
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson
President: Captain Ron Jersey 207-839-6943 ronaldjersey@aol.com
Vice Pres: Phyllis Cleveland 831-622-7747 one747czi@redshift.com
Sec/Treas: Leon Scarbrough 707-938-7324 rupa.sectr@yahoo.com
Membership Bill Richards 813-938-5509 wrichards4@yahoo.com

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Walt Ramseur, Bill Smith, Cleve Spring, Arvid von Nordenflycht, Larry Wright

— COMMITTEE CHAIRMEN —

Convention Sites Ron Jersey ronaldjersey@aol.com
RUPANEWS Manager Cleve Spring clevespring@comcast.net
RUPANEWS Editors Cleve Spring & Bruce McLeod rupaed@gmail.com
RUPA Web Master Arvid von Nordenflycht arvidvn@yahoo.com
WHQ Liaison Milt Jensen mcjensen@runbox.com
Widows Coordinator Carol Morgan perdidol@cox.net
..... Patti Melin pjmelin@aol.com
RUPA WEBSITE http://www.rupa.org

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Ohio

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..... Brent F. Revert

Washington D.C.

Washington D.C. E.K. Williams J

The renewal date for dues is your birthday and is printed in the back cover address box.

Send your \$25 renewal check (made out to RUPA) and/or your updated information to:

RUPA, PO BOX 400, VINEBURG, CA 95487-0400

E-mail: rupa.sectr@yahoo.com

Change your mailing address for any reason, permanent or temporary, advise RUPA at the
above address or email. You can even phone: 707-938-7324

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The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, P.O. Box 400, Vineburg, CA 95487-0400

PRESIDENT'S LETTER

As a parent of a CAL employee, I have been able to use a pass on several occasions to visit my son in Houston. The good news about their pass policy is my max cost was \$15 one way. The bad news is that they charge your credit card the day you list. If you do not get on your flight, you have to call and have them issue a credit. If you list for first class, they will charge you \$45 up front. If you do not get a first class seat but do get a coach seat, you will still be charged \$45. If you list for coach, you cannot upgrade to first at the gate. I am sure this policy is also in effect for their retirees. I would hope that we can get UAL's service charge policy so that we are able to list for first class without having to worry about the \$45 charge. You should consider sending emails to the survey concerning this policy along with the boarding priority policy. It has been very quiet concerning the merger since I returned from the RUPA cruise. The weather here in Maine has turned cold enough that my golf clubs are headed for the cellar. One more tournament to play in and that will be it for 2010.

Jerry and Rich are in the process of researching river cruises in Europe. Rich should have more details early next year. I have been told that we may have to shoot for the spring of 2012 instead of the fall of 2011.

In the interim, I hope you will consider attending the RUAEA convention in May of 2011. Our own Jack Hooper and his lovely wife Nancy will be the hosts. I am sure that they will put together a really good convention considering the number of RUAEA and RUPA people who live in the area. **Ron**

*****RUPANEWS EDITORS TO RETIRE*****

Cleve and I have spent all of our retirement years in the service of RUPA. No list of accomplishments - no bragging - no complaining, just a statement of fact. Another fact: A check of the "Flown West" list - about 50% are younger than Cleve and I.

Before computers and software, email and the internet, the RUPA hierarchy was based around the SF Bay area. *RUPANEWS* became the voice of RUPA, was printed locally, was "Folded & Stuffed", and then mailed from a Bay Area Post Office. Hence the SFO Mafia!! That's the past. Our President lives in Maine, the VP in Monterey, CA and 200 miles north, in Sonoma, the Sec/T "keeps the keys." Now the printing and mailing is done from Denver, all arrangements and execution by all email & internet. We don't need or do "face to face" any more.

The point being; where are the volunteers now that we don't have to live next door to each other? I do not believe that there is only 0.11228% of the current mailing list are PC literate enough to handle the Editor's job.

Believe it or not, we think RUPA and our *RUPANEWS* magazine do provide services for you that you deserve. But, to continue into the future, well, it's time somebody else got in the barrel. Give us a call - we won't tell anyone you volunteered!

Could we just walk away? We don't want to, but until we just quit, no one will step forward to take over. Better to take it now, while we are willing to assist, than in February, when we just tell the President that we are DONE! **Bruce**

Do not send money here, letters only, please

RUPANEWS Editors--- Cleve Spring & Bruce McLeod ---E-mail: rupaed@gmail.com

or

Cleve Spring (RUPA) 1104 Burke Lane, Foster City, CA 94404-3636

Telephone: (650)349-6590 (Cleve) or (650)712-1532 (Bruce)

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Address changes, Dues, Snowbirds & Others:

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

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

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

ABOUT THE COVER

The Antonov An-225 "Mriya" (Dream) is the world's largest aircraft. The latest takeoff weight of 1,410,000 establishes the An-225 as the world's heaviest aircraft, being heavier than the double-decker Airbus A380 even though Airbus plans to pass the An-225's maximum landing weight with 1,304,000 lb for the A380. The "Spruce Goose" had a greater wingspan and a greater overall height, but was 20% shorter, and due to the materials used in its construction, also lighter. In addition, the "Spruce Goose" only flew once and never climbed above 70 ft, making the An-225 the largest aircraft in the world to take off multiple times. The An-225 is not only larger than the Airbus A380 airliner, it is also considerably bigger than the Antonov An-124, Boeing 747 Large Cargo Freighter, and Lockheed C-5 Galaxy, the nearest equivalent heavy cargo aircraft. The An 225 was designed by the Antonov Design Bureau for the transport of the Russian Space Shuttle "Buran". It was the same configuration as the Boeing B-747 SCA, Shuttle Carrier Aircraft, a shuttle carried on top of the fuselage.

The basic configuration of the An-225 is similar to the An-124, "Ruslan", except the An-225 is longer, has no rear ramp/door assembly, an extended wingspan by almost 50 feet, two extra engines mounted inboard close to the wing roots, a "twin tail" for the external Shuttle carriage, and incorporates a 32-wheel landing gear system (two nose and fourteen main wheel bogies, seven per side, each with two wheels). Construction was started on a second An-225, designed with a single fin and a rear ramp/cargo door assembly, planned to be more effective for cargo transportation.

The only finished example entered service in 1989. After the cancellation of the Buran space program, the shuttle transporter was no longer needed, so the An-225 was stored in spring 1994. The second An-225, not yet completed, was stored as well.



In the late 1980s, efforts were begun by the Soviet government to generate revenue from its military assets. In 1989, a holding company was set up as a heavy airlift shipping corporation under the name "Antonov Airlines", based in Kiev, Ukraine and operating from London Luton Airport in partnership with Air Foyle HeavyLift. The company initiated operations with a fleet of four An-124-100s and three Antonov An-12s, but by the late 1990s a need for aircraft larger than the An-124 became apparent. Thus, in 2001 the original An-225 was re-engined, and modified internally for heavy cargo transport. On 23 May, 2001, the An-225 received its type certificate from the Interstate Aviation Committee Aviation Register, and placed in service under the management of Antonov Airlines.



According to Bruce Bird, Director of the Charter Division of Air Foyle, parts of large rocket launchers like the Delta and Atlas could be transported in the An-225. Lockheed's planned Venture Star could be transported on its back. Additionally, the Mriya could serve as a launch platform for the X-34B. Furthermore, big sections of aircraft could be transported in it.

The An-225 has become the major workhorse of the Antonov Airlines fleet, transporting objects once thought impossible to move by air, such as locomotives and 150-ton generators, and has become a valuable asset to international relief organizations for its ability to quickly transport huge quantities of emergency supplies during disaster relief operations.

Based on that success, a decision was made in September, 2006 to complete the second An-225. Scheduled for completion in 2008, it was delayed, and by August, 2009, since the aircraft had still not been completed, the project was abandoned.

The An-225's first flight in commercial service departed from Stuttgart, Germany on 3 January, 2002, and flew to Thumrait, Oman with 216,000 prepared meals for American military personnel based in the region. This vast number of ready meals was transported on some 375 pallets and weighed 187.5 tons.

Beginning in June 2003, the An-225, along with An-124s, delivered over 800 tons of equipment to aid

humanitarian efforts in Iraq. The An-225 has also been contracted by the Canadian and U.S. governments to transport military supplies to the Middle East in support of Coalition forces.

In November, 2004, FAI placed the An-225 in the Guinness Book of Records for its 240 records.

On 11 August, 2009, the heaviest single cargo item ever sent via air freight was loaded onto an Antonov 225. At 53.2 ft long and 14.0 ft wide, the consignment—a generator for a gas power plant in Armenia and its loading frame—weighed in at a record 416,900 lbs.

During 2009, the An-225 was painted in a new blue and yellow paint scheme as shown on our cover. Antonov Airlines had ceased cooperation with AirFoyle and partnered with Volga-Dnepr in 2006.

In February, 2010, the An-225 transported 236,700 lbs. of construction machinery from Japan to Santo Domingo, Dominican Republic for quake-stricken Haiti.

On 11 June, 2010, the An-225 carried the world's longest piece of air cargo, when it flew two new 42-meter wind turbine blades (test subjects) from Tianjin, China to Denmark.

An example of the cost of shipping cargo by An-225 was 266,000 Euro (\$363,755) for flying a chimney duct from Denmark to Kazakhstan in 2008. (*Ed note: the size of the chimney duct was not specified?*)

General characteristics

Crew 6

Payload: Internal: 550,000 lb
External: 440,000 lb – up to 230 ft long

Length: 275.6 ft

Wingspan: 290 ft 2 in

Height: 59.3 ft

Empty weight: 628,315 lb

MT/O Weight: 1,410,000 lb

Powerplant: 6× ZMKB Progress D-18
turbofans, 51,600 lbf each

Takeoff run: 11,500 ft with maximum
payload (*9+ holes of golf?*)

Performance

Maximum speed: 460 knots, 530 mph

Cruise speed: 430 knots, 500 mph

Range: Max Fuel: 9570 mi

Range: Max Payload: 2,500 mi

Service ceiling: 36,100 ft

DANA POINT RUPA LUNCH

Well the change of Date of the groups Lunch seemed to meet the approval of the members. Or maybe it was the gorgeous weather in our area this day. Rain had gone through a couple of days before, leaving sunshine and clear skies. Our group took up the whole of the top deck, under the big blue umbrellas, at the Wind and Sea.

On Deck were: Ed Ahart, Rusty Aimer, Park Ames, Barney Barnhouse, Carlos Bernhard, Bruce Dunkle, John Grant, Jim Grosswiler, Jack Healy, Rick Hoefler, Bob McGowan, Don Morgan, Al Pregler, Bill Rollins, Glenn Schwarz, Ted Simmons, Bill Stewart, Joe Udovch, George Webster. In addition we had some line pilots from the 'Taco Tuesday' group that just happen to be meeting at Proud Mary's Cafe next door. Rusty brought them over. Mitch Kronowit, Rob Waldner, and Jeff Feldermann. Mitch is active but on currently on furlough...for the second time! Glad to have them join our group.

Interesting to learn that UAL has 1,400 pilots on furlough while Cal has only 140. Recall notices have been issued for the 140. So maybe the new UAL/CAL will soon issued recalls for UAL Pilots.

Got a call from Donald and Donette (all know Donette, from the flight office days) saying they were going to be in the area for the Third Tuesday. I'm sure all would be glad to see them, but it would have to be at another time. They list their home as Gig Harbor, WA

A lot of talk on the PBGC and the United Pilots for Justice group. Mistakes seem have been made with the calculations both ways. Several thought they were fine with what came forth in the PBGC Final Determination. Will see what Doug Wilsman complies in his Final Determination Spread Sheet. Quite a few of the group have sent their \$300 to the UNPJC. What Doug is doing is separate from the UNPJC. (*Doug's data, 4 pages, was printed in the November issue of RUPANEWS. Ed*) All for Now, **Ted**

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

We had a good turnout for our November 11th lunch at Mimi's. The 18 who attended are: Rex May; Jack & Joyann Moore; Walt Tyler; Mike Herriott; Larry Lutz; Doug Bielanski; Herb Goodrich; Denny Fendelander; Tom & Mary McQueen; Bob Mosher; Ray Engle; Norm Marchmont & Trudy Buck; Gene Biscailuz; Doug & Marcene Rankin.

Doug Bielanski again filled in for Don McDermott who was in Oregon having Arthroscopic Surgery. Doug called on Rex May who discussed some changes in keeping your United Blue Cross-Blue Shield Medical coverage up to date. Doug Rankin added that due to a change in procedures, it is necessary to make sure that your respective banks know of the change of the amount of the premium to be deducted from your account. He did this by calling the United Benefits Service Center and the Service Center made the proper changes in their computer. The service center then sent him two e-mails: one confirming the termination of the old method 12-31-10, and one confirming the new method with the increased premium starting 1-01-11.

Doug Bielanski gave a report on the UAL-CAL Pilots merger committees, saying that they are at loggerheads in trying to merge Seniority, Pay, and Work Rules. Also, Doug's report on the PBGC noted that he had received his "Final Letter" and there was discussion about who was to get them and how many had received them. And Bob Mosher commented that those who were over 70 at the time of the PBGC takeover was status Quo, with no change in their payments therefore would not be receiving Final Letters.

Doug B. said that Don McDermott suggested to him that funds be taken from our Flower Fund to send flowers to Marvin Jeffers, who has not been feeling well.

After lunch, our waitress, Gina, pulled a number from our flower fund basket. She drew number 8. Number 8 on our sign-in sheet was Larry Lutz, the lucky winner this month.

Rex reminded us that December 9th is our annual Christmas Lunch at the Hacienda Hotel. Hope to see you there, and next year at Mimi's on January 13th. Til then, *Marcene & Doug Rankin*

MCHENRY, IL RUPA LUNCHEON GROUP - ANNOUNCEMENT

We have been meeting at the Warsaw Inn in McHenry IL for 10 years but now it is closing for remodeling and intends to change the buffet format and become a more traditional family restaurant.

When we found out about this change we started looking for a new place. We have not found a place yet that fits our needs for the meeting in January.

We want to go back to the Warsaw Inn when it reopens probably by March.

As there will be a lunch meeting in Arlington Heights in March we plan to schedule out next lunch in May. Notices will be sent out. *Claude Nickell*

REMINDERS:

**There is no RUPANEWS in January, as the RUPA Directory comes out next month.
The deadline for February is January 15.**

2011 Medical Benefits: All UAL retirees must ensure that their 2011 Medical Benefits premium payments are set-up correctly, whether through the UAL Benefits Center auto pay program or however else you "do it." We receive daily updates from members on "how-to-do-it". Some are accurate, some are contradictory, some are questionable. If in doubt, call the Benefits Center at: 1 888-825-0188. It is your responsibility.

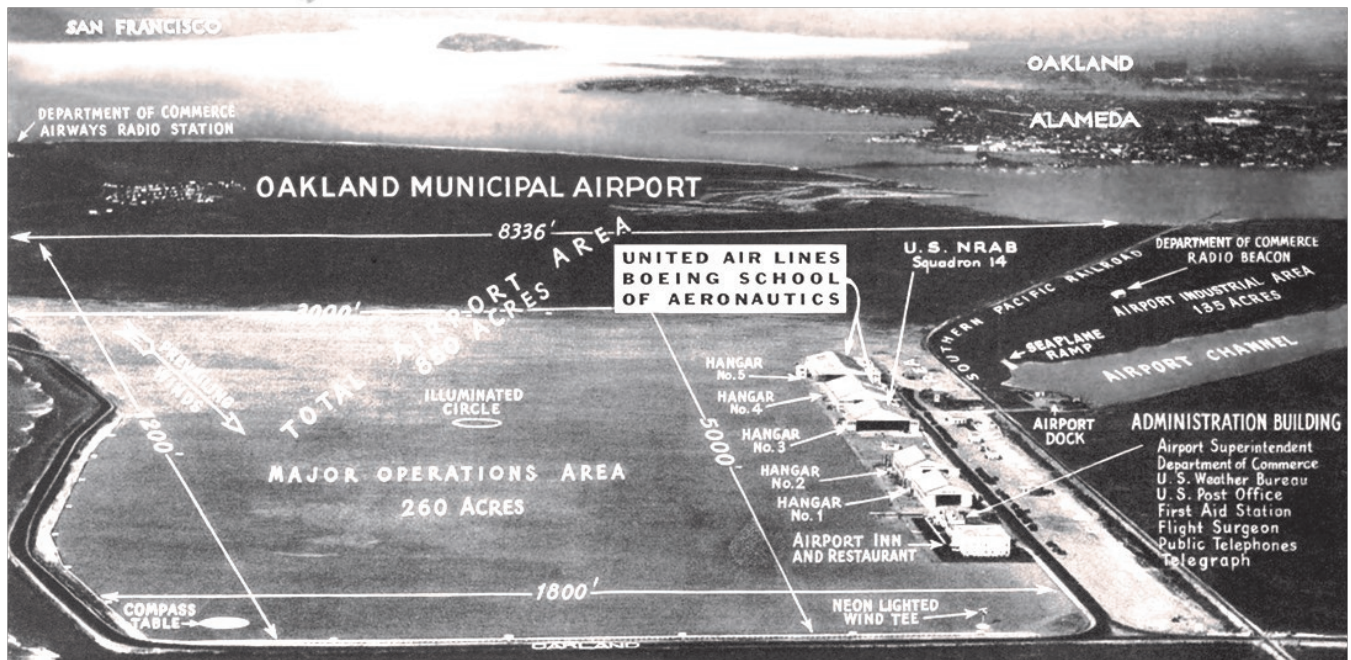
Email: DELIVERY STATUS NOTIFICATION – Failed delivery notice: *The email account that you tried to reach is over quota.* We get that notice too often. We do not resend rejected messages. The RUPAed@gmail.com account is no cost, limited to 7,563MB of space. Yesterday, 3 months worth, 967 messages, many with photos and attachments, using only 21%. I deleted all; **EMPTIED** the "**Deleted message folder**" - this am, 27 emails, using 0%. Hint!! Hint!!

2011 RUPA Directory: By the time you receive this issue of RUPANEWS, it will be too late to make corrections to your personal data. What we had at the announced deadline, November 30, 2010, is what will be printed.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



THE BEGINNING OF THE UNITED AIRLINES BOEING SCHOOL OF AERONAUTICS

In the Spring of 1929 following a survey of schools and colleges offering aeronautical courses, officials of the Boeing System concluded that an Aeronautical Training School was needed to train personnel in all phases of the rapidly expanding aeronautics industry. The Aeronautics Branch of the Department of Commerce (DOC) had issued a "standard of training", specifying the minimum requirements for schools to receive a "DOC Approved School Certificate". These requirements stated the amount of instruction necessary for Private, Limited Commercial and Transport Pilot license applicants.

The sponsors of the proposed Boeing School of Aeronautics (BSA) in Oakland, California realized that the DOC "minimum requirements" were barely adequate for pilots who were to be employed by the larger Aviation Transport Companies. They also determined that pilot training alone did not meet the staffing needs of these companies, so additional training courses were developed for Ground Operations personnel. The series of training courses included "short courses" requiring only part-time attendance and two "major courses" requiring full-time attendance for nine months. The pilot's short courses were designed to satisfy the DOC requirements for Private, Limited Commercial or Transport licenses. The other short courses were designed to train students in the basics of airplane and engine maintenance.

The two "Master" courses, Master Mechanic and Master Pilot were intended to provide in-depth training for employees of the Air Transport Industry. Subjects of the Master courses & laboratories included: Aviation, Aerodynamics, Airplanes, Aircraft Engines, Instruments, Meteorology, Communications, Aerial Surveying, Mathematics, Engineering Drawing, Heat Power, Welding, Materials of Fabrication, Elements of Design, Business Methods, Law, Air Transportation, Field Operations and Pilot's Physical Care.

At the Sept. 16, 1929 scheduled opening of the school, enrollment was anticipated to be 35 students. An excess of 100 students registered for the first class with nearly 70 enrolled in the Master courses. The Master courses proved so popular that new classes were started every three months, instead of yearly as was originally planned. The original concept of the Master courses proved satisfactory except for the necessary expansion of the Communications course due to the rapid growth of Radio in the Air Transport Industry.

By *Marvin Berryman*

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

THE COLUMBIA RIVER GEEZERS RUPA LUNCHEON ANNOUNCEMENT

Account time constraints and the upcoming holidays, the next lunch for the Columbia River Geezers will be held on Wednesday January 19, 2011 at 1100 hours.

Macaroni Grill, 9073 SE Sunnyside Road, Clackamas, OR

For now, our intention is to hold these lunches on the third Wednesday of every other month at the same or alternating locations. This will be a topic of discussion at the January lunch.

Please RSVP to either:

Ron Blash
rblash@mac.com
503 504 5324 mobile

Tony Passannante
hotshotcharley@aol.com
503 318 7899 mobile

THE TUCSON ANNUAL LUNCHEON ANNOUNCEMENT

The Tucson annual Luncheon will be held on Tuesday January 25, 2011

At the Tucson Country Club

For more information contact Randy Ryan (520-797-3912)

S. E. TREASURE COAST SUNBIRD LUNCHEON

Our FIRST 'Official' RUPA Luncheon of the new Season took place at Shrimper's in Stuart, FL on Tuesday, November 9th. It was GR8 to see some of our Northern friends starting to come back down but we did have some of our REGULARS traveling and out and about and not available to attend. We are expecting a more Seasonal turnout for our Dec. Lunch on Tuesday, Dec. 14th at Shrimper's.

We had a terrific time on an absolutely beautiful So. Florida Day at our Nov. Luncheon sitting right by the Harbor's edge at the phantastick Manatee Pocket. The WX, the boats and the 'scenery' was enjoyed by all.

Those in attendance were Paul Andes, Bill Northup, Jim (welcome back) Dowd, John (welcome back) Pinter, Gary (new Member) Breland, Don Jefferson, Ted Osinski, Skip La Rocque, Sid Sigwald and myself, Bob Langevin.

Our Dec. RUPA Luncheon will be at Shrimper's (once again) on Dec. 14th at 11:30AM. In recognition of The Christmas Holiday.....and starting a new tradition/way of doing things.....we are inviting our LADIES to join us for our Christmas Holiday Luncheon. So.....we are expecting at least double the normal turn-out. It should be lotsa fun. If you live on the Treasure Coast or are visiting or are just passing thru.....we'd love to have you join us. Shrimper's is EZ to find, it's just South of Salerno Rd. on A1A (Dixie Hwy). For more information, give me a call at 772-219-0905 or my email address is: BobL34997@aol.com. BTW, we will be inviting our Ladies to our Feb. (Valentine's Day) Luncheons from now on as well.

Wishing you all a Happy and Safe Holiday Season and hope to see some of you at Shrimper's Dec. 14th at 11:30AM. *Bob Langevin*

SAN DIEGO RUPA LUNCHEON

Dear Cleve & Bruce, The San Diego Luncheon Group met on November 9 with 9 people. Brad and Rhoda Green, Paul and Bobby Whitby, Bob and Ruth Bowman, Bill Pauling, Don Trunick and me, Bob Harrell.

We had a jolly time, our favorite waitress, and the usual good food. The many conversations were the highlight, and there was much laughter by all. What a dandy group, good people. Being seniors, the topics were all genteel, and never a hint about sex, drugs, or Rock and Roll. At least I never heard any. We are all hoping to do it again in December. Best wishes to you two hard workers, *Bob*



RUAEA CONVENTION - 2011

PORTLAND, OREGON

MAY 22-28, 2011

Come join us in Portland, in the northwest corner of Oregon, amid some of the best scenery in the world.

The Willamette (pronounced will-LAM-et) River bisects the city and has 10 bridges crossing it. The Columbia River Gorge National Scenic Area is east of Portland. There are many waterfalls in the gorge including one of the highest in North America, Multnomah Falls. The Pacific Ocean is about an hour-and-a-half to the west of Portland. Mount Hood is 50 miles east of Portland and the high desert is about an hour beyond that. Mount Hood is 50 miles east of Portland and the high desert is about an hour beyond that. North of Portland, across the Columbia River, is Vancouver, WA.

Portland is known as the ***City of Roses*** for very good reasons; one of them being that the largest rose test garden in the USA is located in the city's Washington Park. It should be in glorious bloom for the convention. The Portland Japanese Garden, also in Washington Park, is one of the most authentic Japanese gardens outside of Japan. The Lan Su Classical Chinese Garden, in China Town, is a downtown oasis. Crystal Springs Rhododendron Garden, in southeast Portland, is home to more than 2500 rhododendrons, azaleas and companion plants. There are many other beautiful gardens in the city.

Wine country is located an hour southwest of the city and there are many fine tasting opportunities there. The Evergreen Aviation and Space museum is located in the heart of wine country, and Howard Hughes' Spruce Goose and United's first DC-3 are on display there.

Portland is known as "the microbrewery capital of the country". There are brew pubs all over the metro area. The brews are great and the people are friendly. Of course, Portland has world-class coffee, too.

A streetcar system covers most of the downtown area. The MAX light-rail system covers most of the urban area. The bus system covers the entire metropolitan area. Tickets are available for different lengths of time, and an all-day ticket is less than \$5.

Oregon is a great place to shop. There are many great nationally known stores, both retail and outlet, and there is **NO SALES TAX**

We have an ***Arts and Crafts Raffle*** at every convention. Retirees donate a piece of their original art or craft to be raffled off. We would love to have you join in. If you would like more information about how you can participate, contact the Arts and Crafts Raffle Chair, Carol Mitchell, at: (360) 694-3464.

For those of you who prefer "organized activities," many fascinating and fun tours will be offered to a variety of locations including: Mt. Hood, Mt. St. Helens, the Columbia River Gorge, the Western Antique Automobile and Aviation Museum in Hood River, Evergreen Air and Space Museum, the Oregon Museum of Science and Industry, gardens, wine country and Portland microbreweries.

BE SURE TO WATCH FOR FUTURE ANNOUNCEMENTS.

If you ever have wanted to take the Inland Passage cruise to Alaska, here is your opportunity. Special rates are available for both pre- and post- convention departures on Holland America. These cruises must be booked early, so if you are interested, contact our Tours Chair, Cindy Passannante at: (503) 658-5646 to get more information.

WE LOOK FORWARD TO SEEING YOU IN PORTLAND IN MAY!

THE MONTEREY PENINSULA LUNCH BUNCH

The Monterey Peninsula Lunch Bunch had a good turnout for the November 8th luncheon at Edgar's in Carmel Valley. Pete Walmsley was host and brought up a couple items for discussion.

One was the Annual UAL enrollment plan and to be sure everyone checked with the UAL Benefits Center about their correct payment for 2011. (If using an automatic credit card payment be sure to update the new amount with your credit card company.)

Pete had received a 2nd letter from the Benefits Center advising him that they had sent out the wrong information initially! Pete inquired if any one had received their final statement from the PBGC. Three people had received their final determination and one had received their first increased payment and back pay with interest.

There is still room for a few more folks at next month's RUPA Christmas Lunch at the Monterey Peninsula Country Club's Beach House. Judy and Carlos Quintana, hosts, advised that they had 31 paid reservations as of the 8th. The deadline for RSVPs and pre-payment is December 6th, the luncheon follows on the 13th. RUPA members should contact Judy directly by e-mail or phone. Reminder - there will be no gate crashers this year since this event is being catered!

"Sam, our server, took good care of us" - as always!

Those who attended were Pete Walmsley, Carlos & Judy Quintana, Lee & Nancy Casey, Tommy & Jim Gwinn, Phil McClain, Bob Cornell, Jon Rowbottom, Dave Mackie, Beth Ege, Will & Fran Blomgren, Mary Alice & Robert Gifford, Diane Ellis, Brett Morris, and Paul & Brigitte Olson.

THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds held their third Thursday luncheon at the SEATAC Marriott Hotel on Oct. 21.

After lunch and rousing conversation the host welcomed Tom Graham back to our group after a long absence. He has found someone to give him a ride since he doesn't drive anymore (he's 94 years young). We hope he comes back to visit with us more often. Also we welcomed Bill Lawrence to our group. He came all the way from Squim to be with us. He even told us a good joke.

There was some discussion of the SKYNET vote concerning the merger pass policy but no one had any success locating it.

On a sad note, Ray Dapp announced that his wife, Jackie, had passed away two weeks ago. They had been married for sixty three years.

Herb Marks said that he is walking a mile a day now with his new knees.

The host attempted a joke but forgot the punch line.

In attendance: Bill Stoneman, Al Haynes, Herb Marks, Bill Lawrence, Bob Reid, Jack Brown, Jim Barber, George Brown, Bill Lamberton, Chuck Westpfhal, Howard Holder, Don Anderson, Dave Carver, Tom Graham, Fred Sindlinger, Ray Dapp, and *Bill Brett*.

SHOE

By Jeff MacNelly



THANKS FOR THE EXTRA

This month we received the following letter from, we assume, a RUPA member:

TO WHOM IT MAY CONCERN:

I see the ata-boy list, ie 'a little extra with their dues' is back, did I not read some time back that this 'want to see your name in print' list was going to be discontinued? What's next, they only paid their dues, nothing extra list, come on guys why not raise the dues a dollar or two, with that thought in mind please find a few two dollar bills to add to the balance sheet. (5 \$2 bills were enclosed)

Thanks for the good job keeping us informed, the publication is great and worth more than two dollars and 8 cents a month.

I normally sign my letters, but in view of the subject I will close as, "*Old Geezer Capt. Retired*"

The Editor's response:

- 1.) I took the liberty of correcting some spelling errors that may be typing errors from transcribing the original.
- 2.) Sorry, I don't recall that the "ata-boy" list was formally discontinued in perpetuity.
- 3.) The following sentence was included with the dues reduction notice in the August issue of *RUPANEWS*: "*RUPA is now in great financial shape and the extra money is no longer necessary.*" Thus, extra funds are unsolicited, but, like all non-profit associations, those funds will be put to good use.
- 4.) I don't think anyone is looking for immortality in the eyes of their peers, their name in print. So, if you find the "ata-boy list" offensive, feel free to ignore it. It is NOT required reading.

Finally, thank you, sincerely, for your compliments. *Bruce McLeod*

NOVEMBER EXTRA'S

Kenneth C Anderson, John D Baer, Robert Bartow, Jack Baughman, John Bley, Ray Bowman, George Bracke, Robert Branch, Benjamin Burford, James Burrill, Kenneth Case, Leonard Chamberlain, Jim Coyne, Neil Dahlstrom, Charles E Davis, Jr, George Deihs, Michael Dennis, James Donlan, Robert Dorsey, John T Downey, Bruce Dunkle Robert Eccles, Barry Edward, Rodney Farley, George Foxe, Marlene Freeman, Peter Friedman, Bill Garrett, Edward Gorman, Paul Graffeo, H V Hammond, Robert Helferich, Buck Hilbert, Deke Holman, James Hurley, Patricia Ide, Richard T Jones, Kirk Kaynor, Ted Kryder, G H Kyser, Dennis J Leahy, Corwin Liston, Edward Louis, James E Loyd, John Marsden, Donald J McDermott, Thomas McFadden, Jim McKinstry, Harold Meacham, William M Meyer, Tom Morgan, Harvey Morris, Thomas Mueller, Roger J Neill, Virginia, Raney, Michael Reed, Benjamin Rhodes, Neal Ridenour, William Rossiter, Jon Rowbottom, Ulla Rudd, William T Salisbury, Carolyn Sarnie, Bernard Schwartzman, Charles Schwarze, Stephen Scott, Jon Shaffer, John Shanta, Stan Sheets, David Sica, Edmund Simmons, Curly Slobodian, Red Sorenson, Phyliss Soergel, Patty Sue Stanton, Edward Stickels, William Stock, David Stolp, Jack Sullivan, Toby Swasko, John Turbeville, Joe Udovch, Watson Waddell, Ted M Wilkinson, H Pat Williams, Bob Witherow, Michael Youngquist.

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners Group met for lunch on Tuesday November 9th at the Bobby Q restaurant. Present were Bob & Judy Steeneck, Ken & P J Killmon, Peter & Ellen Moyer, Frenchy & Joan Bougeois, Gary & Kathy Dyer, John Prestegaard and Dee Ketterl, Charlie Schwob, Corey Liston, Dave Specht, Mike Carlin & Dana his American Airlines biker friend, Bob Howard and his designated driver Lou Eagley. A new member of our group Leif Joansson came to visit with us from Payson.

It got quiet for a while when the good food came along with some libations, which all enjoyed. Then the discussion was mainly about the new Continental and United merger and the pass privileges that everyone hoped would be decided later. *Ken Killmon*

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our October 21, 2010, luncheon was limited to members and guests. We met at a different location. The meeting was held at the Marco Polo Restaurant located in Vienna Virginia. We had a nice get together before the start of the "official" luncheon.

Lunch consisted of a mixed salad followed by a choice of either chicken or beef and potatoes and green beans. Dessert was chocolate cake.

After dining, we discussed the current survey concerning the proposed new pass travel benefits of employees and retirees of the new United Airlines. Also discussed was the practice of some retirees wearing various uniform ties to the luncheons and how it was similar to military retirees wearing items from their old uniforms while attending get-togethers.

The attendees were: Barbara Anker, Bruce Anker, Al Badrow Jon Beckett, Bob Bell, Ray Best, Hal Cockerill, Kate Connelly (guest of Joyce Lopez), Gary Cook, Jerry Goebel, Bill Golemon, Larry Grube, Bob Huguley, Bogardus Huguley, Earl Jackson, Tony Keffer, Roger Lemieux, Joyce Lopez, Clyde Luther, Claudette Luther, Dave Malone, Fred Martin, Lew Meyer, Dolores Miller, Ed Miller, Barbara O'Brien, Ward O'Brien, Marilyn Pasley, Ralph Pasley, Herb Petitt, Bud Ruddy, Theresa Ruddy, Bill Salisbury, Gayle Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Gale Seaton (Andy Yates daughter), Jack Sodergren, Skip Strickler, Betty Williams, E.K. Williams, and Andy Yates.

A special thanks to: Teresa Ruddy for providing the nice table flower arrangements. Gary Cook, Earl Jackson, and Hal Cockerill for handling the check-in.

Larry Grube won the 50-50 drawing and then returned a large portion of his winning.

Our next scheduled luncheon will also be at Marco Polo Restaurant on Thursday, January 20, 2011. The next luncheon will be a buffet, and it will be for members only. *Jon Beckett*

THE DENVER GOOD OL' BOYS

The Denver meeting occurred as scheduled on October 19th, and the turnout was good. The coordinator's offering at humor elicited a few chuckles. It was a tough audience.

The bell sounded at somewhere around noon and the crowd lined up. No complaints were noted about the grub, and it was reported that there was desert left over.

During the boring business meeting, the main topic revolved around most every one (of the younger members) now having received their Final Determination Letter from the PBGC. It appeared that most didn't lose very much and in fact some were notified of increases.

A recap of the RUPA sponsored Mediterranean cruise in September was given. Suffice to say that a good time was had by those who went.

There were no new reports of infirmities or final flights west, so the meeting adjourned at a respectable hour.

Those in attendance included: Dick Garbrick, Bill Hanson, Al Dorsey, Mack Connelley, Bill Hoygaard, Curly Baker, Phil Spicer, Bob Blessin, Tom Hess, Bernie Stoecker, Dennis Getman, Dick Shipman, Fritz Meyer, Jim Adair, Duane Searle, John Thielen, Jack Davis, Dave Johnson, Barry Edward, Bill Fife, Claire Fife, Casey Walker, Pete Lynch, David Horwitz, Gary Gore, Cliff Lawson, Jim Krasno, Ed Cutler, Jim Reed, Jim Krasno, Al Snook, Ed Riehl, Stanley Boehm, Jim Jenkins, George Maize, A.J. Hartzler, Charles Fellows, and the scribe and coordinator, *Ted Wilkinson*

**I asked my wife if old men wear boxers or briefs?
She said Depends.**

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

An unusually warm November day brought out a good sized group of North Bay RUPA members and spouses including the founding father of this group, Bob Donegan and his wife Doris. Welcome back.

There was the usual gatherings in the lounge before lunch where some of us sampled the local grape juice while discussing UAL, the PBGC, and of course our exploits as the greatest pilot the world has ever seen.

After being seated in the dining room our informal business meeting was held. Not much new information regarding the PBGC Final Determination letters which about half of us have received. Doctor Hise gave a short report on the relationship between alcohol consumption and intelligence. It seems that we are a very intelligent group! Then we held the formal ceremony of Father Don passing his "clicker" (remember 1985?) which he used to call the meetings to order to me. Oh Oh, does this mean that I'm no longer just a temporary coordinator?!

We will again collect toys at our December 1 meeting to donate to the US Marines toy drive. Attending were: John Baczynski, Gardner Bride, John Candello, Ken and Shirley Corbin, Tom and Joyce Gray, Bob and Doris Donegan, Dick Hanna, J. R. Hastings, George Hise, Deke Holman, Ed and Sharon James, Dick Lammerding, Jules and Sybil Lepkowsky, Don Madson, Jim Mansfield, Bill McGuire, Al Milotich, Leon Scarbrough, Dick Smith, and me, *Bill Greene*.

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

Our November luncheon was one for which we are most thankful! We had a record number of Ruparians, forty in all, turn out to share in the ample bounty of Harry's Hofbrau in Redwood City. Dave Forbes, Richard Pfeifer and Jerry and Margie Paulsen were first timers to the group.

The discussions ranged from the latest information on the merger to the glorious triumph of our San Francisco Giants.

Since our next luncheon will be in December, those so moved by the Spirit of the Holidays may wish to bring a new, unwrapped toy for *Toys For Tots*.

In attendance were: Bob Ahrens, Floyd & Charlene Alfson, Al & Jo Bernard, Rich & Georgia Bouska, Ken Breitschopf, Bob Clinton, Sam & Billy Cramb, Bob Downs, Bob Ebenhahn, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Howie & Pat Jundt, Karl Kastle, Bob Kibort, Tom Kirby, Bob Lawrence, Bob & Kathy Lynch, Bessie McEachern, George Mendonca, Don Merucci, Jerry & Margie Paulsen, Norm Rupp, Bill Smith, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter, Al Wilcox, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next two luncheons will be December, 14 and January 11 at 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA.

Here's wishing you all a very Happy Holiday Season!!! Cheers, *Cleve*

S.E. FLORIDA GOLD COAST LUNCHEON

Our November Luncheon at Galuppi's Restaurant and Patio Bar saw a good turn out with 24 in attendance including members from the Naples area as well as the Stuart area. The weather was sunny and warm, and the company fantastic on this Veterans Day.

Lyn Wordell gave us the explanation of Neil Armstrong's statement "Good Night Mrs. Gorsky", when he landed on the moon. It seems when he was a young lad he heard his neighbor's wife say to her husband, "You'll get sex when the boy next door lands on the moon." Nuf Said.

Those in attendance were Lyn Wordell, Dave Dryer, Ralph Rodrigues, Burt Olson, Ed DeChant, Jim Good, Bill Garrett, Ed Wheeler, Warren Hepler, Murry Warren, Bob Dodson, Dick Bodner (who left the meeting for a major operation), Walt Kimmey, Joe Jenkins, Sid Sigwald, Hambone Wilson (our senior member), Jerry Bradley, Jimmy Carter, Ham Oldham, Mike Ward, Bill Lancaster, Paul Livingway, Stan Blaschke, and your scribe *Ned Rankin*.

SOUTH WEST FLORIDA RUPA LUNCHEON

Twenty three familiar friendly faces showed up November 8 for the first luncheon of the 2010-2011 season. It was a beautiful day and the Olive Garden welcomed us with open arms. Our regular and favorite waitress, Tara, was there with her new partner, her daughter, and both provided excellent service.

There was a discussion about the procedure to renew your medical benefit through your automatic payment. The conclusion was to call the benefit center to be sure everything is in order for your payments to continue and at the new rate. The initial confirmation statement amount for the New Year was incorrect. You should receive an updated statement.

Since our next meeting will be January 10th, Merry Christmas wishes were expressed as the meeting ended. Members present were: Alves Willis, Neil Bretthauer, Will & Sara Collins, Norbert Cudnowski, Rip Curtiss, James Good, Don Kincaid, Richard & Marlene Jones, Buzz Osterbusch, King & Madelon Purton, Ray & Twila White. Guests: Gene Chapman, Faith Osborn, Don Sullivan, James Sutton, Mamie Thompson, and Richard Travas.

Happy Holidays! Your host, *Gary & Janice Crittenden*

RETIRE EARLY AND SO MIGHT YOUR MEMORY

Workers outscore retirees on cognitive tests, study finds

By Ginar Kolata – New York Times

The two economists call their paper "Mental Retirement," and their argument has intrigued behavioral researchers. Data from the United States, England and 11 other European countries suggest that the earlier people retire, the more quickly their memories decline.

The implication, the economists and others say, is that there really seems to be something to the "use it or lose it" notion - if people want to preserve their memories and reasoning abilities, they may have to keep active.

"It's incredibly interesting and exciting," said Laura Carstensen, director of the Center on Longevity at Stanford University. "It suggests that work actually provides an important component of the environment that keeps people functioning optimally."

While not everyone is convinced by the new analysis, published recently in *The Journal of Economic Perspectives*, a number of leading researchers say the study is, at least, a tantalizing bit of evidence for a hypothesis that is widely believed but surprisingly difficult to demonstrate.

Researchers repeatedly find that retired people as a group tend to do less well on cognitive tests than people who are still working. But, they note, that could be because people whose memories and thinking skills are declining may be more likely to retire than people whose cognitive skills remain sharp.

And research has failed to support the premise that mastering things like memory exercises, crossword puzzles and games like Sudoku carry over into real life, improving overall functioning.

"If you do crossword puzzles, you get better at crossword puzzles," said Lisa Berkman, director of the Center for Population and Development Studies at Harvard. "If you do Sudoku, you get better at Sudoku. You get better at one narrow task. But you don't get better at cognitive behavior in life."

The study was possible, explains one of its authors, Robert Willis, a professor of economics at the University of Michigan, because the National Institute on Aging began a large study in the United States nearly 20 years ago. Called the Health and Retirement Study, it surveys more than 22,000 Americans over age 50 every two years, and administers memory tests.

That led European countries to start their own surveys, using similar questions so the data would be comparable among countries.

Wit and Wisdom from Military Manuals, etc

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

REGIONAL CARRIERS JETTISON 50-SEATERS

By Mary-Jane Credeur and Mary Schianguenstein-BLOOMBERG NEWS



The 50-seat jets once prized by carriers such as Delta Airlines Inc. are being culled from U.S. fleets as higher fuel and maintenance bills make them too expensive to fly.

By 2015, U.S. airlines will have about 200 jets with 50 or fewer seats, down from about 1,200, said Michael Boyd, president of consultant Boyd Group International Inc. More than 80 have been scrapped this year, he said.

"These are litters of aluminum kittens - nobody wants them. Their only value is for recycled metal. The next stop is the Budweiser factory because that's all they're good for." Boyd said.

Delta's Comair unit underscored the turnabout with its Sept. 1 move to get rid of three-fourths of its 50-seaters after pioneering their use in the 1990s. Regional jets flew about twice as fast as turboprops and crude oil at about \$20 a barrel made them affordable to operate.

The drawback was spreading costs over about a third as many seats as in a Boeing 737. With oil averaging \$77.93 this year through Sept. 2, up 39 percent from 2009, airlines favor regional jets that can carry 70 or more people and fly less often, or new turboprops.

"The economics are awful, especially in a time of high fuel prices," Aboulafia said. "It makes sense if you're focused on market share, hub preservation and other really outmoded concepts. But if you're focused on profitability, then 50-seats begin to look awful."

Comair's President, John Bendoraitis, told employees in a memo the carrier needed to "dramatically change course" with steps that include chopping the fleet to 44 planes by 2012. Before cuts in the 2008 recession, the total was 131. Comair's oldest CRJ-100s average 14 years old, according to Ascend Worldwide Ltd., adding a maintenance expenses.

U.S. passengers and airlines embraced regional jets when Bombardier and Empresa Brasileira de Aeronautica SA entered the market in the 1990s. Use of models with 50 or fewer seats peaked in 2007 at 1,420, up from 100 in 1997, according to Ascend, a London firm that compiles fleet data.

"The growth in this aircraft type was far too many, far too fast," said Douglas Runte, managing director at Piper Jaffray & Co.

More-comfortable turboprops such as Bombardier's Q400 and airline labor contracts favoring bigger regional jets helped erode the onetime advantages of the smallest planes, he said.

Embraer and Montreal-based Bombardier are now selling or planning models able to carry more than 100 people, part of what Bombardier predicts will be a \$393 billion global market for jetliners with 100 to 149 seats in the 20 years ending in 2029.

Runte said a recent auction of used 50-seat jets posted sales of less than \$3 million each for planes appraised for as much as three times that sum.

"With profits being as thin as they are, the cost of operating those airplanes is something that has to be overcome with high levels of traffic," said David Swierenga, president of consultant AeroEcon. "We haven't seen that."

Delta sold regional subsidiaries Mesaba and Compass to Pinnacle Airlines Corp. and Trans States Holdings Inc., respectively, in July. A Comair spokeswoman, Kristin Baur, said Atlanta-based Delta continues to study options for Comair.

In June, American Airlines parent AMR Corp. said it would evaluate possibly divesting its American Eagle unit, whose 218-jet fleet consists mostly of Embraers with 50 or fewer seats.

Passengers probably won't lament the vanishing of the smallest planes. The overhead bins typically can't handle roll-aboard luggage, and window seats can seem cramped because of the curvature of a narrower fuselage, according to travel website SeatGuru.com.

If oil prices remain in the \$75 per barrel range and businesses continue to be conservative with travel budgets, the retirement of 50-seaters may accelerate, said consultant Boyd.

"The small-jet airplane era is over because the economics simply are not there," Boyd said. "They couldn't make money with \$50 oil, and they sure as heck can't make money at \$75 oil. The only people who love these 50-seaters are the chiropractors who have to fix what they do to peoples' backs."

NEW CPR: START WITH HARD, FAST CHEST PRESSES

Rescuer acts like temporary artificial heart

By Jamie Stengle—Associated Press

New guidelines out today switch up the steps for CPR, telling rescuers to start with hard, fast chest presses before giving mouth-to-mouth.

The change puts "the simplest step first" for traditional CPR, said Dr. Michael Sayre, co-author of the guidelines issued by the American Heart Association.

In recent years, CPR guidance has been revised to put more emphasis on chest pushes for sudden cardiac arrest. In 2008, the heart group said untrained bystanders or those unwilling to do rescue breaths could do hands-only CPR until paramedics arrive or a defibrillator is used to restore a normal heart beat.

Now, the group says everyone from professionals to bystanders who use standard CPR should begin with chest compressions instead of opening the victim's airway and breathing into their mouth first.

The change ditches the old ABC training - airway breathing-compressions that called for rescuers to give two breaths first. Sayre said that approach took time and delayed chest presses, which keep the blood circulating.

"When the rescuer pushes hard and fast on the victim's chest, they're really acting like an artificial heart. That blood carries oxygen that helps keep the organs alive till help arrives," said Sayre, an emergency doctor at Ohio State University Medical Center. "Put one hand on top of the other and push really hard."

Under revised guidelines, rescuers using traditional CPR, or cardiopulmonary resuscitation, should start chest compressions immediately - 30 chest presses, then two breaths. The change applies to adults and children, but not newborns.

The guidelines also say that rescuers should be pushing deeper, at least 2 inches in adults. Rescuers should pump the chest of the victim at a rate of at least 100 compressions a minute - some say a good guide is the beat of the old disco song "Stayin' Alive."

Golf Snippets

Golf can best be defined as an endless series of tragedies obscured by the occasional miracle, followed by a good bottle of beer.

REMEMBER, GROWING OLDER IS MANDATORY GROWING UP IS OPTIONAL

The first day of school our professor introduced himself and challenged us to get to know someone we didn't already know. I stood up to look around when a gentle hand touched my shoulder.

I turned around to find a wrinkled, little old lady beaming up at me with a smile that lit up her entire being.

She said, "Hi handsome. My name is Rose. I'm 87 yrs. old. Can I give you a hug?" I laughed and enthusiastically responded, "Of course you may!" and she gave me a giant squeeze.

"Why are you in college at such a young, innocent age?" I asked.

She jokingly replied, "I'm here to meet a rich husband, get married, and have a couple of kids..."

"No seriously," I asked. I was curious what may have motivated her to be taking on this challenge at her age.

"I always dreamed of having a college education and now I'm getting one!" she told me.

After class we walked to the student union building and shared a chocolate milk shake.

We became instant friends. Every day for the next 3 months we would leave class together and talk nonstop. I was always mesmerized listening to this "time machine" as she shared her wisdom and experience with me.

Over the course of the year, Rose became a campus icon and she easily made friends wherever she went. She loved to dress up and she reveled in the attention bestowed upon her from the other students. She was living it up.

At the end of the semester we invited Rose to speak at our football banquet. I'll never forget what she taught us. She was introduced and stepped up to the podium. As she began to deliver her prepared speech, she dropped her 3 x 5 cards on the floor.

Frustrated and a little embarrassed she leaned into the microphone and simply said, "I'm sorry I'm so jittery. I gave up beer for Lent and this whiskey is killing me! I'll never get my speech back in order so let me just tell you what I know."

As we laughed she cleared her throat and began, "We do not stop playing because we are old; we grow old because we stop playing.

There are only four secrets to staying young, being happy and achieving success. You have to laugh and find humor every day. You've got to have a dream. When you lose your dreams, you die.

We have so many people walking around who are dead and don't even know it!

There is a huge difference between growing older and growing up.

If you are 19 yrs. old and lie in bed for one full year and don't do one productive thing, you will turn 20 years old. If I am 87 years old and stay in bed for a year and never do anything I will turn 88.

Anybody can grow older. That doesn't take any talent or ability. The idea is to grow up by always finding opportunity in change. Have no regrets.

The elderly usually don't have regrets for what we did, but rather for things we did not do. The only people who fear death are those with regrets."

She concluded her speech by courageously singing "The Rose."

She challenged each of us to study the lyrics and live them out in our daily lives. At the year's end Rose finished the college degree she had begun all those years ago.

One week after graduation Rose died peacefully in her sleep

Over two thousand college students attended her funeral in tribute to the wonderful woman who taught by example that it's never too late to be all you can possibly be.

These words have been passed along in loving memory of ROSE.

REMEMBER, GROWING OLDER IS MANDATORY. GROWING UP IS OPTIONAL.

We make a Living by what we get; we make a Life by what we give.

Wise Words from Will Rogers

Will Rogers, who died in a 1935 plane crash with his best friend, Wylie Post, was probably the wisest man this country has ever known.

WORDS TO LIVE BY:

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories to arguing with a woman ... Neither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back into your pocket.
8. There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience, and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.
12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him. The moral: When you're full of bull, keep your mouth shut.



ABOUT GROWING OLDER...

First ~ Eventually you will reach a point when you stop lying about your age and start bragging about it.

Second ~ The older we get, the fewer things seem worth waiting in line for.

Third ~ Some people try to turn back their odometers. Not me; I want people to know 'why' I look this way. I've traveled a long way, and some of the roads weren't paved.

Fourth ~ When you are dissatisfied and would like to go back to youth, think of Algebra.

Fifth ~ You know you are getting old when everything either dries up or leaks.

Sixth ~ I don't know how I got over the hill without getting to the top.

Seventh ~ One of the many things no one tells you about aging is that it is such a nice change from being young.

Eighth ~ One must wait until evening to see how splendid the day has been.

Ninth ~ Being young is beautiful, but being old is comfortable.

Tenth ~ Long ago, when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.

And, finally ~ If you don't learn to laugh at trouble, you won't have anything to laugh at when you are old.

BE CAREFUL WHEN YOU LEAVE YOUR CAR PARKED AT THE AIRPORT

Here's an experience that happened to a friend of ours, the knowledge of which could benefit us all. While on short a trip, someone broke into their car parked at the airport. Their insurance papers were in the car (as required by law) which gave the perpetrators access to their address. Not only that, the remote garage door opener was also in the car which gave them easy access to the inside of the house. They went to the house and "unloaded" the entire contents. Lesson learned?

LETTERS

RICH BOUSKA—Livermore, CA

Greetings to Cleve, Bruce, and Leon, you guys are doing a fantastic job. You keep us all together. Another birthday is rapidly approaching; 75 and still alive. Who would have thunk it. When I was a kid, 75 seemed so old. I still have all my original parts but the warranties have long since expired. Georgia and I are both in good health for our age. We were on the recent RUPA Cruise and look forward to planning the next one which will be a European river cruise.

I am now the Vice President of the United Airlines Historical Foundation. They wanted another pilot on the Board and I allowed myself to be talked into it. The UAHF is preserving the history of the airline and now with the merger, another airline and its history will fall under their umbrella. Corporate United has not been too interested in preserving its history under recent management. Several members of UAHF have had to dive into dumpsters at EXO to retrieve documents and items to be preserved. The foundation also supports two aviation students each year with small scholarship aid. Like most foundations, and charities, UAHF is in need of support for its website and scholarships during these tough times. Go to www.uahf.org to view their website. There you can download a membership application and learn how to donate your memorabilia, artifacts or funds. Your contribution is tax deductible as allowed under the rules of IRS 501(c) 3.

We wish you all a Merry Christmas and a Happy New Year. I hope to read all about your own adventures in future editions of the *RUPANEWS*.

Rich, SFO

JAMES H BRUS—Roy, WA

The rain moved in pretty solid now, so we are back to Yuma, AZ. We replanted the garden, maybe six times this year. Very wet. Strawberries and raspberries were great. Jim just mowed the raspberries to the ground this last week. They were going great. 5 rows of corn over 6', and all the squash, and green beans kept everyone fed. We did have beautiful warm weather for our 10 days on the boat, so had a good summer. All our grandsons are at

college in Helena, MT at Carroll College, and one granddaughter in HS with 2 years to go.

But the rain and cold drives us South until Spring.

Thanks ever so much for everyone's hard work. Thought I'd better get my address change to you. Don't want to miss out on the news.

Rosalee Brus, Jim, too!

DICK BURKE—Skokie, IL

Jacquie and I just got back from Italy (Cinque terre, Lucca, Rome). Beautiful people, country and food. The dollar is hurting, but you can still enjoy the scene by staying in smaller towns and dining smart. Got on first class over and back. It's still great! We scouted out UAL bookings weeks in advance and detected a pattern of days that looked soft then built our vacation plans. It helps to be retired and senior.

Heading for Ft. Lauderdale soon for the winter. Our best, Ciao! *Dick* JFK/ORD/LAX '55/'89

NEIL DAHLSTROM—Danville, CA

Cleve and Bruce, sorry to see you guys retiring. You've certainly carried the load and many, many thanks for your great work.

Tammy and I are doing well health wise. Only had a colonoscopy this year.

We attended the 55th annual Tailhook in Reno in September. I did not recognize a soul! Lots of young aviators, quite a few youngish admirals and only a few oldish geezers like me. We did have one WWII veteran at our table. This was my second Tailhook. As a brand new Ensign, arriving at NAS Miramar in 1958, I went to the third annual convention in San Diego. Fifty two years in between...how time flies!

Good health to you all, *Neil & Tammy* '64-'97

WILLIAM DENHART—Spokane, WA

Thanks for the memories, a short trip story, SEA-HKG, DC-10, usually about ten hours. Somewhere through the night and dawn is breaking, again, breakfast is being served. Good old United didn't have a crew rest area, they just put up a large pull screen in one of the first class back seats so that one could eat there and have the seat isolated. It was a very close quarters. This morning the cockpit door flies open and the A Stew comes flying into the cockpit, crying and mad as hell. It seems the sec-

ond officer was served his breakfast in this small enclosure and the screen was a hindrance on his eating habits so he just reached up and jerked the whole thing off its track. As you might expect, the commotion was somewhat startling. Just four more hours and we'll be there. Oh joy.

Best, *Bill D*

JAMES DONLAN—Watersweet, MI

All is well up here in the U.P. We've had our second snow this morning—actually kind of late for up here. We did manage to get the fall chores done with time to spare. Once again I didn't catch the big one, will have to wait till next fishing season.

In January, will get my second knee replaced. It's nice to know I only have two knees and that should be the end of the line for that.

Attended my A.F.—C-133 reunion in Dover. Had a great time seeing all the old hang outs and especially old friends.

Other than the above, all is quiet and peaceful. First granddaughter arrived in May so peace and quiet may be short lived.

The check is really in the mail. Take care *Jim & Judy*

ROBERT ENGL—Queenstown, MD

Twelve years since I past under the Chicago Fire Department's blessing. Have to say that I think that my seniority had the best years any pilot could hope for. Never mind the 19 years spent in the right seat (maybe I needed that much mentoring). I had the advantage of flying with the best. Flying corporate



for the last 11 years has opened my eyes as to how good I really had it with UAL.

Thanks to the ALMIGHTY for the health he has bestowed on our family, not to mention the gift of three healthy kids and five healthy grandchildren. Life is a blast and I look forward to many more great years.

Wishing you all the best. Many thanks to you folks who keep us RUPA (tarions) together. Sure would miss hearing what all of you are doing. *Bob*
bobengl@me.com

ROD FARLEY—Tucson, AZ

Here it is, ten years since flying my last trip and I am still late in getting this message sent. If I could only get a few days off!

We still continue to live in the Northwest (Longview, WA) and we spend our winters in Tucson, where we ere very active in the Pickleball games and tournaments. We travel back and forth in our motor-home which allows us to spend time visiting with kids and grand kids in northern California.

We were blessed with the arrival of our first great-grandchild in August. She was in neonatal intensive care for her first week, but is doing very well now. I just can't believe that I am a great-grandfather, the years do go by.

While we were in Tucson, this last winter, I was diagnosed with early stage prostate cancer. After much research and talking with other men, I decided to have it treated with Proton therapy at Loma Linda University. This entailed staying in our motor-home for the nine weeks of treatment, but it was actually a very positive experience. The treatments themselves only take about fifteen minutes/day for five days per week. The rest of the time we were free to sight-see and play tourist. The entire process was very uneventful and I can't recommend it strongly enough to anyone out there who is facing prostate cancer treatment. I have included my e-mail address in case anyone out there wants to talk to me about my treatment and/or the entire experience. I can't emphasize enough that the diagnosis is not a death sentence, I met several men that had been treated fifteen to twenty years ago and have had no recurrence and no side effects, unlike some of the other treatment options.

I am still awaiting my Final Determination letter from the PBGC. It seems like the uncertainty from the bankruptcy never ends. I hope that United Pilots for Justice is successful in their endeavors and that we all get some positive benefit from their efforts.

We haven't done any airline travel this year. We had to cancel a fly/cruise trip to Italy due to my treatment. Hopefully we will be able to make the trip in the future. The last time that I was on a cruise I was making arrested landings on the flight deck-I just can't find any cruise that offers that option--probably just as well----

My best to all of you. I often think about the great guys and gals that I flew with over the years and hope that they are all doing well. KEEP THE BLUE SIDE UP! *Rod* rodnjan@comcast.net

WILLIAM FIFE—Littleton, CO

Thank goodness for e-mail since this is being typed and sent at the 11th hour. Birthdays strangely get forgotten around about 40, so that's been the excuse for not remembering ahead of time to send Birthday editorials. At 91 you start adding "and 1/2" because it's so amazing to be ducking the Grim Reaper's scythe by months, weeks or days. When you can't remember what you're adding "1/2" to...pills, laxative, or Viagra... there's little hope that order can come out of the chaos. Having said that, I'll mention this is being written to you by Cherie, Bill's daughter, and at almost 60, this is obliquely a case of the "blind leading the blind." Since I've read that memory loss starts at 30, we all have an excuse. I've been given the privilege of writing for Dad, not because of any mental impairment on his part, just that it's virtually impossible to keep up with technology at his age. In fact, I probably should have my 22 year old son check this for "geezerette" bloopers, but I can't be squeezed in for an appointment with him on the spur of the moment.

It's my great pleasure to be writing to a group of people whom I've admired so much all my life. My Dad has not only been my hero, but a Hero of Heroes. I've been reading the RUPA magazine for many years along with my Dad and Mom, and have enjoyed every page. This is so much better to be writing a letter than an Obit, and with bragging rights, too.

Bill Fife is quite well; "doing" for himself for the

most part, as his wishes, still driving to church and the grocery store, attending Denver's Good Ol' Boys luncheons, and keeping in touch with a half dozen widows in his circle of friends. You may remember, my Mom, Mitzi, passed away almost 2 years ago this coming Feb. She and my Dad had been married 66 years. She was almost 89 and in good spirits, but needing the release from the pain of severe Scoliosis. She kept the pain at bay as Littleton's Mother of the Year one year, as a concert pianist, organist, and composer, and traveled the world "First Class" on United and in their motor home with Dad until the last few years.

Dad's now been retired almost as long as he worked. After having successfully dodged bullets as a pilot in the lead aircraft of a B-17 squadron for 34 WWII missions, he's outlived his entire crew. Each year the 385th bomber squadron had a reunion to which their wives were invited. One reunion story holds a special place in our hearts. Being the last to get to the banquet dinner during one of the earlier reunions, my folks walked in to a spontaneous standing ovation by his whole crew. It was a fitting tribute to the great bond of trust from a crew all having returned alive and well.

Dad's start date with United was June, 1945. After reading the last *RUPANEWS*, we know he isn't the most senior, but his date earns us many a humorous comment when we use companion passes; the most ludicrous being "this can't be your start date" when one of the 50-something men in the family used one. It made him consider a face lift. Mostly, it opens up wonderful conversations for discussions about the camaraderie of a "chosen few" privileged to be associated with United. The last time Dad rode on a pass, they might as well have given him a crown and scepter as they escorted him to the First Class seat, for which I'm pretty sure some one got bumped.

I won't go into a long history this time, but Dad plans to live to 100. Since it's been requested that interesting stories be submitted to the *RUPANEWS*, "he's got a million of 'um." Dad was one of two pilots who dashed off the first draft of Union rules allowing co-pilots a whole, instead of just a half, vote. He flew with "Capt. Jepp" when his charts were just personal scribbles. All the harrowing stories, I'm so glad I only learned after the fact, of flying without the Weather Channel, let alone instruments, clearing mountain tops on visual only, to, of

course, land on a "wing and prayer" (I know my Mom did a lot of praying). Back then it took eight hours to fly from Denver to San Francisco. He was flying the route from Denver to Rock Springs, WY on the Vomit Comet and was surprised to see United President Patterson traveling the line, visiting with the crews. It was all good then, right? Dad felt he ought to have had his pay check gift wrapped as he was doing what he loved so much.

We must mention, as every one feels, that the work of those who've captained the "Good (Air) Ship *RUPANEWS*" and the work of the many volunteers, has been greatly appreciated! Hope the magazine won't Fly West.

All the best, *Bill and Cherie Fife*

JUDGE FRAZIER—Lamoille, NV

I thought I'd try something different this year and send in my birthday check before the big day rather than later. I hope the shock doesn't cause anyone harm.

Life is still good out here in Lamoille, we're in good health, and we strive to keep our rural life style. We haven't done any traveling to speak of since we have our animals to care for - sixteen dogs.

In fact, since I retired fourteen years ago I've only used pass travel once and it was a disaster. Living in the sticks, we have to drive 250 miles to SLC, stash the vehicle, spend the night in a motel and hope we don't get bumped or hit a canceled flight. It's just too unreliable if we really need to travel.

Foster caring and working with an animal rescue group is nearly a full time job. Our dogs are mostly old timers who won't be adopted so we give them a loving place to live out their life. It's a lot of work but we love our critters and relish the love and affection we get in return.

I'm still active in Masonry all over Nevada and still serve on the Board of Governors of the Shriners Hospital For Children in Salt Lake City. Next year I'll have served the maximum of nine years on the board and will retire. Being an integral part of the wonderful things we do for the kids makes all the travel and work worth while.

I was recently asked if I missed the "Job" and United. I suspect my answer was not unlike many other when I responded I didn't miss the job at all but I did miss seeing my friends and *RUPANEWS* is really my only linkage to what was once a great job.

Maybe one day I'll make the six hundred mile round trip to RNO for lunch with that group. In the meantime, my thanks to all the great guys who keep RUPA and the news running.

My best to all, be safe. *Judge*

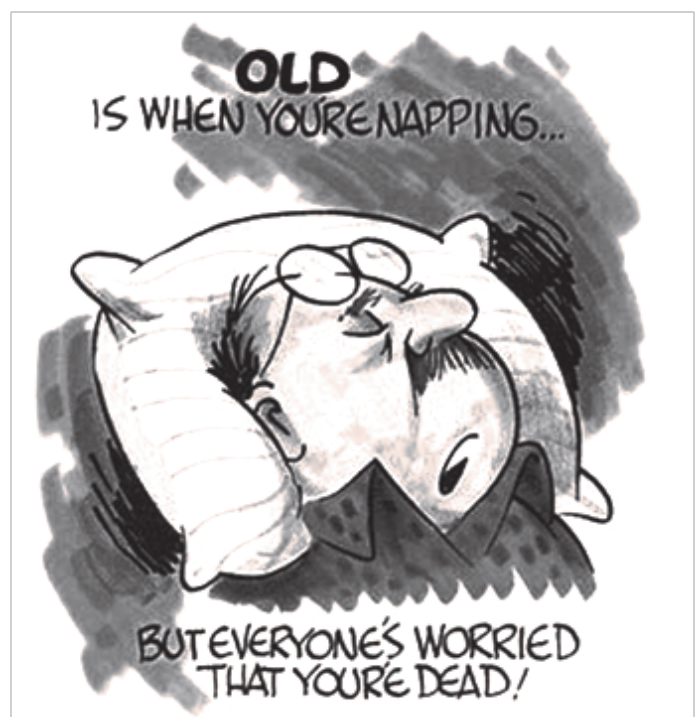
PETER FRIEDMAN—Edgewater, MD

Cleve and Bruce, Thanks for your great work keeping us Geezers informed and our manuals up to date. Now, you can sit back and enjoy just reading the scuttle butt like the rest of us. And, good luck and thanks to our new editors. (*No volunteers, yet. Ed*)

By the way, I would like to personally thank Doug Wilsman for his work far, far above the call of duty. This PBGC, PC 3 - 4, level income, st. life fiasco has left many of us in the rapids of the Colorado River. His efforts to do the dirty work for us and keep us all informed deserves a battle ribbon. Thank you.

For some of us, the finality of leaving the world of aviation is difficult. We have spent most of our adult lives flying approaches and wearing night vision goggles to read the charts. There is a big hole to fill with sometimes trivial things. It has taken some time to get used to. Now, flying for fun and bouncing in a little C-172 or PA28 is a kick.

Now that I have "let go" most of my anger for UAL, ALPA, and the active pukes, it is easier to enjoy the present. We need to kick back and mellow before it



is too late. Marcia and I double our time between Annapolis and the waters of the Chesapeake Bay and the Wasatch Mountains of Utah. Marcia is an insurance broker and working full time. So, I am proud to say that I am a "kept" man. I still do a lot of running to keep the weight down and blood pressure in control. Haven't missed a day in 6 months.

What I'm not doing is a lot of traveling. The wonder lust in just not there anymore. So, I have slowly built up a rental business with a commercial property, few homes and apartments around the country. We spend a little time boating around the Bay with another retired United/Capital buddy, Lane Haley, DCAFO. The winters are spent in Utah skiing the powder and hiking in the mountains. I still love riding around on my old Honda Magna, but Marcia will not get on the back seat. That's fine. I am looking forward to taking it out West and tour around in the dry air.

Good luck to everyone, and stay healthy. Take care of yourself. Nobody else will.

A toast to our brotherhood, *Peter*, ret 02 - PFflyerB777@aol.com

(Sec/Tr note: I wrote and asked why one would move from MN to SD. Winter address. Here is the answer to my DQ. Leon)

SHELL GORDON—Custer, SD

Leon; Custer is SW of our Northern Minnesota cabin by 640 miles. Since both my wife, Bebe, and I are Norske, we suffered permanent brain damage before birth and have never been able to recover.

We both flew for UAL for over 30 years, Bebe - 32 yrs as a Stewardess, and as close as I can remember, I was a UAL Pilot for 30 years and one month and we have always lived in the North. I'm from North Dakota and my gorgeous wife is a native Minnesotan. The Black Hills of SD are as far South as we care to live. Hunting, fishing, hiking and Harley riding keep us young and active and the climate in the Southern Hills just fits us. For 25 years of USAF flying in the Air Defense Command, almost all of it was in Alaska, Canada and Northern Tier USA. Besides, if you get too far south it is very difficult to find traditional Norsk food, such as Lute-fisk, lefse and krumbkake.

Hope this explanation clears up the mystery of us not going further South during the Winter months. We both drew Elk tags for this fall hunting season,

which should keep us and all our friends and family in venison for the coming year. Lots more stories will be made up this next month.

My very best regards, *Shell*

RICHARD GOUDEY—Port Orange, FL

Hello to all: Had a very interesting summer this year. We go to a small lake in PA where I spent summers as a kid enjoying the swimming etc and keeping the woodchuck population in check with my trusty 22. Our land, which is over 350 acres, has been leased for shale gas drilling and this year the seismic testing was done.

To offset some of the bad economic news that has been in the media lately, let me tell you the happy story of northeastern PA:

An economic BOOM has hit this area! Susquehanna County has been one of the poorest in the state until recently when the gas in the Marcellus Shale formation was accessed. New drilling technology has allowed drilling to the 6,000 ft level where the natural gas is trapped in the shale rock. Horizontal drilling makes possible several branch lines from one vertical well and the oil and gas companies are really going at it! The employment picture here is great. They can't get enough people and finding places for them to live is tough.

"Mancamps" are being built for the workers, farmers are putting new roofs and siding on barns left to fall down for years, new pickups are parked in the driveways and drillers and their families are seen in the local restaurants. Most all of the land in this area has been leased.

One guy I know told me his neighbor leased his 900 acres for \$75,000 several years ago and thought he'd died and gone to heaven is now getting \$7,100/day in royalties at the old rate of 12½ %!!!! That's not a misprint; \$7,100/day is what I was told!!! New leases now are averaging \$6,000/acre and a much higher royalty.

The procedure for drilling goes like this: Lease signed, then a year later the surveyors came through with their orange vests and hats (hunters abound here) and snake leggings. A few months later, a three man crew and a small track drill about the size of a VW went to each of the marked spots and drilled about 20 ft down, put one stick of explosive and the wires in the hole and covered up their work. A month later a helicopter appeared with about a

200 ft cable underneath and proceeded to pickle off baskets of wires from a ring at the end of the cable over each of the drill holes. A crew then connected the buried wires from the charges to the seismic wire and BOOM! The data was sent to a truck and will be analyzed over the winter. We hope drilling will begin in the fall of next year.

The major oil companies, Exxon, Chevron etc. are buying up the XTO's and Chesapeake's as the future for natural gas as a replacement for oil and coal seems likely. Good old Marcellus is reported to hold trillions of recoverable gas, some say enough to power this country for 100 years! So long OPEC!

Interesting how aviation is used these days to help this country get out of the energy squeeze.

Best to all, especially the NY Skyscrapers, hope to make the lunch next year!

Richard EWR JFK LAX LGA ORD IAD ETC

MARIE GRONQUIST—Carlsbad, CA

Glenn retired in 1978 so there are still a few around who remember him. I recognize some from their yearly letter.

I live in a Retirement Community in Carlsbad, CA. I'll be 93 on Dec. 8th, have my own Apt. and plenty of activities to choose from. My oldest daughter, Karyn, lives in San Marcos which is about 10 miles from here. My son Glenn Jr. lives on the Big Island of Hawaii. He is a Delta Pilot on Disability as he had a Stroke when he was 42 and left arm is paralyzed. He is 59 now. My daughter Gaellen lives on Molokai, and works for a Foundation that provides education to children around the world and which "Raises the Status of Women and Girls" both in this country and Internationally. She is also a writer. Crews who flew to Hawaii might be interested in reading "The Last Aloha" by Gaellen Quinn. It is Historical Fiction and covers a little known period in Hawaii's History when the Missionaries schemed to depose the Monarchy and dethrone the last Queen, Liliuokalani. It is available in Bookstores and on Amazon.com (cheaper there).

Thanks Cleve and Bruce for all your hard work over the years. ALOHA, *Marie*

ROBERT HELFFERICH—Bristol, WI

Hi Guys, Well, 11 years and counting, since I set the brakes at ORD from CDG for the last time. I

guess since they appropriated a large part of our retirements, we've gotta live longer to get more back. Still don't have any major health problems, other than the normal aches and pains of turning 71.

I'm still getting to fly the Challenger a few days a month and my Cardinal whenever I've got somewhere to go for myself or for Gail's business. Not as much as I'd like, but enough to warrant the peace-of-mind of not worrying about whether I can get a seat on the airline. The last pass I used was on our last trip to SMF in January. Got there OK, but had "Adventures in Traveling" on the way home.

Ended up going through DEN and CID to get to ORD. Took from 0600 until 2200 to make the trip. I've finally come to the conclusion that if it's East of the Rockies and decent weather, I'd rather go in my own airplane, no matter how slow it is, vs. the airline. Guess I'm getting old and cranky.

Gail's business is still cranking right along and she's not about to retire; so I guess I'll keep on working as long as it's still fun and I can still pass that 1st Class physical.

No great, exotic vacations lately. Just the joys of getting up in the morning, feeding the cats, watching the deer and the birds in the back yard, cutting wood, going to the lake (summer) and the gym (winter) to swim and riding my bike whenever I can. It's still fun being on the sunshine side of the grass.

The lights are always on in Bristol, WI for any passing through. There's cold beer, a glass of wine and a sandwich if you need a break; and "room in the



inn" if you're stuck for a place to stay (as long as you don't mind 6 cats visiting in the middle of the night). I'm still in the phone book.

Thanks to all who make this magazine possible. I read it every month. Check's in the mail with a little extra.

Fraternally, **Bob** ORD 65' thru 99'

TOM HELMS—Lake Villa, IL

I have been reminiscing lately about all the military servicemen I flew with over my career. Some were retired or reserve Air Force Generals, Army Majors, a 2 star Navy Admiral and even a Marine Brigadier General. All this was brought on when my grandson enlisted in the Marines this last summer.

Thankfully, I was the Captain when I flew with them so I was the head of the Joint Chief of Staff!!! They were all a credit to the United States.

I noted in the Sept. *RUPANEWS* that the Westlake's, the Kelly's, the Fitch's and the Gerndt's had dinner together. Gerry Gerndt was and remains my all-time hero. He remains a financial advisor in Milwaukee.

One day I was flying in the left seat of an EAL B727 with Gerry as my S/O. When the crew meals came up there was a huge pile of rice on it. I turned around and asked Gerry how he could eat that rice as he should be sick of it. He told me that at the Hanoi Hilton it was a delicacy and he had to eat fish heads and other more distasteful bugs and rodents. He never talked about his experiences in the HH and I certainly never brought up the subject. This was all about 30 years ago and I never forgot it! How much will, perseverance, faith, drive and just plain "guts" does it take to endure six (6) years of torture and torment in a Hellhole like the Hanoi Hilton? Hail to the thousands like Gerry! **Tom**

E.E. "Buck" HILBERT—Union, IL

I'm still here on the Funny Farm celebrating the 40th anniversary. Still have Airplanes in the back yard. Take the Champ out in the evenings and chase mosquitoes. Hardly ever catch them, but try anyway.

We have three Aeronca Champ 7ACs on the field, an Ercoupe and our Cessna 120. The 120 on floats, spends the summer months on the Fox River in back of Verne Jobst's place, the spring and fall on wheels and on skis when there is enough snow. The Champs also all have skis so we have great fun turning all the fields around here into ski-runs.

Don Toeppen comes by often and helps with the owner assisted inspections we do here on the older antique and classic airplanes. Captain Pete Novak ORD drops in with his beautiful Cessna 170A model and I see Jim Trotsky with his award winning 170 as well.

We do Oshkosh every year where I'm still involved in Government affairs. This year I was escort for our ex -ALPA President Randy Babbitt, now the FAA Administrator, and his wife during the convention.

I have to tell you that Randy's wife is a typical Airline wife. When I began the tour of the Convention site, the first thing she asked was "Where is the discount warehouse where we can buy last year's merchandise?"

All in all, it's been a good year. I'm flying "Sport Pilot" now. Didn't renew my FAA physical. The "Champ" fits into the LSA light Spot Airplane Category and that means if you feel like flying, you do!

Celebrated the 69th anniversary of my first solo October 16th. That happened just short of one month before my 16th birthday at the long gone Elmhurst, Illinois Airport. Oct. 21st 1941.

Over to all the RUPA Gang! **Buck**

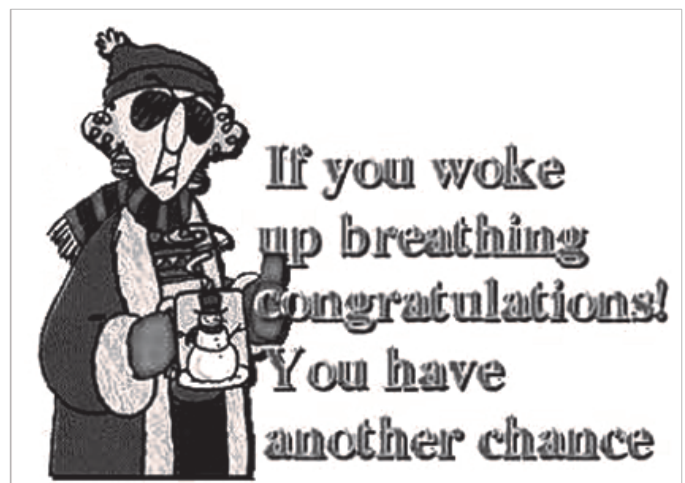
Airmail Swallow Pilot MDW-ORD Class of '84

DEKE HOLMAN—Napa, CA

I am 6 days early with my letter and 86 on my next birthday.

I started out in February with another new knee and am glad I only have two of them. So far so good, I get x-rayed next week to see if they need anything else.

Palm Springs in Feb. and again in March. Back to NC and Virginia in May to visit kids. Had to go on



Southwest Airlines, no seats available on UAL. That is a great airline. Still working at Silver Oak Winery 2 and 3 days a week and loving it. Off to Oshkosh the end of July, my 33rd year. Inspected 35 airplanes for the air show. Now we are off to Kona for a week. What a great life I lead and still flying my Eagle. I have put a price tag of 60K on it.

Thanks to all you guys who put out this magazine. Have a great Holiday and Christmas season. *Deke*

HAL MEACHAM—The Villages, FL
13 years into retirement. I have found something that comes naturally. Time has sped by - first, it was boating; winters spent in the Florida Keys. Gave that up just before fuel prices skyrocketed. Took up golf, that was a mistake but I'm still out there being frustrated. Played tennis for several years; gave that up because body parts were rebelling. However, I'm back into it on a limited basis. Becky & I have covered a lot of miles in our RVs. We have 2 dogs and wanted them to travel with us. Sold the last RV a year ago after purchasing a cottage in the mountains of West Virginia (Becky's home state) for summer use.

We live in The Villages, FL. It's a retirement community that has more to do than hours in a day. But, Becky tries.

As they say--Life is Good. Health remains good. Wake up in the morning happy to greet another day.

Thanks to all who volunteer so that we can keep up with the happenings of everyone.

Hal & Becky DCA, IAD, MIA, ORD, CLE

TOM MORGAN—Pensacola, FL
Enclosed please find my dues and a bit more for printing and mailing costs. I enjoy reading the *RUPANEWS*, and occasionally find a name that I recognize. I have been retired for 26 years so it's a new cast of characters behind me.

Carol and I still live in Pensacola, FL, and it was such a pleasure to attend the inaugural ceremony for service in and out of our airport to Dulles and O'Hare. With one trip a day each way (for now anyway) it will not be easy to get on a pass as a NR. However, to see the United airplane with the new paint job at our Gate #1 was a great experience. Regards to all. *Tom*

JIM NOBLE—Barrington, IL
October 24, 2010, thirteen days past my 81st birthday and I'm just getting around to writing this letter. Where does the time go and how did I get so old so quickly.

This year started with a driving trip to Tucson. First, we (Jan did part of the driving) set the speed control at 70 mph for interstate driving all the way to Tucson. It was delightful! Everybody passed us including trucks but we had great gasoline mileage and it gave us time to look around and enjoy the scenery. The route, Chicago to Oklahoma City, then southwest to Wichita Falls, Texas and from there, southwest on a 4-lane highway to intersect I-10 to Tucson. The drive from Wichita Falls to I-10 was the loneliest, god-forsaken stretch I've ever seen. I was really happy to see a car now and then. While in Tucson we stayed at Davis-Monthan AFB for a few days, also stayed with Pam and Randy Ryan and attended the RUPA luncheon at Tucson Country Club, hosted by the Ryans. We then spent a few days at the Voyager Resort Inn to check the facilities out for a future stay. We were then joined by Pam and Randy for a 2-week Grand Circle Travel tour of northern Mexico and the Copper Canyon. We had a wonderful tour guide and a great trip. On the way home we stopped in Independence, MO to visit the Truman Library and Museum. We spent five hours there and it was time well spent.

I read a book called "The Battle Cry of Freedom", a Pulitzer prize-winning book, which tells the story of the Civil War era beginning years before and after. It gave me a chilling insight into that war and a thirst for more knowledge of it. I joined the Civil War Round Table national organization with chapters all over the United States. We have guest speakers at monthly meetings and take trips to Civil War battlegrounds. More died as a result of this war (560,000) than any other we fought. More books have been written about it than any other subject!

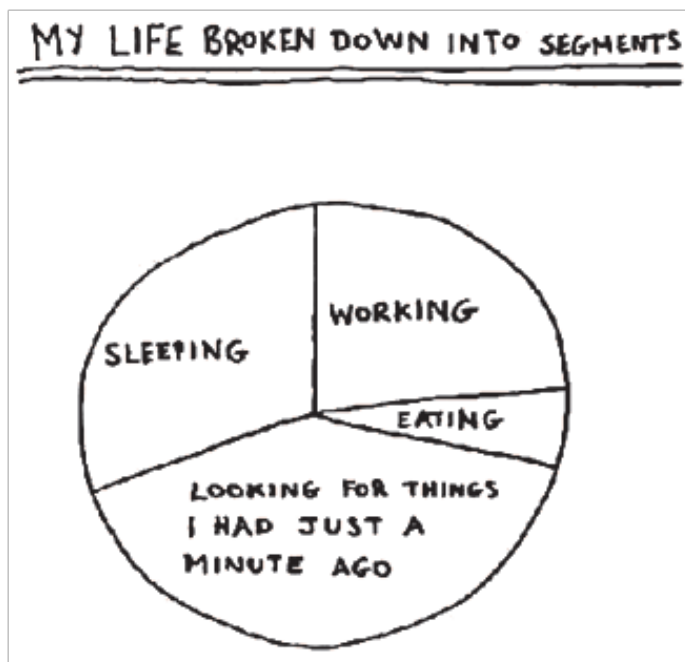
Jan and I have taken several trips with the two sport car clubs that we belong to, play tennis, ski, play bridge, work out at the health club and follow our grandchildren's activities at high school and college. My brother and his wife visited us in July for nine days. Chicago is a great town for visitors and we kept them busy the whole time. The Ryans were in

town for a meeting and stayed with us for a couple of days. In September we left for an eighteen-day Grand Circle river cruise from Amsterdam to Vienna. We cruised the Rhine, Main and Danube Rivers and saw more than our share of castles, cathedrals, palaces and museums. We had a lot of great German food and beer and Viennese pastries. This trip was celebration of our 60th wedding anniversary. Our last trip just a short time ago was a trip to Door County with our local sports car club - - to eat, drink, shop, shop, and shop! While there we visited Steve and Diane Smith who have a summer home in Egg Harbor. Steve has been the Harbor Master there for the last five years. He has been in charge of the construction of a new harbor which is much larger than the old one and is a state-of-the-art facility. Next Friday we're leaving for California to visit my brother in Manteca, attend the SEMA car show in Las Vegas and visit our kids in San Diego.

Our thanks to the staff who spend many hours to keep this organization going and produces this magazine. We look forward to it and wish that more members would write of their comings and goings.

Jim Noble TK,ORD,TK,ORD,RETIRED!!!

KEN PERKINS—North Hampton, NH
Hi Cleve & Bruce. Just completed 21 years of loafing. Got board sitting around, so we took a trip over to Catalonia for some sight seeing. Lovely part of the world. I was there in 1958, but had forgotten how nice it is. I would like to go back in the winter



as they are building new ski areas in the mountains. No sign of a recession over there and the flights were full, but we made it on a ZED fair. Knock on wood, we are all well. Still have my FAA medical. Regards, *Ken*

CLIFF RHODES—Ormond Beach, FL
Hi Folks, Another year since I blocked in for the last time. (Dec 2006) I still miss the flying, the view from up front, and all you good guys I flew with, but I don't miss the BS. I always like to take this time every year to thank all of you who stood tall in 1985 and made United a great company to work for. Thank you.

The year for me has been marked by my 3rd year in remission from throat cancer. Things are going well except for dealing with the FAA who still will only give me a restricted 3rd class. We saw the birth of our first grandson and saw son No. 2 get married to a wonderful woman. We pass ride every chance we get and go see the kids, unfortunately, pass riding gets harder and harder. Each time we return from a trip we get more determined not to do that again, then we end up missing the kids and head out for another attempt to get a seat.

Still doing volunteer work for the church, the food kitchen, and the VA hospital helping the young vets who have returned from the Middle East. I am determined to get better funding for these folks who have offered so much for all of us. Despite the fact that I am retired Navy the Army guys have adopted me.

Hopefully, I will get to do more fun flying this year and, hope that the wonderful Ida Jane (my wife and best friend) and I will be able to get to Hawaii on a pass to see the Islands again. I wouldn't be do-do without that woman.

You folks take care of yourselves and remember you were never among those cold and timid souls who worked behind a desk and pushed paper. We were aviators and we were brothers in flying and the union.

Take care and may you have tail winds this year,
Cliff

JACK & MAE SCHAUF—Ocala, FL
Hi to all. Check plus some extra is in the mail. We really appreciate the efforts you folks put into this fine publication. Bruce and Cleve, you deserve a

nice retirement from a job well done.

By the time this issue goes to press I'll be blessed with my 85th and still ticking quite well. Mae and I celebrated our 61st anniversary in May. In August I flew to DSM on Delta, 20% off and positive space on our son's pass privilege. The occasion was our all school reunion at Bayard, graduated in 1943. One of our class members hosted a luncheon in their home for our class, nine present plus spouses. A fine time was had. 16 in the class of 37 are still living, nice to be in the top 43% group! All 5 of us siblings were there, two widowed sisters living on farms nearby, a brother and wife came from Overland Park, KS (retired TWA pilot) and another brother and wife from Albuquerque (retired corp. pilot) making it a family reunion also and a memorable time.

Last month we drove to central TN to visit our oldest son, Gary age 58, who has recently been diagnosed with lymphoma cancer and going through the chemo treatments. His attitude is great, very positive. We decided driving 550 miles in one day is getting to be a little too much and in the future will make it a 1½ day trip. Age is catching up with us.

Son Ken is getting used to the Northwest/Delta merger and still flying the 757 in MSP.

Recalling the good old times I think of a 2+ hour layover in Flint with the 737. It was the first trip of the month and as we all finished our noon meal a stewardess came to me and sweet talked to me and asked if I was going to be a nice captain like they flew with the previous month. I wondered if she wanted me to buy her lunch. She said they had been changing into their swim suits and going out the right over wing emergency exit to sun bath on the wing out of view of anyone. What?? So, this is what we all did. The left wing faced the ground level boarding area. When it came time to become more professional we all changed except I noticed a stewardess in her bikini and the F/O or S/O going down the stairs. He hoisted her into the left engine intake for a cheesecake photo, all in clear view of a full load of passengers in the boarding area. I often wonder what kind of an impression we made!

Merry Christmas and a very happy New Year to all.
Jack & Mae MDW-ORD '56-'85

JERRY SICKAFOOSE—Danville, CA

Hello all and thanks again for all the work done by those on the RUPA team.

I've survived another year on the scraps left after "F*\$#face" Tilton and his gang of merry bandits stole our pensions. For those of you lucky enough NOT to have retired on December 1, 2004 (dead center) I get 20% of the "earned" pension, but as I've told others F*\$# 'em, I planned ahead and stayed in the reserve (thank God!)

Still flying our Cessna 210 about 100 to 150 hours a year, doing a lot of travel and Young Eagles flights. I had the honor of having fellow "Danville-ite" Sully fly his first Young Eagles flight in my airplane in July. He and copilot Jeff Skiles had been the Co-Chairman for the program for almost a year, but Sully hadn't actually flown a Young Eagles flight, we fixed that!

We're headed out Oct 26th on a three week "Sickafoose Air" trip with numerous stops on the right coast, among which is the Coast Guard Pterodactyl (like taildraggers without the sex in the halls) convention in JAX.

We hiked the length of Catalina in June (50+ miles) and still ski every winter for about a month. Connie & I are also headed to Chile for a month (ticket on Lan Chile via SFO-Lima-Santiago) where we'll hike for five days in Torres del Paine at the south end and take the ferry up to Puerto Montt through inland passages among glaciers and spectacular mountains.

Be sure to take care out there and keep moving or you'll "lock up!" *Jerry*

BRUCE SMITH—Orland, CA

Just Checking in to let you all know I am still around. This last birthday was number 88. I am still OK but my wife and I are both really slowing down. Still don't need a walker or a Cane yet! Here is wishing all a "Happy Holiday Season".
Bruce

DONALD TRUNICK—Escondido, CA

To day 10-30-2010 I reached 86 so I am 2 days early for my yearly message.

This last year has not been the greatest. I discovered that I have Parkinson and have been taking

Dopa pills that are bringing me almost back to normal. Then I had a cysts on my right wrist and had to have surgery to remove it and it took 3 weeks to get normal use of my hand.

I have tried to attend the monthly RUPA meeting at San Marcos when not having doctor appointments. Lois is fine other than a hearing problem with one ear. We are in our 5th year at a full care retirement cottage in Escondido. Considering our ages we are fine.

I enjoy the *RUPANEWS*, though I recognize few names. However, interesting to read about others and what they are doing. Many thanks to those that keep the magazine going.

Check is in the mail. *Don*

MDW 1-17-1951 to LAX 10-30-1984

THOMAS A. UTSEY—Crystal River, FL

Sorry to be late again. Seems the memory circuits don't function as well anymore. Helen and I are still mobile. Hurts to walk, but we do it anyway. About the only hobby I hang on to is gardening.

Went to my old Squadron (WW2) reunion in Ft Worth, TX in Oct. I think this might be our last get together.

Thanks for the *RUPANEWS*. You guys do a great job. Sincerely, *Tom*

CHARLES WESTPFAHL—Seattle, WA

How quickly twenty years of retirement have gone by! First, thank you for the *RUPANEWS* crew and all other volunteers who take their time to provide services to us. Many times I've been grateful there was someone who could do what was needed and would step in to do the work for our group. Each issue of *RUPANEWS* brings back memories of people I flew with years ago. We enjoy the news of the many varied activities and travels of folks we knew.

After retirement our major activity has been volunteering for the Fred Hutchinson Cancer Research Center. Dona got us started driving patients and families to or from the airport for treatment, "so I could still see airplanes." We still do this, and have done quite a number other jobs as needed. It sure

makes us count our blessings to see the needs of others.

The FHCRC has three Nobel laureates in medicine. E. Donnall Thomas won the first one in 1990 for developing the bone marrow transplant cancer treatment. Lee Hartwell won the next in 2001. We have been privileged to meet and hear these brilliant men speak a few times. We have not met Linda Buck, the 2004 winner. The progress in cancer treatment and prevention is really amazing. FHCRC has joined with the U of Washington, and the Children's Hospital and Regional Medical Center, to form The Seattle Cancer Care Alliance (SCCA) to expand care and research as well as reduce costs. I think all of us know one of our number with a family member survivor due to their work.

Dona has over 31 years as a weekly volunteer registrar at the Puget Sound area Blood Center. She was recognized as volunteer of the year, after 28 years, with a lovely hand-blown glass vase.

That's about all that is worth noting. Greetings and best wishes to all, *Chuck* 1955-2001

DON WIENS—Kingston, WA

Just a couple of months shy of ten years since retiring. I'm among the minority who chose to leave that awesome career a bit early - in my case eleven months early. The combination of commuting from SEA to LAX plus the back of the clock hours were beginning to take a heavy toll on my physical health. I was just worn out. I'm glad I got out when I did, as things in the industry since 2001 just aren't the same anymore. I do miss maybe 5 to 10 percent of the job, but love being retired.

We've managed to down-size and are doing just fine on our greatly reduced retirement income. We just can't do all the extra things we had planned on. The small increase in the PBGC final determination will give us a bit of breathing room, and if the pending legal action produces anything at all it will be an added blessing.

I'm still playing my tenor sax about a half dozen times a month at assisted living and Alzheimer's facilities around our area - playing the Standards and Ballads of the 30's, 40's and 50's backed up by a

computerized five piece combo called Band-In-A-Box on my laptop computer which is then run through an amplifier. My Saturday evening restaurant gig dried up about two years ago when the restaurant went bankrupt due to the recession, and most places these days just don't have the extra money to pay for live music.

Sharon still loves making quilts, and has found a small group of like minded ladies who get together twice a month to sew and chat. She has also learned to operate the large computerized quilting machine owned by the lady hosting the group. One of the quilts (Googly-Eyed-Bugs) she made for our latest grand daughter was such a hit when she showed it to the local quilt shop that they had her make an identical one for display in the shop plus design a pattern which has already sold 50 copies.

We regularly attend soccer games for one grade school age granddaughter and JV football games for one high school sophomore grandson who live in our area. We have nine grandkids at this point, and according to their parents that's probably all there will be. Now the next milestone will be the era of the great grandkids. Can't believe we're actually getting to be that ancient!

We've given up on the organized Churches in our area after having been involved in several over the eleven years we've lived in the Kitsap Peninsula area of Washington State. We have finally found something we enjoy tremendously though, live web-casts on Sunday mornings from Glory of Zion Church down in Denton, Texas. We've been down there in person to a couple of their conferences, and fit right in with where they are headed. Their web site is www.gloryofzion.org and you click on the "web cast info" icon. The great thing about the web casts is that they're available for replay for a couple of days during the week, so we can watch them at our convenience. A word of caution if you choose to check them out - this is definitely not "your daddy's church" - they're on the cutting edge of where God is taking the Church these days.

Greetings to all of you great people I've flown with in the past. I enjoy seeing some of your names on the posts from the RETUP forum. *Don & Sharon*

IN MEMORIAM

JOSEPH R. COOK

Joe was cleared for his flight West on October 20, 2010. Born in the Spring of 1937 in Greely, Colorado, he was the son of Marie and Joe Cook.

He worked for Continental Air Lines washing dishes while attending Colorado University. Later he received an Aircraft and Engineering License and worked as an airline mechanic. He went on to do what he always wanted to do - fly airplanes. He flew for Ideal Cement Company for 4 years and then for United Airlines for 32 years.

Upon retirement, Joe had a sailboat built in Vancouver, Canada, and pursued his dream of cruising the seas for over 4 years.

He and wife, Beverly, moved from the SFO Bay Area to Rehoboth Beach, DE in 2003.

He was predeceased by a daughter. He is survived by his wife of 41 years, Beverly, a daughter, two sons and a granddaughter.

A private celebration of life will be held in CA at a later time. According to his wishes, his remains will be placed in the Pacific Ocean.

May he be smiling as he sails the Crystal Seas.

JOHN T. "JT" PALMER

Palmer, John T. "JT", 72, native of Gorman, TX, and Ft. Lauderdale resident of 43 years, passed away suddenly October 21, 2010.

After the Navy, JT retired after 35 years of service as a captain with United Airlines.

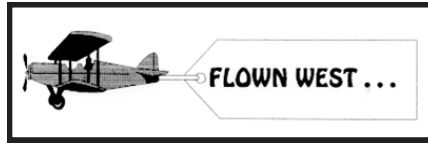
He is survived by his wife, Ellen; two sons, a daughter and seven grandchildren.

A memorial service with military honors was held.

ANTHONY T. ROMITO

Anthony Romito, 69, died of prostate cancer on Saturday, Oct. 30, at his Glenview, IL home.

Tony grew up in Chicago's Edison Park neighborhood and was fascinated with flying from an early age. He graduated from Taft High School in three years and joined the Marines in 1958 at age 17. He later completed pilot training and was assigned to the famed Black Sheep Squadron. Tony left the Marines after nearly seven years and joined United in 1965. He retired in 2001 as a Captain on the 747. He is survived by his wife of 48 years, Carolyn, two daughters and three grandchildren.



Richard D. Odabashian	May 02, 2010
Joseph R. Cook	Oct. 20, 2010
John T. Palmer	Oct. 21, 2010
Gerald O'Donnell	Oct. 25, 2010
Dennis M. Peck	Oct. 28, 2010
Anthony T. Romito	Oct. 30, 2010
James B. Williams	Nov. 07, 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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*******NEW!** RUPANEWS Deadline: January 15, 2011 **NEW!*******

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 (2nd 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 Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574