL

Another year has raced by, and the tenth anniversary of my final UAL flight as PIC is only a few days away. I'll just have to get used to seeing the first digit of my age become a seven!

An old saying is "May you live in interesting times." We surely do, when we think of all the political travesties we are subjected to, the economic mess the nation is in, and the demise of our formerly great airline which now exists in name only.

Enough pontificating! This has been a good year for Vicki and me. We stayed on Marco until May first, and then headed back to the Chicago area and another summer enjoying our faithful old Tollycraft. In addition to many weekends using the boat as a "Harbor Queen," we managed to again take a wonderful cruise around Lake Michigan, enjoying dining, shopping, and relaxing in the ports along the way.

In June, we took another trip to Alaska to visit Eric's family. While there we took a trip on the Alaska Railroad from Anchorage to Seward where we connected to a cruise around Resurrection Bay. The scenery and the wildlife seen from both the train and the boat were spectacular. A visit to Lake Hood to have lunch and watch the float plane operations was a real treat, as was a tour of the Alaska Aviation Museum. We plan on celebrating Thanksgiving back in Anchorage. Of course, we'll fly on real tickets; SA travel for us is a thing of the past for the most part.

I received my PBGC final letter a couple weeks ago

and was surprised to be informed I'm due a \$585 dollar a month raise, plus back pay. Sometimes you win one.

On another note, my CPA and I are still fighting the IRS over their refusal to refund the taxes I paid on Social Security income I had during the years before I repaid my S.S. benefits and started over. The repayment raised my benefit by over a thousand dollars a month, so if I live beyond another three plus years, it's all a bonus.

Check is in the mail to Leon. Thanks again to all who work so hard to make RUPA the great organization it is. The *RUPANEWS* is still one of my favorite reads. *Neil*

ERLE BRITTON—Mesa, AZ

My old creaky joints and fuzzy memory have got me by another year!!

Some good things - Neva and I will celebrate our 66th in another month, and both of us are mobile, get by real well in our one level condo with full exposure on two sides to the golf course. We still "attack" the course regularly for 9 holes except in the "heat" of the summer. We have been in here for 16 years and it has everything we need, -very comfortable.

I know very few anymore in the *RUPANEWS*, but I appreciate and enjoy the articles in it. You guys sure do a good job. Your dedication and efforts certainly in excess of your salary! Ha! My sincere thanks to all of you. *Erle*

CARL BUCHANAN—Loveland, CO

I'm a little early (or a lot late)-I won't be 86 till January. I'm early partly because Russ Wright will have his 95th November 23rd. I suggest you send a BD card to his address at 2695 Alkire St., Golden, CO 80401-1620. His daughter Chris will see he gets it.

Russ is in a very nice care facility in Morrison, CO about 15 minutes away from Chris (who takes very good care of her dad). Also, I suggest the card have a picture of airplanes, horses, cowboys, mountain, etc., doesn't matter too much what it says. All you who knew or worked with Russ know him to be a first class aviator and gentleman.

Pop Quiz-If you know what all this useless stuff is-then you are probably as old or older than me.

1. Abel, Baker, Charlie, Dog

2. Double drift
3. Little Sir Echo-5.4 meters
4. Center the PDI
5. Short arm inspection
6. Pro kit
7. Mr. Best and Oscar
8. (IVARS) restaurant SEA
9. Rudy Patic MKC
10. True Fade
11. Green 3
12. True virgins make dull company
13. East is least-west is best
14. One needle with turn
15. Lead and lag (compass)
16. QUADRON bi sector
17. Box the station
18. When undertaking hard routes keep direction by good methods
19. The weasel DEN
20. Murrey (mech in SLC)
21. High and low cone
22. Heaters off, mask on, cockpit temp normal
23. Jimmy Morton-UAL crew driver LGA

You'll probably know lots more one liners and I might have them screwed up.

Things are as normal (or abnormal) here at our spread. I'm still pretty active in the Gideon's, church elder, and ride with the Roof Top Riders (since '74). In early September I stayed at a very nice guest ranch near Gunnison, CO. I took Andy (my Tenn. Walker) and left Josh (Qtr. Horse) home.

Rae and I will celebrate our 66th, November 17th. We were both 20 - I'd had my wings a couple of Months - I was in B-24 school in Fort Worth, TX.

That's enough nonsense for now.

There are those without hesitation.

Criticize we who spell with variation.

But I say to these,

I spell as I please.

And pity those who have no spelling imagination.

Shakespeare assisted by Psalm 139:9, 10

Ya all have a gooden (lots of em). *Buck* 49/85

TOM L. CONLEY—Huntley IL

Observations - Honda builds a car that looks like a shoe box on wheels. It's called an "Element". If you own one and you are not in the car, does that mean you're "Out of your Element"?

It appears that a portion of our population has given

an additional meaning to the term "Grand Slam". It now appears to mean: "Three buffets a day, Breakfast, Lunch and Supper."

Definition - "Extreme Impatience"...a blonde driving a red car.

Why is it I can remember "throttle, feather, mixture, fire wall shut off, gear, flaps, cowl flaps, cabin heater and ADI off" and I can't remember the third item I went to buy at the hardware store?

Tom & Barb

ROBERT L DOWNS—Mountain View, CA
I started at the maintenance Base in Cheyenne
Went into Navy 12-27-41
Returned to UAL in 1-46 in SFO maintenance
Went on as F/E in 1950
Retired in 1-30-79
Still hanging in there @ 91++
rd1 bye

BILL ENGEL—Easton, PA
Here is my 2010 check, it is a little bit late. Sorry about that, but I do want the *RUPANEWS*. I use the Merlin X-Ray equipment for reading it, and other printings also.

So with that and God willing I hope to send 2011 check then as well.
Gods Blessings to All. *Bill*

KENNETH A ERNST—Martinsville, NJ
Many thanks to the staff for a great publication.
Life is good, so how about a fun story. Time is mid 70', flying LGA/ CLE/LGA, 737 with Capt. Bill Tyers. CLEFO was in the planning stages, and passengers on several flights, Ed Carlson, Dick Ferris, VP for eastern US. On arrival and departure, Bill would always stand in the cabin and greet all of the passengers. Then at last second he would either get in or out of his seat. I mean at the last second. I advised any new S/O to be sure and get out of the way, or they would have foot prints on the shirt. Hank Dykhuis (Good Guy) was our FM, for some reason he told me to tell Bill to knock it off. His responsibility was to be in the cockpit, not in the cabin. Shortly there after Bill received a letter from Carlsons' office indicating that he thought what Bill did was a great idea, and all captains should do it. I went to see Hank with the letter, and asked him

what I should do. He told me to get out of his office and not come back. Fraternally, *Ken* (65-97)

STEVE FISHER—Harvard, IL
Thanks for a little sanity guys. Still living in the Chicgo area.

Keep busy on farm in NE Indiana (Amish area) growing some grapes and making some wine.
YUP, the tightwad must be nuts.
All the best, *Steve*

DAVE HANST—Huntington Beach, CA
My 92nd birthday was on Sept. 26th, still going strong, all parts working and I'm feeling fine. Don't do any traveling these days, United has made it too much of a hassle, maybe things will improve with the new merger. Check is in the mail. *Dave*

SKIP HILLEGAS—Salida, CO
Hi to all, For ten years I have been procrastinating about an annual letter to the *RUPANEWS*. Finally getting the job done.
Hard to believe it's been that long. A little nostalgia now and then but not a single regret about the lack of early get ups, disputes with the crew desk or mystery meat crew meals.

Cathy and I are doing well and still living in the Salida, CO area fondly known as the "banana belt" around here. Our four kids have flown the coop but are all within range for visits and some frequent grand kid spoiling.

A few trips and cruises now and then but nothing involving pass travel thanks to the good advice of many of you.

We stay quite active around the home area with church volunteer work, VFW, gardening, skiing, racquetball, ham radio and other stuff that always has the calendar pretty full.

Thoroughly enjoy the *RUPANEWS* each month. A great work and many thanks to all involved in its production.

Best wishes to all, *Skip & Cathy*

DAVE HOYT—Westport, CT
Hi Cleve...After finishing a 4 year captaincy on the 60-foot motor yacht, which I have previously reported on, I am now captaining launches for a local yacht club. Read a big smile on Dave's face at last!

In the last year, a couple of stints in retail makes me really appreciate not being "land based." One was in the boating industry (marine supplies) and the other in retail general merchandise. Not really happy in either one but it got me out of the kitchen. Wife, Ellie and I are enjoying 8 grandchildren ranging from 17 down to 7 years old. Their progress in academics and sports is keeping Gramma and Grampa proud.

Health for both of us is generally OK which allows us to visit them semi-frequently. Good health also allowed me to say the H - - - with the cold weather in the Northeast and go to our time share in St. Maarten for a few weeks. Last winter was the first in 10 years I had not spent the cold months aboard some kind of boat in Florida and the Bahamas. Now toying with a 2 to 3 months stay in a condo in Florida for the upcoming winter after the 1st of the year. Whatever... Great job you guys!!! *Dave*

JIMMIE HUFF—Vancouver, WA

Greetings to all old friends and acquaintances: Still thankfully alive and for the most part well. Vera and I still enjoy catching trout in Montana each June, and spending the winters on Molokai, and still golf, but not as often for some reason! Enjoy reading the letters from past fellow pilots, and if Jim Enright reads this I hope he will send his e-mail address to me, and allow mine to be accepted!

About the only pass travel we do anymore is to and from HNL, and don't see any pilots I recognize anymore. Did get to have a nice visit and lunch in RNO last May with Tom Diehl and Cort DePeyster.

Vera does go to Rochester each summer to visit relatives, and we both go to DFW in Oct to visit my now 99 year old aunt "First Lady of Real-estate" (the title of her book) Ebby Halliday. It's possible she will participate in the coin-toss at the 2011 "Superbowl."

As always "Mahalo" to everyone who helps get the *RUPANEWS* published and delivered!

Jim Class of '55

RON HUFFMAN—Enumclaw WA

Dear Cleve and Bruce, It's birthday time again for Ron. It has been 25 plus years since his debilitating stroke - and his very early retirement.

We are in relatively good health and still enjoy traveling. We take an annual vacation to Kona, HI for

relaxation. In Sept. we attended our oldest granddaughter's wedding in Dubai (her dad flies for Emirates). The temperatures were over 100 degrees and extremely humid. We went to the top of the Burj Khalifi - tallest building in the world (for now). We were able to fly SA on some very crowded flights. We do get passes on Emirates and may try that airline in the future.

The autumn colors are appearing on the trees, and the salmon will soon be spawning in our nearby creek. Thanks to the editors for compiling *RUPANEWS*. *Ron & Barbara*

GEORGE W JOHNSON—Seattle, WA

Hi to all, Dues are in the mail early. Hit the magic 69 this month.

Still studying for my next Lear check at Flight Safety, Tucson. Just renewed my flight instructor certificate, so I will be ready to take the next step down the aviation food chain. Maybe fly freight in between.

Had a rainy summer but had some nice winds to keep the sails full. A few short trips but mostly day sails on the lake.

Best to all, *Veronica & George* JFK, EWR, CLE, ORD, SEA, SFO (Sounds like a migrant worker resume!!)

CHUCK KETTERING—Reno, NV

WOW! Did that year go by fast, or what? I guess that happens when you're having fun (which I did). This will be #80, which used to sound really old. You don't suppose? No, it couldn't be.

We're all a little sad around here with the news that Dave Cronin just flew west this week. A fine man and a real credit to our profession. He defined the term "superior airman" in my book. He will be missed.

I'm still enjoying skiing in wintertime, flying experimental planes when the weather cooperates, riding the motorcycle when it is warm and doing an occasional auto trip with Viv. So for us, life is good.

As usual, the efforts of our RUPA officers and volunteers is very much appreciated. RUPA wouldn't still be around without you guys.

Sincere thanks. *Chuck* SFO, ORD, SFO '57-'95

CHUCK KREKORIAN—Mill Valley, CA

This is that time of the year again to renew my duties to RUPA. Thanks to all the energetic folks who contribute so much time to the organization. This check is for the annual and a few dollars extra.

Next week I will have reached new plateau of 87 years of age. Amazing how time flies when you least realize it. In all those years I've experienced a great yoyo ride in my life. Good, bad, and indifferent.

It was a wonderful career with United that was very important to me. Some great people to work with and associate with. With today's generation it seems every one is only interested in their own self being. The way life is changing in this country, I feel that I had the best. The future seems to be towards socialism. Maybe we deserve it. Until people stop re-electing the politicians (20-40 years) who created our problems in the first place things might get better. Good luck to all of you younger guys-hang in there. My best to all, **Chuck**

(As the comments are only an observation and not of political advocacy, they remain. Ed B)

DON KYTE—Fort Myers Beach, FL

Hello Everyone, during my airline career I always tried to be "on time, or a few minutes early." After 22 years of retirement that isn't always the case, at least as far as my annual letter is concerned.

It has been a rather uneventful year. A lot of remodeling here in our summer condo at Asheville, NC. I just returned from my annual trip to Clear Lake, CA for the big Seaplane Splash-in in late September. With all the "upgrading" I couldn't get near first-class even with my 54 years of seniority. It did get me a pleasant seat in Economy- Plus, however. I doubt if "the good old days" will ever return, but I am optimistic that the new United with the vibrant new CEO ,Jeff Smisek, will be much better than under Tilton, who downsized our, once great airline, into a huge United Express operation. **Don**

ERIC MALM—Lake Tapps, WA

Thanks to all of you who make this publication possible - and the new cover is great.

October is time leave the Northwest, take the Harley and head south to our Casita in the sun. Susanne and I have had a small house in Old Town Scottsdale for the past 11 years and spend more time every winter there. We love the area as it is basi-

cally in town living with the advantages of a small house instead of a condo. Last spring we bought a "fixer upper" in the neighborhood and are doing a complete remodel. We will move in when it is finished sometime this winter and sell the old home (anyone need a small house?). This is a big project as it involves replacing plumbing and electrical and moving walls, new windows, floors, bathrooms, etc. I ask myself why I took on a project like this as I approach 70 but I guess I just like keeping busy. We worked on the other one for a long time and it is time to move on.

Shortly after we bought the new place I was talking to a neighbor in front of his house and a familiar face walked up. It was Page Watson who I had flown with many times out of SEA. We had wintered a few blocks away from each other for many years and never knew it. Small world.

Now that I have my final letter from the PBGC I guess it's time to start spending what's left of the kid's inheritance. Ciao, **Eric**

JIM MEADOWS—Indianola, IA

Another birthday, another year flown by. Retirement has been good to me.

I'm still in the earthmoving business and farming my farms. Ale to manage my business affairs and operate my dozers and drive my Semi Trucks. It's great to think about the "good old days" and sweet memories—Not to excited about the future! Time changes things.

PS \$50 enclosed-I'll be early for next year.

Jim DCA-ORD-DEN-ORD 1965-1996

GEORGE MENDONCA—San Mateo, CA

Well I'm only two months late this year. Not too much different from last year. I did flew the Kitfox to Phoenix, AZ in May to visit a friend. I had to leave it there for six weeks to come home for minor surgery.

Last month I flew the Kitfox to Sonoma Sky Park for the Guppy group get-together. Jan McNaughton, a FOSR at SFO, went with me. There were several pilots there I haven't seen since I retired. The whole day was a lot of fun. I hope to go to the next one.

I am still flying Young Eagles but only with the Kitfox. I will fly the first flight in a friend's Kitfox

soon. I am still a docent with the Hiller Museum at San Carlos Airport. Not too much else to report.

George

DONALD MERUCCI—Pleasanton, CA

Cleve and the gang: This might be a first; the check is already in the mail but the letter might be too late for the October issue. It's not a big deal, there isn't much to report this year.

As predicted in last year's letter, I now have a companion steel hip to the one that was installed last year. Boy, do I ring those bells at the security check points! The surgery went smooth as a baby's bottom, but a few weeks into recovery I caught a case of the shingles in the leg with the new hip and completely lost the use of my left leg. It's been 8 months since the surgery and I am still suffering the after effects of the shingles. The hip has healed fine. Lesson learned, get the shingles shot!

I trust you guys & gals all read the details of the merger agreement you received in the mail before you voted. I followed the example of our elected royalty in D.C. and skipped that tedious chore. But unlike them, I voted against it. (I doubt if my 7 shares will even be noticed.) I now am waiting to see how one of the few vestiges of our retirement benefits remaining (travel passes) will be wrenched from our grasp. I have more travel I want to do.

Thanks for all the good work Cleve and Bruce and the boys have done and continue to do. I hope to be back next year with more good news. *Don*

PAT MESSINA—Arlington Heights, IL

Enclosed please find a check for my RUPA dues, and a little extra.

You do a wonderful job, and I enjoy reading *RUPANEWS* from cover to cover.

Blue Skies, *Pat*

THOMAS MEZGER—Parker, CO

Gentlemen, I appreciate the fine publication that is the RUPANEWS and its contents. Thank you for your efforts!

Retired 8 years ago and continue to enjoy the company of my wife of 40 plus years as we travel annually to our home in New Zealand for the summer months escaping the Colorado winter.

Still fortunate to be able to fly the Naval Aircraft Factory "N3N-3" biplane taking passengers up on sightseeing flights over the Denver area.

The old adage "Time flies when you are having fun," is surely true, fortunately. Cheers, *Tom*

JOHN MILES—Ophelia, VA

All is fine here in Ophelia, VA. Doing less boating and fishing, but playing a little more golf.

I still have my 1936 Ford phaeton from high school—running good and looking good—the car that is. I recently was awarded a car show trophy presented to me by the reigning Miss America, Carresa Cameron.

I miss all the JFK gang and send them my best, but I do get to see some Washington based guys occasionally.

We are taking a cruise this winter with Stan and Phyllis Crosier and Ed and D Meisenheimer and are lucky enough to live near Page and Bob Dillon.

John

PETER MOYER—Gilbert, AZ

Hello RUPA. It is hard to believe that a whole year has passed since I composed my last letter. If my arithmetic is correct this year will make me 77, and I have been very lucky for 77 years, so much so that I sometimes wonder if that resource is close to being exhausted, and I wonder what future years will have in store for me.

In 1977 when I was a 727 co pilot passing through Reno, I met a young lady at the security check point, we made occasional contact whenever I passed through Reno, and in 2007 I learned that she



was a widow, and my wife of twenty years chose to look for greener pastures, so I travelled to Reno once again, and we were married in March of this year. It is great for both of us.

Another piece of luck, I have moved to Gilbert Arizona, a suburb of Phoenix, where the summer heat is almost intolerable, but winters are pleasant, and living makes my PBGC income go further than what it did in California. One thing I have learned is to make simple tasks and duties take far more time than what they used to. When I start the lawn mower there is a much longer delay between the starter chord pulls than what there used to be. My new bride will mow the grass for me but has not yet learned to start the mower, so she is still in training with the mower, but essential duties and responsibilities she handles very well.

When I mention good luck I cannot help but mention my years with the friendly skies, because of the PBGC my income is not what I expected, but what I do have, that no one will ever take from me, is a million dollars worth of memories. They would not sell for much on the open market so they will be all mine forever. These are mostly of the people that I worked with, in the cockpit, in the cabin, the ground crews and the office people. Some years ago when passing through Omaha, I was a 727 first officer, and the captain and I were in the terminal coffee shop having coffee when a mechanic walked up to our table and told us that we were cleared to start engines, that was before that magic box called *ACARS* so Omaha got an on time departure, truly the days of the friendly skies. I could share with you hundreds of similar stories but I will save them for a later birthday letter. *Peter*

PIERRE NEY—Winchester, VA

Dear Cleve and Bruce, Thankfully it's been a quiet year with nothing earth shaking to report. I gather here in the United States, my birthday 10-10-10 was considered an auspicious day to be married, while in Asia the day also carried some sort of high Moxie content. For me it meant turning 72. I was reminded of the tale of the old man, who looks in the mirror, while a 35 year old man inside him ponders the question: What the Hell happened? Me too! I flew out to San Francisco on the Mainline to attend the wonderful Guppy Gathering in Sonoma. As I was hired in April 1969, specifically to staff the jump seat on the 737-200 as a GIB, the gather-

ing was a reunion of many terrific personalities from that best of years. My first boss, George Mendonca was looking good as was the Co-Pilot on the first line trip I ever flew, Bob Billings. Many other pilots and Flight Attendants from out of the past also triggered fond memories.

To cap off my trip, I cruised down the coast to Montara and visited J.B. and Sandy Cockrell. Seeing them was the frosting on the cake of my swell trip.

My Birthday Wish on 10-10-10 was first of all, that I am around on 10-10-11, and secondly that I can get back to Sonoma next year for more picnicking and reminiscing.

Cheers and best wishes to all, *Pierre*

RICHARD ORR—Wooster, OH

First--- thanks so much for getting my correction into last month's *RUPANEWS* at the last minute, Bruce. You saved my day! And---- the news that you and Cleve are both "retiring" was a surprise. You will both be missed, and I hope you enjoy having those extra hours to yourselves. Thanks for all the work you have done to edit the *RUPANEWS*, twice, plus many other things as well. Also, since membership in RUPA is open to the working pilots as well, perhaps more "shouting" about that might bring a few more into the group? Now--- my note.

This is my first RUPA note for about five years, so thanks are overdue to the editors and staff who make the *RUPANEWS* possible. The news was mostly about bad times that were better left unsaid, as you will see. Having arrived in this world on October 6, 1930, this completes four score years to celebrate. Have just returned from lunch with the Cleveland Crazies, where I was reminded that it is almost past time to make the October *RUPANEWS*.

JoAnne and I moved into a condo Thanksgiving, 2008, to have a place that can be wheelchair friendly. Our home didn't have that capability. Between 2003 and 2008, she suffered many health problems and a surgery, spent 4 months in a nursing home, and was confined to a wheelchair for awhile. Now the good news. She is a very tough gal and is again completely mobile. This is the news we both celebrate! Just maybe, we will never have to put a ramp to the front door. We are still working on the downsizing required to avoid overstuffing the lim-

ited space in the condo.

One son and his family live in Columbus, OH, about two hour's drive from here. So we have the pleasure of visiting them and the grandkids often. The "grand kids??" are both in high school and the oldest is already driving. Where did the time go so fast? Our oldest son lives in Idaho Falls, and loves the mountains and Western life style. If you happen to come through Ohio, plan a stop-off in Wooster and let us show you that Ohio isn't all flat land. We are surrounded by the largest Amish community in the country. *Dick*

ED PROSE—Sarasota, FL

Another year.....just turned 94.....retired 34 years now.....hard to believe. Next year's dues are in the mail. Thanks for a superb effort in keeping RUPA going.

Same ailments (vision, hearing, balance) but still in independent living and can still talk to my broker, banker and candle stick maker – and that's a good thing.

One of my daughters, who's typing this for me, was cleaning out some of my papers and came across an old, old file of proficiency checks and flight checks from the early 1940's.....the names brought back many memories – Freddie Angstadt, R.T. Freng, Walt Addems, Harold Knoop (who docked me for not wearing a gun – this was Sep 1943, he also had flown the air mail with Lindberg), L. C. Brown (who noted I was now wearing a gun – Feb 1944 – as I recall it was a .38 caliber and we had no training or target practice), John Murray, E. P. Lott, Tommy Thompson.....some were former air mail pilots and real old-timers.....I learned a lot from them.

I hope UAL can keep finding its way in one of the most turbulent industries around. It has quite a proud history and contributed much to commercial aviation. Hope to be writing you again next year!
Ed (MDW, ORD '40-'76)

EDGAR RIEHL—Boulder, CO

Ruth and I departed Boulder on Nov. 23 last year driving to Deming, NM for Thanksgiving with our eldest and hubby. Departing there the following Monday, encountered light rain passing Las Cruces, and heavy snow through El Paso. It got real slushy and I was looking for an easy off and a motel, how-

ever, my fearless navigator urged me on and a few miles further we were under clear skies. Branched off I-10 when we reached the junction of US-90, and drove it and its alternates all the way to Panama City, FL (we had not driven that highway since January 1945, when after my return from the South Pacific, and rehab at Santa Monica, was sent to Albany, GA as a B-25 flight instructor). We didn't recognize much along the way, but enjoyed the change of scenery and relaxed driving.

Spent a rather cool winter in FL, but didn't have to shovel a single snow flake (we had a couple of significant snows before departing Boulder, and Ruth did a bit of shovel work here before departure). Delayed our return home in order to attend the college graduation of a granddaughter, however, the day we were to hit the road I was diagnosed with SHINGLES. So, we were delayed nine days and missed that event. Thankfully, I had had my shingles shot two or three years ago, and all symptoms were gone in five days. The trip home at that time of year is always delightful.

As I close in on 90, I have done much reflecting on just how lucky I have been throughout my life. At the end of the first week of August 1941, the Army doctors were just waiting to pull the sheet over my head. Luckily, my brother (same squadron) came for his late afternoon visit, and finding me comatose, cornered the nurse and ascertaining that the doctors had given up on me and had withdrawn my medication, he ran to the Hospital Commanders office with the intent of removing me to a Civilian hospital. Luckily, he was informed that two doctors from the Mayo Clinic were visiting, and he would see if they could do anything for me. (I had entered the hospital on July 26 for an ordered tonsillectomy, and luckily {though it was many months before I realized the luck part of it, my squadron ended up in India for the duration}, the new doctor botched the simple operation, which had led to pneumonia, and by now had led to empyema). Those Mayo doctors spent two days working at drawing many thousands of cc's of gunk out of my chest area. The following morning I regained consciousness as I was being laid across a couple of sand bags to spread my ribs. Luckily my squadron doctor, who had been away the prior two weeks, had returned and took over. He told me that my fever was too high to risk the normal operation (removal of sections of nine ribs, wrapping the lung in gauze and withdrawing it over

a period of months). He said he felt there had to be a better way, and wanted to experiment with simple drainage. For a month I lay bedfast in basically one position. It worked, and I was declared cured (the first time such treatment had been tried). Learning to walk again, on the third day I tackled the stairs, pain struck again, so back to x-ray. Shortly, doctor came in and said, "This is too big for us, we are sending you to Fitzsimmons General Hospital in Colorado." I next regained consciousness lying on a stretcher on the sunny side of Denver's Union Station awaiting arrival of an ambulance. Remaining conscious through the ride to the hospital, I was very impressed at the colorful leaves falling in east Denver as viewed through those tiny triangular windows (Army ambulance) on that beautiful mid-September day.

Next morning I regained consciousness again on an operating table with a nurse jamming wood blocks between my teeth with my left upper lip caught between the teeth and the block. Was strapped down so couldn't resist. This new doctor informed me that I had an abscess the size of a tea cup in one lobe of my right lung, and since my fever was too high to risk removal of that lobe (the standard procedure), he wanted to experiment. Luck had struck again. He beat up that abscess through a bronchial scope then inserted a Rube Goldberg series of tubes (again between my ribs). Another first! And over the next several months I was roused out of bed in the middle of many nights as doctors from all over the U.S. and some from England came to witness this miracle treatment. (I could never understand why they had to do this at 2 or 3AM). Incidentally, they had me on my feet from that first day, and walking every day thereafter. By mid-November, I was able to disconnect from the tubes and go to such places as the PX. I was there when paged for a phone call. My brother called to tell me they were shipping out (How could they go without me? Sad day!)

About March 1, 1942, I met the medical board. Was quickly informed that the Army had never returned anyone to active duty who had had either empyema or a lung abscess--what were my desires? I said that I wanted to return to active duty and go to cadets and become a pilot! (The college requirement had been removed during my hospitalization). A month of silence followed, and then I was or-

dered to report to nearby Hq Sq Lowry Field, where I resumed my file clerk/typist duties. A month later, Lowry experienced a mumps epidemic--and, yes, I was one of the victims. Another 28 days in the Lowry hospital. Released May 29. Next day was Memorial Day and I went into Denver to watch the parade. That was a super lucky day for me, as that afternoon I met Ruth (she has now been my bride for more than 67 years).

By the end of July I had passed the Cadet physical and written exam (if either of those doctors had performed a "standard" operation, I would never have qualified for pilot training). Mid-October found me on the train to Nashville for assignment. I was assigned to the Southeast Training Command (what else could a boy from CA expect?) On June 30, 1943, a wave of the magic wand and I was an "Officer and a Gentleman," but best of all--a rated pilot. Took my ten day leave and went back to Denver and married Ruth. After about four months together in SC as I went through pre-combat training, I was off to that beautiful tropical island of New Guinea and other points in the South Pacific. (At least Morotai fit that description). Again, Lady Luck was with me, and I returned a year later without so much as a scratch, having flown 55 missions over enemy territory--nearly all at tree top level.

Though I could have exited earlier on the point system, I chose to stay in until the Japanese signed on the dotted line. Next day was spent writing letters requesting my service be terminated. Finally, the fourth one was accepted, and Ruth and I departed that evening for CA. I was officially relieved on Oct. 2, 1945--twelve days short of five years since enlisting.

Another stroke of luck, when six months later United hired me on April 12, 1946. After flying for 2½ years with some of the finest pilots on this earth, was furloughed with the "88" at the end of November 1948. I applied for recall in what had now become the U.S. Air Force, was accepted and sent to Germany where I had the privilege of flying the last five months of the amazing Berlin Airlift. Awesome! Returning to the States, spent the remainder of a four year tour in the Training Command--mostly as a Staff Pilot at command headquarters, flying an interesting mix of aircraft (all prop) all over the U.S. and logging more than 3,000 hours along the way.

There were many more strokes of luck along the way and many folks to thank. (And, if that 727 tail skid hadn't struck that protruding centerline light on takeoff, splitting that bumper off in turn tearing a strip of the air stair door off [AirSafety Inspector in the jump seat saying I had the horizon precisely as prescribed] I could honestly say that I never so much as scratched an airplane entrusted to me). I have the feeling that my entire life was pre-programmed. No way could I ever have had a better, more satisfying life. Amen!

Many folks, including our RUPA Sec/Treas have asked when we would be heading to FL again. Right now, I can't answer that. I have been diagnosed with a severely pinched spinal cord, and told that if I didn't have surgery soon, the consequences would be dire. Is Lady Luck still hanging around? If not, there is no one more grateful for the time allotted to me. I have been truly Blessed!

A sincere thanks to all who have helped me to have a successful career, and all who have been instrumental in keeping RUPA going. *Ed & Ruth* (eriel@att.net) SFO-DEN-LAX 1946-1980

JON ROWBOTTOM—Salinas, CA

The big news this year is I have finally retired. After working for Boeing for the past 3 years, I decided in February to finally start the next part of my life. I was a fully qualified 787 Instructor and looking at long overseas assignments lasting a minimum of 30 days and most likely longer. Since leaving United, I have found my time away from home greater than when I flew the line. The thought of 30 day trips was not too appealing. The continuing delay in the 787 delivery schedule extended the time until I would finally begin to earn the amount of money I was expecting. As it was, I wasn't earning what I would have if customer training was going full bore. After looking at all the issues I decided control over my life came first. My Boeing experience was a good one and I am very thankful for having the opportunity to work a few more years and keep my finger in aviation.

Now that begs the question...was it a good decision? Jane and I are enjoying our time together and I enjoy having full control of my calendar for the first time in 40 years. We have been playing a lot of golf and spending a good amount of time at our vacation home at Lake Tahoe. We were able to attend our granddaughter's high school graduation in June.

Our son's wife gave birth to a little girl in July and we were there to help out. We are planning on a white Christmas with both families up at Northstar. It is amazing how much fun you can have when the screwdesk isn't bugging you! We intend to get a lot of skiing in this winter. We hook up with Barrie and Sharon Nelson, who also have a place at Northstar, and ski and tell old war stories. Sharon is still flying so we also catch up on the latest SW/UAL news. All in all I feel good about my decision and am not looking back.

Jane and I went on the RUPA Med Cruise in September and had a great time. This was our very first cruise and we were not disappointed. A big Thank You to Rich Bouska for all his work coordinating the cruise.

I am waiting to hear the results of the study management is conducting to try to take our BP-6 passes away. I figure the CAL employees don't want to give them to us and the UAL employees would love to go ahead of the retirees. We are no longer on the property so why not take the last vestige of our UAL Benefits away? It just seems fitting to put the final nail into the coffin. United will be the last airline I will consider when I buy my tickets. They will have to get Tilton's money from someone else. It is interesting that all but one of the senior management jobs went to CAL managers. The UAL management team all got pushed out with their gold parachutes. Doesn't say much about the quality of those at the top of the once mighty UAL.

As usual, I would like to thank all the volunteers who keep our organization together. My check is in the mail with something extra. *Jon*

Jon Rowbottom SFOFO rowbottom0@aol.com
831-484-8007 home
831-595-5275 cell

BILL SALISBURY—Bumpass, VA

This year is not much different than last. Still in good health and that goes for my wife, too. We are so thankful for that. Gayle and I celebrated our 50th wedding anniversary last November, so now we are very close to 51. She is still able, barely, to tolerate me! Our kids threw a surprise anniversary party for us. It was extra special.

Still enjoying living on Lake Anna and the boating that it affords us. Still flying the Cessna 195 a little bit here and there. Still busy with machine shop

projects and still learning every day. Don't have the stamina any more, but just have to be happy with doing a little less and doing a little more smelling of the roses, instead. *Bill* - DCA, JFK, ORD 737, 747, 757, 767, DC-10

CHARLIE SCHWOB—Goodyear, AZ
Greetings to all RUPARIANS from sunny Arizona.

It's been an even twenty years since I last set the parking brake on a Hong Kong trip. I can't say I miss the 15+ hour flights.

The wife and I are still in good health. I've got two new knees and a new hip, but they all work as planned.

I've got a four year old granddaughter that is the apple of my eye. It is fun to see them grow.

Many thanks to all who put the *RUPANEWS* together. That goes double for Cleve Spring. He's been at the fore front of things as long as I can remember.

On a sad note, I just heard that Dave Cronin had flown west. A good guy and a great airman.

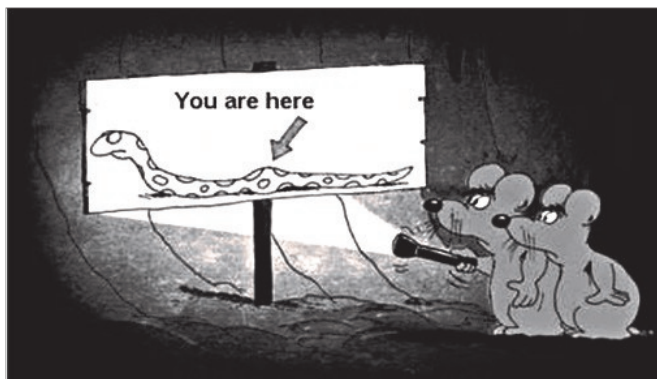
Charlie

STOKES TOMLIN—Hamilton, VA

Well, I'm late! I started making plans to send this annual report three months ago- I don't know it slipped my mind....my wife is not concerned....yet!

I did want to comment on Andy Anderson's dreams about forgetting his flight bag. In my dreams, I'm always a copilot in a plane that I know nothing about and am expected to make the takeoff from a curvy runway in the mountains!

And thanks to Poss Horton for the information about the early T-37's. My 50th anniversary starting date won't occur until May of 2013. I guess I flew the "B" models and never had a problem! That I was aware of, anyway.



On health issues, Doctor says that I have Lyme disease... no real problem, but it took a special lab in California to make the diagnosis. So, if you have strange pains, that migrate, get a good checkup and hope the test does not show any additional problems.

I will include the 18 percent late fee when I remit my dues payment! That's all folks! *Stokes*

JOE UDOVCH—Laguna Hills, CA

Hello to all. Another good year gone and I still feel like I haven't accomplished much in my retirement; just muddling through. The November birthday is my 74th, and all the promise of "World Travel" when I first signed on for this gig, was fine during the working years, but has slowly deteriorated since, so as to discourage most pleasure air travel for a variety of reasons: security, space available, costs, and most importantly, sheer inconvenience. It remains to be seen how the NEW UAL-CONTINENTAL merger all works out, but I'm not holding my breath.

I, as well as probably many of you, have received my formal determination letter from PBGC and thank goodness it gives me a positive bump of a few hundred dollars. Just wading through all the legalistic mumbo-jumbo trying to determine how to take distribution gives me a headache. I could use my own personal Doug Wilsman to help me understand whether I made out OK, or if, despite the increase, I, along with everyone else, still got screwed.

I'm currently in the process of helping my eldest daughter buy a home. You could say I'm buying it for her, and you wouldn't be too far wrong. It seems like it never ceases with your kids, going from one mini-crisis to another.

I'm still enjoying regular attendance at our monthly luncheons in Dana Point. They help keep me grounded and able to retain my sanity. My health is holding out reasonably well for an old fart, and I'm anticipating many more "good" years.

As always, thanks to the troops responsible for putting out the *RUPANEWS*.

Joe, Oct. 1967 to Oct. 1998 Mostly in LAX

DON WEBER—Federal Way, WA.

Hello to Cleve, Bruce & All, Another year in the books & I find myself doing the same stuff as last year. Finishing my 12th year as a Boeing sim in-

structor in the B747-4 & 777. Our work has now focused on getting the new 747-8 (yes, 8 not 800) ready for training. The delivery date has slipped back into next year & the additional time will allow us to train more instructors for the aircraft.

Vicki & I completed a Panama Canal cruise, this time on a small ship. That's a relative term for cruising. The Pacific Princess holds about 650 people instead of the 2,500-3,000 usually found on larger ships. Everything is smaller but much more personalized than the bigger ships. I loved it, less lines, etc but some want the big casinos & more bustle.

In September, we took 2 daughter's families to Disney World, including the 3 grand kids. Everyone did great, including the 2 year old boy. If you haven't been to Orlando & seen the Disney operation, it's fantastic. It seemed like all of Orlando is part of Disney not Disney being part of Orlando.

Vicki is doing great. She still volunteers at the hospital gift shop 1 or 2 days a week. Her pay is a free dinner, which she brings home. This hospital food is fantastic.

We continue to marvel at what has happened to United. I guess we can all be thankful that we saw the best, the airlines will ever offer. I still remember the yellow baby blanket that came from George Keck, when our daughter was born. Oh well, so much for the past.

Many thanks for all your hard work in putting out the great *RUPANEWS*. Please keep the letters coming. *Don & Vicki*

CHRIS WITTENFELD—Bonney Lake, WA. Hello Ruparians. No 7 year itch for me; retirement is great! It will be 8 years in April since I retired and I have not worn a watch or been on an airplane, just lost track of time as it flies by.

I have been so busy enjoying day to day life in the Northwest; fishing, hiking, and skiing, even repair and cleanup work around the old homestead has been fun. Our Preliminary Plat approval is still on hold and being delayed because of Pierce County, the economy and land sales. We expect Preliminary Plat approval by the summer of 2011, we then will have 5 years to sell, hopefully in a better economic climate. Hiking this year has been fantastic for seeing wildlife; bear, elk, deer, goat, coyote, bobcat, eagles, hawks, owls, along with dozens of other animals and birds. To my surprise I caught some nice

17 inch cutthroat in two remote mountain lakes in Mt. Rainier National Park.

With La Nina forecasted to be in full swing this winter and a new quiver of skis I am anticipating a great season of skiing at Crystal. Crystal Mt. is building a jib park and finishing a gondola from the parking lot to the top of Rainier Express. The gondola, unfortunately, does not open up new terrain, but will offer first tracks breakfast runs and a 10 minute ride 2,500 vertical feet up to the Summit House.

Enjoy life one day at time, good health, good fortune and happy retirement to all, *Chris*

IN MEMORIAM

About the poem "Flying West"

Jim Tight informed us that the poem "Flying West" printed in the October *RUPANEWS* was composed by retired TWA Captain Michael Larking. It can be found in a collection of aviation poetry published in the book "Because I Fly" compiled and edited by LCol Helmut H. Reda, USAF. Thanks, Jim

KENNETH O. BREIDENFELD

Kenneth O. Breidenfeld died at his home in Port Ludlow, WA on August 23, 2010 at the age of 81. Kenneth was born on April 15, 1929 in Lewiston, Montana. He attended the University of Montana and the University of Washington. Kenneth served in the military as a naval aviator, flying jets off the USS Essex. He retired to the reserves as a Lieutenant. Kenneth was hired by United Airlines as a pilot in 1955, was based in Denver and retired in 1988. He married Clara Louise Dorsey on May 5, 1956 in Hillsboro, IL. They were Port Ludlow residents for 22 years.

Survivors include his wife, Clara; a daughter, three grand children and one great grandchild.

Kenneth enjoyed outdoor sports such as golf, fishing and boating. Taking trips in the motor home was a favorite activity as well. He also was a member of the Association of Naval Aviators.

A memorial service was held on August 27, 2010, at the Port Ludlow Community Church.

Memorial contributions are suggested to the Disabled American Veterans, PO Box 14301, Cincinnati, OH 45205-0301; or a charity of choice.



*J.H. "Joe" Richardson	Aug. 03, 2010
*Erich E. Schleier, Jr.	Aug. 05, 2010
Kenneth O Breidenfeld	Aug 23, 2010
Harry "Kirk" Swann	Sep 24, 2010
*David Cronin	Oct. 03, 2010
Rudolph A. Biberacher	Oct. 08, 2010
Dallas M. Hinson	Oct. 08, 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)—Location TBA - 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