
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

It seems like just yesterday that we were ringing in 2010. Where did the year go? It started out with rumors abounding about a merger between UAL and CAL. By mid-year, the rumors became reality. The impact on UAL, the employees and the retirees has yet to be ascertained, but representatives from each group are keeping an eye on the unfolding events. As of Jan 8, the results of the travel survey have not been published. I am not too optimistic about the results but, then again, I am a glass half- empty kind of a guy.

Concerning 2011, we have reached a fork in the road to the long-term survival of RUPA as a national organization. The editors of the *RUPANEWS* have repeatedly asked for volunteers to take over the management of the magazine. As of January, they are still waiting. The *RUPANEWS* is the most important aspect of keeping the membership informed on national events such as the cruises and conventions. Without the ability to reach the membership, it will be impossible to advertise any upcoming events. The editors tell me that the job of getting the magazine ready for publication has become a lot easier since a company in Denver has taken over the printing and mailing. Cleve and Bruce will be happy to assist anyone who wishes to volunteer.

Another event coming up in 2011 is the election of new Officers. My term of office ends on Sept. 1st. I will go out on a limb and say that Phyllis Cleveland will move from her position as V.P. to become your next president. If anyone is interested in volunteering for the 2 year position of V.P., please notify me. Our current Sec/Treasurer has done a wonderful job for the past 2 years. I have not discussed his willingness to continue the job after Sept. It is a time consuming job but vey necessary to our survival. Please do not let our national organization fly off into the sunset due to a lack of interest. If we do, the only things holding us together are the local luncheon groups. While this may be enough for some of us, I feel the loss of our national organization will be felt deeply by the majority of our membership. Happy New Year, *Ron*



Do not send money here, letters only, please
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.....
Address changes, Dues, Snowbirds & Others:

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

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

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

ABOUT THE COVER

Another beautiful sunset just before an all-nighter

ABOUT THE RUPANEWS EDITOR'S JOB

By this time, you should all be aware that Bruce and I will be stepping down from our job as editors of the *RUPANEWS*. We published our intentions to step down about four months ago and have printed it in every issue of the magazine since then. WE HAVE HAD NO VOLUNTEERS!!!

I know the majority of members do not want to see the magazine just disappear, as it is really the glue that holds this organization together. Since we have no volunteers, I suggested to the Board of Directors that we pay \$1,000 a month to a retired pilot, who is a RUPA member, to take over the job. The Board unanimously voted in favor of the suggestion and that information was disseminated via email to the Area Reps and many others. We have had very favorable comments from many of our members since then. If you don't do emails, this will be the first you have heard about this. Bruce and I have agreed to stay on and edit the March edition, but a replacement must be found for the April magazine. Time is of the essence as we cannot go even one month without publishing or we lose our contract agreement with the Post Office. A new editor will not be chosen until every member has had a chance to read this notice. We would really prefer to have a volunteer again, but times are different and if we have to pay someone we will.

Several members have asked what the job entails. I will try and cover the basics here, but anyone interested should call and we can explain in much more detail.

The first question everyone wants to know is how much time is involved. Bruce and I have discussed this and feel that it can be easily accomplished in forty hours a month. Once you are familiar with the job, you should be able to do it in less time.

We use Microsoft Word for everything that is published. You should be a knowledgeable user of this program. I don't know about Apple's word-processing program. We can discuss that if you are interested and that is what you use. Most letters are sent via email. Some are hand typed and just a few are hand written. We receive an average of 30 to 35 letters a month. Typed letters are scanned and dropped into Word and then edited. If you don't have a scanner, RUPA will buy one for you. RUPA will supply whatever you need to do the job.

At this time, we do the layout of the magazine and send it to the printer. Leon has a person who will take over that job, so all the editor has to do is edit a document and email it to the layout person. Everything can be done in your home; it doesn't matter where you live. Modern technology is wonderful when it works.

We don't plan on abandoning the person who takes over this job. We will be just a phone call or email away. We will assist in solving any problem that might be encountered. My hobby is enhancing and restoring pictures and I will be happy to work on any photos that are required for the *RUPANEWS*.

I know I've just covered the basics and that anyone interested will have many questions. You can contact Bruce or me and we will do our best to answer them.

Also, we are always looking for good color pictures of airline aircraft to use for the cover of the magazine. We also need articles that will be of interest to our members to use as fillers. The printer requires us to work with multiples of 4 pages. For instance, if we end up with 30½ pages we have to fill in another 1½ pages to get a total of 32 pages. We have a large file of fillers now, but we can always use more. We use a lot of cartoons for fillers. If you think you might have something that would be of interest, please send it to us via email or snail mail. Cheers, *Cleve*

Retirees now get FedEx Discount

Just go to any FedEx Kinko or main company owned location and show your travel/retiree card and you will get a very substantial discount! You cannot receive the discount at 3rd party drop locations like Mailbox ETC, Postal Annex and the like.

DANA POINT LUNCHEON GROUP (December 2010)

Wet and Windy at Harbor today. The Deck at Wind and Sea was closed due to WX, the staff set us up with a good corner with a fine view of the boats and channel. The corner allowed some good visiting before setting down to order. By now most of the Guys know what they would like for lunch without the 'Check List' menu...but the price ...that's another story!

Present where: Park Ames, Bob Brockmeier, Mal Brown, Bob Fuhrmann, John Grant, Woody Grover, Rudy Haluza, Bob McGowan, Jerry Meyer, Bill Rollins, Glenn Schwarz, Ted Simmons, Bill Stewart and Joe Udovch.

Some talk on the Pass Survey - - - most of the group have zero expectations for the future. The Great Days of passes has come and gone as the "Good Old Days." With 86 % Loads and free upgrades to mileage plus...

With great regret we note the passing of a great friend to all, Chuck Raphael. Dec 3rd 2010 he suffered a sudden heart attack getting ready for his 85th birthday party. Chuck was a friend, and always had a ready smile for all. What a flying career with United from April 1952 until Sept. 2000. I'm sure Chuck was glad we went ahead with Celebration at Torrance Airport Hanger "Blue Skies#6"...that sounds like a name of a good bottle of Champaign or a name of a song...that was Chuck. Happy New Year to all, *Ted*

DANA POINT LUNCHEON GROUP (January 2011)

January 11, 2011. A beautiful day greeted us at the Harbor. Great way to start the New Year for our RUPA lunch. The blue umbrellas up on the Deck at the Wind and Sea restaurant.

Early arrivals included Don and Donette Wright from Gig Harbor Washington. Seems they spend a lot of their winter in Arizona area. Flying their personal light aircraft down and staying till the rain and snow of the NW changed to 'Clear and Blue.' Glad to see them! Most of the guys knew Donette from the office at LAX. Donette was the first to ask if you wanted to know anything in the flight office. A lot of the time she was the only one you needed! Green sheets included. On deck were: Rusty Aimer, Park Ames, Bruce Dunkle, John Grant, Jack Healy, Rick Hoefler, Bob McGowan, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch. Other visitors were Mitch Kronowit and Ken McGreevy. Mitch got furloughed in Nov. 09, and Ken is out on medical leave.

Al Pregler related his near miss with a 'kamikaze' motorcyclist, doing over 80 in a 30mph area. His Cadillac was T-boned ...cutting Al's car into two pieces right behind the driver. Al and his passenger suffered only minor scrapes. Bill Stewart brought up Flight TWA 800 in the conversation having recently read a new book Night Fall by Nelson Demille. A mystery built around the 'mysterious' downing of TWA 800 off the coast of New York in 1996. The big cover up? Best to all, *Ted*

DENVER GOOD OL' BOYS (December 2010)

The December meeting of DEN Good ol' Boys occurred the latest it possibly could (on the Third Tuesday) and also on the shortest day of the year. This was one of our wives/lady-friends invited meetings, and as the weather was cooperative, a good turnout resulted. Happy hour was its usual success, and the bell sounded at somewhere around noon. The service was buffet style and it seemed to move along with little delay.

The program on this occasion consisted of the coordinator narrating slides from the RUPA Mediterranean cruise in September. The actual projection of the slides was ably handled by Ray Bowman using his equipment. At any event it seemed to go along swimmingly, and not too many nodded off.

There being no business to conduct, the meeting adjourned at a suitable hour.

Those present included; Steve Pahs, Mack Connelly, Ray and Barb Bowman, Tom Hess and Erica Mercer, Dick and Jeanne Kobayashi, Casey and Gail Walker, Fritz and Judy Meyer, Bruce and Marilyn Hepp, Dennis Getman, Keith and Shirley Patton, Al Snook, Gary and Marian Gore, Ron and Georgia Schaefer, Stanley Boehm and Clara Winter, Sam and Judy O'Daniel, Ken Ewing and Kathy B, Terry and Jim Nist, Bob and Ann Blessin, Susan Hytinen, Bill Bates, Jack and Angie Davis, Barry and Chris Johnson, Dick and Jenny Shipman, David Horwitz, Jim Allen, Duane Searle, Mary Lois Hall, Russ Ward, Hal and Janet Meyer, Bob and Mary Crowell, Frank and Shirley Vincent, Bill and Claire Fife, Rick Bebee, Rex and Ruth Bales, and the coordinator with his bride, *Ted & Rose Wilkinson*.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



BSA Instrument Flight-Training used covered-cockpits in dual-control aircraft. A "voice-tube" was used for communication between the instructor and the pilot on this PAT Boeing Model 40.

"It was gratifying to note that nearly half of our first students signed with us before they had received our catalog giving a description of our facilities and the courses offered. When asked why they elected to attend a school they knew nothing about, they responded: "We knew anything that had the Boeing name attached would be the best of its kind". *January 30, 1930 "Boeing News"*

The Boeing School of Aeronautics (BSA) at Oakland used a wide variety of aircraft for flight and mechanical training. The Boeing Model 203 was not advertised or sold to the public. The 203 first flew on July 4, 1929 and only five were factory-built by Boeing. BSA acquired all five between Sept. and Nov. 1929. Two additional 203s (designated 203A) were built by BSA "shop-course" students from Boeing's factory plans. Students also changed the original four Axelson engines & the one J-6-5 Whirlwind engine to J-6 Whirlwinds. In 1932, a J-6 was changed again - to a 220-hp Lycoming R-680.

The 203s were used at the BSA until 1941 when the planes were moved to the Tracy School. The 203 plans were sold to the Stearman Company and served as a basis for their "Kaydett".

BSA also had 19 other aircraft types. Among these were a Boeing 247 and a Boeing 40-B that were equipped for "blind-landings". These two planes were shared with United Air Lines Oakland Line Pilots. A Link Trainer was used by BSA from 1937 to 1942. A Hamilton H-45 (photo) and a Stinson SM-2AA were used to teach aerial photography. A Stinson SM-8A was used for night-flight training.



Hamilton H-45

BSA Meteorology instructor, B. C. Haynes, developed the "Geostrophic" wind-scale. This scale allowed upper-wind observations to be converted into graphics similar to isobar maps. By using available reports and the wind-scale, it was possible to estimate upper-wind conditions for periods of 24 to 48 hours.

By Marvin Berryman, DENTK (Ret.)

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

Visit our website at www.uahf.org

LOS ANGELES SAN FERNANDO VALLEY CHRISTMAS LUNCHEON

On December 9 there was a festive air as 95 of us gathered at the Hacienda Hotel for our Annual RUPA Christmas Buffet Luncheon. As in the past we were happy to have flight attendants, active and retired, join us for this event. After lunch Rex May welcomed all of us and asked Arvi von Nordenflycht to take the podium to give more information about the recent passing away of Chuck Raphael. On December 3rd, 2010 Chuck suffered a sudden heart attack as he was getting ready for his 85th birthday party that evening.

Caroline Plumley spoke of the South Bay Vocational Center for Developmentally Disabled Adults and also of the Fantasy Flight for the children.

Jan Heistermann spoke of the formation of RUFA, a political entity for Retired Flight Attendants welfare. She said it was an official branch of the AFA.

After a joke told by Loyd Kenworthy, Alberto Diaz, the SW Region, Denver-Los Angeles Assistant Chief Pilot filled us in on happenings at United. One event was the 17th Annual Fantasy Flight for disabled children. Disney donated the fuel and 125 kids had a once in a lifetime experience on a Boeing 747 flight over the Los Angeles area. An interesting note that Alberto brought up was that he said the pilots are to get I-Pads. Who knows, perhaps in the future pilots may be able to leave their flight bags at home.

The afternoon ended with more visiting before we all left to try to beat the afternoon LA Freeway traffic. Hope you all had a Merry Christmas and Happy New Year. *Doug and Marcene Rankin*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON (January)

There were 13 in attendance at our January 13, 2011 luncheon at Mimi's. They were: Doug Bielanski; Marve Jeffers; Denny Fendelander; Lou Carson; Russ Maddox; Ray Engel; Richard Unander; Tom & Mary McQueen; Don & Gloria Mc Dermott; Doug and Marcene Rankin.

Doug Bielanski gave us an update on the latest information about the PBGC which affects the younger retirees. He went on to say that the "Pilots for Justice" group filed a law suit against UAL alleging that prior to the Bankruptcy UAL shielded the Mileage Plus program saying it was a liability not an asset worth at least 7 ½ Billion Dollars. He commented about how much effort Doug Wilsman has put into URPBA, etc., trying to get the best for the pilots.

Don McDermott passed out several printed copies of information for us to glance over. One was a letter from Jeff Smisek president and CEO, dated January 1, 2011 and addressed to "Dear Co-workers". Out next lunch at Mimi's will be March 10, 2011. See you then. *Doug & Marcene Rankin*

S.E. FLORIDA GOLDCOAST LUNCHEON (December)

Our last meeting of 2010 was held on Thursday Dec. 9th. at Galuppi's Patio Bar and Restaurant in Pompano Beach. We had a good turnout under a cloudy and cool day for South Florida, but conversation was lively within the group.

Those in attendance were our senior member Ham Wilson, Lyn Wordell, Warren Hepler, Ed Wheeler, Gene Anderson, Murray Warren, Terry Lewis, Bob Seits, Dick Smiley, Ham Oldham, Jerry Bradley, Les Eaton, Bill Garrett, Jim Carter, Bob Engleman, Dan Curt, Jim Morehead, Art Jackson Bartlett Rolph, Three from the Treasure Coast Bob Langevin, John Pinter, Del Gartner. Also Stan Blaschke and Paul Livingway. Your scribe, *Ned Rankin*

S.E. FLORIDA GOLDCOAST LUNCHEON (January)

My report is a little late since I am in the Hospital with Pneumonia. Lyn Wordell was kind enough to send me a copy of his attendance list for my report.

The Retiree Group met as usual the second Thursday of the month at Galuppi.s Patio Bar and Restaurant on the Golf Course at Pompano Air Park.

There were 23 retirees in attendance: Lyn Wordell, Dick Bodner, Ham Oldham, Murray Warren, Jim Good (Naples Area), Joe Jenkins, Bob Seits, Bb Beavis, Ed Wheeler, Dick Smiley, Jim Carter, Jerry Bradley, Art Jackson, Warren Hepler, Terry Lewis, Dan Kurt, Ed DeChant, Dick Burke, Bill Garrett, Bob Mates, Jack Smith, and Stan Blaschke & Paul Livingway. Your Scribe *Ned Rankin*

PHOENIX ROADRUNNERS LUNCHEON

The Phoenix Roadrunners Group met for lunch on January 11th at the Bobby Q restaurant. Present were Cory & June Liston, Ken & P.J. Killmon, Frenchy & Joan Bourgeois, Bob & Judy Steeneck, Peter & Helen Moyer, Dennis Leahy, Werner Schmid, Mike Carlin, Charlie Schwob, & Jim Trosky for his first luncheon with us.

Our next luncheon will be February 8th at the same place. *Ken*

RENO'S BIGGEST LITTLE GROUP CHRISTMAS PARTY

In November the Biggest Little Group did not meet for lunch, our regularly scheduled lunch date is the fourth Wednesday of the month and the Thanksgiving Holiday would have interfered with same. By the way, we meet at different places each month and the selected restaurant is announced by e-mail one week before the event.

On December 15, The Biggest Little Group held its 2010 Christmas Party hosted by Gary and Kathy Dyer at their home. Happy Hour started at 1700 with open bar and hors d'oeuvres (the caviar and vodka were particularly popular). The beautiful holiday decorations were the result of several days' preparation. Maribeth U'Ren took the lead on this with Kathy and Roxanna flying wing. Dinner was served at 1900. The menu (catered by Pinocchio's Restaurant) included Salad, Prime Rib, Chicken and pasta dishes plus desert. Wines were donated by a famous Napa Valley vineyard. The bottles were emboldened with United Air Lines logo (the old shield logo). Tommy Diehl, formerly the jump seat referee in Reno Ops, donated the high test stuff for the bar.

We tried an experiment this year with the seating. The women sat at two separate tables and the guys at two other tables. It was assumed the wives had heard all the flying stories way too many times, although, some of them get more embellished each year. A drawing for wine was won by Rick and Ruth Ann Schwarze (again this year) and Cort and Nancy DePeyster. The very excellent wine was donated by Len and Donna Bochicchio. Those in attendance were.....Len and Donna Bochicchio, Les Calloway, Gordon and Roxanna Cupples, Cort and Nancy DePeyster, Tommy Diehl and friend Reggie, Gary and Kathy Dyer, Larry and Anna Marie Fritz, Sam and Virginia Jacobsen, Bob and Sandy Mierau, Jim and Norma Nugent, Dave Regan, Bill and Lorene Shepard, Dean Shuff and friend Susan, Tom and Jane Tabor, Lyle and Maribeth U'Ren, Pat and Robbie Walker, Jim and Diane Whiteley, Rick and Ruth Ann Schwarze, Gene and Mary Lamski recently moved from the Las Vegas area, Gordon and Marilyn Newman. Believe it or not, not one pilot put his plate on the floor when he finished with dinner.

MERRY CHRISTMAS TO ALL AND A HAPPY NEW YEAR. *Gary Dyer*, Scribe.

SOUTHWEST FLORIDA RUPA LUNCHEON (January)

Warm wind brought welcome relief from the cool weather we have been having in SW Florida this season. This helped to obtain one of the best turn outs we have experienced recently.

The meeting opened with a moment of silence for two of our members who recently flew west; Ed Prose and David Smith. Our prayers also go out to member George Morris who lost his wife Dorothy (Dot) and was himself seriously wounded at the shooting in Tucson.

There being no new business the lunch was served and the conversations commenced.

Attending: Members, Neil Bretthauer, Will & Sara Collins, Norbert Cudnowski, Rip Curtiss, Jim David, Harvey Hallberg, Jim Howard, Michel Jones, Don Kincaid, Dot Prose, Jack Taffe, Ellis VanAlstine, Ray & Twila White, Don Wichelt, Michael Bennett, Tom Walker and Guests; Harry & Marvis Long, Faith Osborn, Don Sullivan, James Sutton, Mamie Thompson and Earl Walsh.

Happy New Year! *Gary & Janice Crittenden* and grandson Gary

Old Aviation Terms

AIR SPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

SAN DEIGO COUNTY RUPA LUNCHEON (December)

Dear Cleve and Bruce- I know you both are retiring from the job and I hope someone will keep it going. You have done a super job, but it gets old.

As for the lunch group, I am tardy in my report. It seems that the holidays take up time from other duties. At our December 14 meeting, there were Brad and Rhoda Green, Paul and Bobbie Whitby, Bob Bowman and myself. Bill Pauling was out with a cold I think, and Don Trunnick, our walking aviation encyclopedia was missing, and he was missed. We had great banter and good food. Lots of laughs went with it.

Thanks again for your efforts for a long time. *Bob Harrell*

SAN DEIGO COUNTY RUPA LUNCHEON (January)

We met at the usual time and place, the second Tuesday at noon at the San Marcos Country Club. Attending were Bob Bowman, Bill Pauling, Don Trunnick, Paul Whitby, Brad and Rhoda Green, and myself.

The jocular attitude always makes it pleasant. Someone always has a joke, humorous rumor, or just plain kidding around. We never fail to learn something about aircraft past and present from Don. Mention an aircraft and he can instantly give a lot of data and maybe a story that goes with it. Brad and Rhoda are always enthusiastic about our meetings and the smiles and laughter make our meeting something to look forward to every month.

Sitting next to Bill Pauling, I was able to trade information and comments while other conversations were sometimes taking place. We all manage to keep the talk going around to the whole group and for a while just between two or three of us. The time goes rapidly when you are in the company of such nice people. I asked Bob Bowman why he didn't bring his wife, Ruth, oftener but didn't get an answer. Wives add a lot to the meetings. *Bob Harrell*

THE CLEVELAND CRAZIES – (November 2010)

With the real Toastmaster absent and the acting Toastmaster disinclined, I was "nominated" to write up and send a short summary of our November meeting this past week!

The November 17th luncheon at T.J.'s in Wooster, OH had a rather weak turn out. In attendance were: Dick and Anne Orr, Bob Olsen, Bob and Dawn Lang, George Bleyle, Jack Heiszek, Harv Morris, Dave and Kris Suits, Joe Getz, Ken Wheeler and Jim Burrill.

Most of the discussions centered around the pilot/flight attendant negotiations of the new "merged" United, the goals of achieving single operating and maintenance certificates for the new United and what will happen, if anything, to our retiree pass privileges. I think the consensus was that merging the seniority lists of both the flight attendants and the pilots, along with the goal of obtaining common contracts (pilot and F/A) will be an uphill battle.

The meeting closed with the usual assortment of bad jokes from Ken Wheeler!!! Cheers to all!

George Bleyle

Frank and Ernest/Bob Thaves



SAN FRANCISCO NORTH BAY RUPA LUNCHEON (December)

The North Bay RUPA group gathered for the last luncheon of 2010 at the Petaluma Sheraton's Tolay Room, on the first Wednesday, as usual.

Once again the group made donations to the USMC reserve Toy's For Tot's program, and a sizeable amount was gathered...Thanks to all !!!

With many topics for discussion, the Final Determination Letters from the PBGC occupied the most attention, followed by the recent "survey" on pass travel.

Bill McGuire had sent in a recent British survey, where it has been noted that males with a longer index finger than the ring finger seem to be less likely to be diagnosed with prostate cancer than others. This news, of course, prompted an immediate check of digits in the group!

A pleasant get-together was had by all, and in attendance were: Tom Grey, Jules Lepkowsky, Sam Orchard, Galen Wagner, Deke Holman, Dan and Chris Bargar, Barney Hagen, John Baczynski,

Wayne Heyerly, Dick Hanna, Larry and Dee Whyman, Gardner and Sheila Bride, Don Madson, Bob Haygooni, Dick {Lammerding, Bob and Doris Donegan.

SAN FRANCISCO NORTH BAY RUPA LUNCHEON (January)

The first gathering of 2011 was held on Wednesday, January 5th, at the Petaluma Sheraton. The group was glad to hear that Gardner Bride, one of our original "regulars", was reported to be recovering well from his recent illness, and was convalescing. A card was signed and sent, and we look forward to his rejoining us ASAP!

After a hearty "Happy New Year" by the group, best wishes from those unable to attend were relayed, and the latest NRPM from the FAA, requiring a photo ID on each Airman Certificate held at the holders expense was noted. Comments to the FAA were encouraged. More discussion regarding the Final Determination Letters was held, and more rather widely different results were reported. Note was taken of retired Captain Bill Charney's journeys about the world, in his red Stagger wing Beech. (which can be followed on the Net at WWW.captainbiff.com). The board had the December FO obits listed, and the latest news from the United Pilots for Justice was passed around, and discussed.

As the gathering broke up, the Chef came out to personally wish us all a good New Year. Nice touch!

On the sign-in sheet: Tom and Joyce Grey, Ken and Shirley Corbin, Bill PSmith (the P is silent), Woody Lockhart, John Shaw, Barney Hagen, Al Milotich, John Baczynski, Wayne Heyerly, Larry Whyman, Bill McGuire, Dick Lammerding, Deke and Merle Holman, Dick Hanna, Dan Bargar, Jim Mansfield, Dick Smith, Gary Koverman, and Bob and Doris Donegan.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

On Monday December 13th, our third Christmas lunch since the "Bunch" was formed, and our second Christmas luncheon at the Monterey Peninsula Country Club's Beach House, was hosted graciously and generously by members Judy and Carlos Quintana. Those who attended were Lynne Madsen, Bill & Palma Quintana, Phyllis Cleveland, Jack & Diane Emerson, Pete & Donna Walmsley, Jon & Jane Rowbottom, Robert & Mary Alice Gifford, Connie & Beth Ege, Milt & Sunee Jines, Lee & Nancy Casey, Diane Ellis, Brett Morris, Phil & Pat McLain, Jim & Tommy Gwinn, Paul & Brigitte Olson, Will & Fran Blomgren, Bob Cornell, Tom Parker, Barrie & Sharon Nelson, Neil & Barbara Brooks, Bob & Jill Ebenhahn, Bob & Ann Kibort, and Mike & Mary Donnelly. The weather was bright, cool, and the bay view's gorgeous. Thank you to Judy and Carlos for providing such a marvelous opportunity to enjoy the Beach House, the great food, and the festive Christmas atmosphere which was perfect for ushering in the holiday season. The great news was Judy and Carlos also "volunteered" to host next year's Christmas lunch!

Among many conversations were subjects as varied as the history of the "Beach House", the fun and enjoyment of the recent RUPA cruise on the Mediterranean, the planned RUPA European river cruise of 2012, the recent UAL travel pass survey, the PBGC "final" notifications, the UAL/CAL merge, current line conditions,

and the changes occurring at Edgar's at Quail Lodge that will force a change to our monthly scheduled lunches.

With Edgar's closing on Mondays and radically changing and limiting their menu options, I surveyed the members for alternate days and/or other restaurants. We needed a facility that had a separate or large enough area to serve us, will allow off the menu ordering, separate checks, central location, easy parking, and good food! Most everyone responded. The Rio Grill at the Crossroads was a majority recommendation. I called the "Grill" – they were more than happy to have us! Beginning with our January meeting our monthly lunches will remain on the second Monday of each month but at the Rio Grill!

January 10th was our first lunch at the Rio Grill! Those in attendance were Robert and Mary Gifford, Pete Walmsley, Jerry Quitney, Will and Fran Blomgren, Carlos and Judy Quintana, Diane Ellis, Brett Morris, Jon Rowbottom, Dave Mackie, and yours truly! The full menu options plus the "specials" proved excellent! Carlos told a great joke – all I can say is I'll never look at another Starbuck's table in the same way again!

Next RUPA lunch will be February 14th – Valentine's Day – at the Rio Grill! Please RSVP!

Phyllis Cleveland

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON (December)

Our last Luncheon Meeting of 2010 was held at Shrimper's on Dec. 14th, 2010 with 22 in attendance, including some of our wives and lady friends. This was our new approach to celebrating the Christmas Season and it was a takeoff (so to speak) of what we also do in February for Valentine's Day. It seems to be quite popular with everyone and I suspect we will continue the practice. Everyone certainly seemed to have a real good time and got our afternoon started off in a most enjoyable way.

Those in attendance were: John & JoAnn Pinter; Sid & Georgeann Sigwald; Bob & Linda Schaet; Skip La Rocque and friend, Carolyn; Paul Andes & Lineke; Del & Patty Gartner and Patty's son, Michael Forte; Don Onofrio; Ted Osinski & Hellevi; Dick Starita and Friend; Bill Cole & Louise; and finally (myself) Bob & Kimberly Langevin.

Although we (as a group) enjoy Shrimper's very very much and will return there in May,-- by popular demand and the cooperation and willingness of Jim Dowd, we will be returning to the ever popular Mariner Sands CC for our Jan., Feb., March and April Meetings. Thanks to Jim, we've been able to hold our Lunches at Mariner Sands for a number of years and it's always been a VERY POPULAR venue, so, we are returning to the scene of our previous crimes. Inexpensive, GR8 Buffet and food.....what more could a bunch of Retired Pilot ask for?

Our January Meeting will be on Jan. 11th and for future planning purposes, our Feb. Meeting (Valentine's and our ladies will be invited once again) will be on Feb. 8th. If you wish to join us and we'd love to have you, please contact Jim Dowd at FlyJim1@aol.com or phone him at 772-286-6667 for directions and/or more information. Our get-togethers start at 11:30AM.

Wishing everyone a Happy & Healthy & Prosperous New Year and hope to see you at one of our Stuart, FL Luncheons in 2011. *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON (January)

Meanwhile, back at the ranch, Mariner Sands C.C. that is, there were only 11 of us this time. The buffet was outstanding, as usual, and the pilot- perfect price of \$13+\$2 for the "Flower Fund" was met with (almost) everyone's approval. As a matter of fact, one of our more generous guys, Dick Baese, gave an additional \$25 for the Fund.

Also enjoying the fun were Del Gartner, Bill Cole, Andy Lambert, Skip LaRocque, Don Onofrio, Jack Boisseau, Dick Starita, Ted Osinski, W(ho) Smith, and Jim (I thought I retired) Dowd. Bob Langevin was in Costa Rica on "special assignment" & was unable to attend or report on the various war stories.

On a more serious note, we discussed the demise of our fellow RUPA member who perished in the crash of a Beech 18 in the ocean, 7 miles from the airport in Nassau, Bahama on 12/14/10. We, as a group, donated \$65 to the Bahamas Air Sea Rescue Association (BASRA) in his memory. As of 1/14/11 his remains have not been recovered. Pro-tem scribe, *Jim D.*

THE INTREPID AVIATORS OF SOUTHERN OREGON

The Intrepid Aviators of Southern Oregon met for lunch December 28 at our favorite spot, the Pony Espresso in Jacksonville, Oregon.

It was good to have Bill Monfort with us from his Florida Winter hideaway (not sure the wisdom of that given the temps there and those here!) and Rob and Doris Miller, he so soon after back surgery. We missed Scott Lee who apparently didn't favor the idea of coming across the summit on I-5 to get here, but did have in attendance (left to right on the attached photo) Catherine Dimino (daughter of George Elliott), Leanne Fusco (seated), George Elliott, Harvey Saylor, Steve Fusco (seated), Bill Monfort, Doris and Rob Miller, Pam Lumley, Art Lumley and Bob Niccolls.

Not a ton of good jokes, but a lively discussion of the travel passes, other UAL 'stuff' and this scribe's near failure to send a reminder to come have lunch. (I attribute it all to 'the age thing') All in all a good time with good folks, all with that wonderful common bond of our days flying the line we all share.

From this part of the world we send Season's Greetings to our fellow RUPARIANS, and hope in the coming year some of you will join us here at the Pony, always on the Third Thursday around noon. Cheers, **Bob**



Army Pilot AWOL on Navy Carrier

One of the nicer tales of WWII, rapidly becoming a legend, concerns a young army flier who had been sent to California for his final flight training. One morning he took off on a high altitude flight and was having an great time of it high above the clouds until he suddenly realized he had lost his bearings. Above him was a sun and below him was an unbroken floor of clouds. He couldn't even see a mountain peak breaking through the clouds. He kept flying on and looking for an opening in the cloud deck. Just as the needles on his gas gages were reaching empty, a hole appeared and he flew through it. He then found himself above the Pacific Ocean and fortunately sighted an aircraft carrier. Of course, being an Army pilot, he had never landed on a carrier before, but did so safely that day. The Navy was no doubt surprised to see an army aircraft landing on their deck but welcomed him aboard.

The navy informed the young army pilot that they were proceeding straight across the Pacific to battle, and he would have to go with it. He did, and soon learned to fly off the carrier and was credited with shooting down three Japanese plane.

When he returned to the United States the Army promptly charged him with being *Absent Without Leave* for eight months, but said everything would be all right if he went back to California and finished his flight training.

THE SEATTLE GOONEY BIRDS – (November)

The Gooney Birds met for lunch and conversation on Nov. 18, 2010. There were fourteen of us to enjoy the food and fellowship. The host gave a special welcome to Don Foreman, who we haven't seen for some time, and he responded with some good Norwegian jokes.

There was some discussion of full body scans and the difficulties of space available travel in general. The consensus among many was that sometimes driving was a good alternative. None present had received their Final Determination Letter from PBGC yet. The host told a joke which brought some laughs and we adjourned until next month.

In attendance: Dave Carver, Jack Brown, Herb Breivik, Jim Barber, Chuck Westphal, Ray Hanson, Jim Chilton, Herb Marks, Fred Sindlinger, Don Foreman, Ray Dapp, Mr. Mark Gilkey, Bill Stoneman, and *Bill Brett*

THE SEATTLE GOONEY BIRDS – (December)

The Seattle Gooney Birds held their luncheon just before the Christmas holidays and there was a large gathering to share the fine food and excellent service of the Marriott Hotel SEATAC.

After lunch, when the bills were paid and the tables cleaned, the host rang the water glass with his dessert spoon and we began paying tribute to Tom Graham who recently "Flew West" at the age of ninety four. Many memories and stories were told by those who had known and flown with him. We are fortunate that Tom attended our luncheon recently and we all had the opportunity to chat with him. A joke or two followed and we adjourned until next month.

In attendance: Bill Lamberton, Bob Howard, Bill Jensen, George Brown, Dave Carver, Jim Barber, Fred Sindlinger, Ken Case, Jack Brown, Chuck Westphal, Al Haynes, Dan Jessup, Dick Weisner, Tom Smith, John Bley, Bud Granley, Herb Marks, Marc Gilkey, Ray Dapp, Neil Johnson, Vince Evans, and *Bill Brett*

THE SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON (December)

The Bay-Siders December luncheon was full of Holiday cheer as everyone was in great spirits and generously brought new, unwrapped, toys for our local Toys for Tots drive. Those who had attended the SFO Flight Ops Christmas Party gave glowing accounts of the festivities. They were unanimous in their praise of the affair and urged anyone in the mood for a great Holiday party to attend next year.

In attendance were: Bob Ahrens, Floyd Alfson, Bill Authier, Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billy Cramb, Gerry Delisle, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Dick & Jeri Johnson, Howie & Pat Jundt, , Karl Kastle, Bob Lawrence, Bob Lynch, Ed & Pat Manning, Norm Marshall, Bob McAfee, George Mendonca, Jay Plank, Bill & Pat Smith, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter, Al Wilcox, Larry & Pat Wright. Cheers, *Cleve*

THE SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON (January)

We had a good turnout, but missed Rich and Georgia Bouska as Georgia had an operation on her shoulder and is doing fine. We were all glad to see Dick Hooning who flew down from Paradise, CA just to attend. We all signed "get well" cards for Georgia and Gardner Bride, who is recovering from a mild stroke and is also recovering well.

In attendance were: Floyd & Charlene Alfson, Marty Berg, Ken Breitschopf, Bob & Roz Clinton, JB & Sandy Cockrell, Sam Cramb, Rich & Cyndi Erhardt, Carol Gillett, Dick & Jeri Johnson, Dick Hooning, Bob Kallestad, Tom Kirby, Bob Lawrence, Bob Lynch, Bruce & Stephanie McLeod, George Mendonca, Mitch Mitchell, Walt Ramseur, Cleve & Rose Spring, Isabell Traube, Gene & Carol Walter.

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

Golf Quotes

If you watch a game, it's fun. If you play at it, it's recreation. If you work at it, it's golf.
~ *Bob Hope*



RUAEA CONVENTION
Dates: May 22 – 28, 2011
Portland Oregon
The City of roses

Here are two good reasons why you should come to Portland for the RUAEA convention in 2011. One is that you will have a chance to see some of your longtime friends and former co-workers, as well as the opportunity to meet new people. The second is that there will be many tours to wonderful places. Some tours will be short, others longer. All will be interesting.

Do you like airplanes? You can visit the Evergreen Aviation and Space Museum, in McMinnville, OR and see the Spruce Goose, among other planes. Another tour will go to Ft. Vancouver and the Pearson Air Park in Vancouver, WA - just across the Columbia River from Portland. Here, you will see some of the early history of the area and great airplanes, including a 1913 Voisin III - one of only three in the world. Still a third tour will go to Hood River, OR to see the Western Antique Aeroplane & Automobile Museum. This museum requires that all exhibits be able to fly or drive.

Maybe airplanes aren't your passion. Have you ever wanted to see Mt. St. Helens? You can do it next May on a day tour. Perhaps you'd like to take a tour up Mt. Hood, to Timberline Lodge, where you'll have lunch. Then you'll go around the mountain to Hood River, the windsurfing capitol of the West. After that, you will travel down through the Columbia River Gorge, with a stop at Multnomah Falls. The last stop, before returning to the hotel, is at Vista House, which has a spectacular 30-mile view from the top of the gorge. There also is an all-day tour to Astoria, the end of the Lewis and Clark Expedition. You will see the Columbia River Maritime Museum, the Lightship Columbia, the Astor exhibit at the Heritage Museum and Fort Clatsop National Monument. A wine country tour offers tasting and scenery.

Staying in Portland, you might like to take a hosted tour of the city. Both full- and half-day tours will be offered. This is the way to see some key locations and wonderful gardens of Portland. You can tour the Oregon Museum of Science and Industry (OMSI), where the submarine USS Blueback is moored. There is a planetarium, an IMAX theater and other interesting exhibits, as well. An option with the full day OMSI tour is a jet boat excursion on the Willamette River. Another tour will give you a behind the scenes look at the Oregon Zoo and the experience of the World Forestry Center. If you want a tour that tastes great, you'll love the Portland Microbrewery tour. You will have the opportunity to try some of the beers and ales that have made Portland the microbrewery capital of the country.

If you have an interest in attending this convention you can go to the RUAEA website

www.ruaea.org

The Convention Package and the Convention Registration Form are both there.

86-year Old Lady's Letter to Bank

This is an actual letter that was sent to a bank by an 86 year old woman. The bank manager thought it amusing enough to have it published in the New York Times.

Dear Sir: I am writing to thank you for bouncing my check with which I endeavored to pay my plumber last month. By my calculations, three nanoseconds must have elapsed between his presenting the check and the arrival in my account of the funds needed to honor it. I refer, of course, to the automatic monthly deposit of my entire pension, an arrangement which, I admit, has been in place for only eight years.

You are to be commended for seizing that brief window of opportunity, and also for debiting my account \$30 by way of penalty for the inconvenience caused to your bank.

My thankfulness springs from the manner in which this incident has caused me to rethink my errant financial ways. I noticed that whereas I personally answer your telephone calls and letters, when I try to contact you, I am confronted by the impersonal, overcharging, pre-recorded, faceless entity which your bank has become.

From now on, I, like you, choose only to deal with a flesh-and-blood person. My mortgage and loan repayments will therefore and hereafter no longer be automatic, but will arrive at your bank, by check, addressed personally and confidentially to an employee at your bank whom you must nominate. Be aware that it is an OFFENSE under the Postal Act for any other person to open such an envelope.

Please find attached an Application Contact which I require your chosen employee to complete. I am sorry it runs to eight pages, but in order that I know as much about him or her as your bank knows about me, there is no alternative.

Please note that all copies of his or her medical history must be countersigned by a Notary Public, and the mandatory details of his/her financial situation (income, debts, assets and liabilities) must be accompanied by documented proof.

In due course, at MY convenience, I will issue your employee with a PIN number which he/she must quote in dealings with me. I regret that it cannot be shorter than 28 digits but, again, I have modeled it on the number of button presses required of me to access my account balance on your phone bank service. As they say, imitation is the sincerest form of flattery.

Let me level the playing field even further. When you call me, press buttons as follows:
IMMEDIATELY AFTER DIALLING, PRESS THE STAR (*) BUTTON FOR ENGLISH

#1. To make an appointment to see me.

#2. To query a missing payment.

#3. To transfer the call to my living room in case I am there.

#4 To transfer the call to my bedroom in case I am sleeping.

#5. To transfer the call to my toilet in case I am attending to nature.

#6. To transfer the call to my mobile phone if I am not at home.

#7. To leave a message on my computer, a password to access my computer is required. Password will be communicated to you at a later date to that Authorized Contact mentioned earlier.

#8. To return to the main menu and to listen to options 1 through 7.

#9. To make a general complaint or inquiry. The contact will then be put on hold, pending the attention of my automated answering service.

#10. This is a second reminder to press* for English.

While this may, on occasion, involve a lengthy wait, uplifting music will play for the duration of the call. Regrettably, but again following your example, I must also levy an establishment fee to cover the setting up of this new arrangement. May I wish you a happy, if ever so slightly less prosperous New Year?

Your Humble Client.

And remember: Don't make old People mad. We don't like being old in the first place, so it doesn't take much to piss us off.

LETTERS

LEROY BAIR—Gurnee, IL

It's my 72nd birthday today (12/27/2010) and I'm writing this note to RUPA. I'm not 2-3 months late. I must be catching up on things. Nah!!

Eva and I really do appreciate the monthly issues. It is filled with so much information. I know it only take "one hour a week" like we are told as Boy Scout volunteers. If Eva didn't type and send this, it wouldn't get done. Glad I retired before I had to do much with computers. Tough to teach an old dog new tricks!!

We had a full year of traveling (not on passes; not worth our time when you can get good deals on the market and you know when you'll arrive). In February we drove to New Orleans to visit with friends. The city is always fun but especially the week before the Super Bowl. In May, Eva went on a "Girl-cation" with the girls of our extended family - a five-day cruise out of Miami. They enjoyed the spa. Already planning a return in 2011. In June we left for Norway to see the midnight sun. We left from Bergen on the Hurtigruten ferry/cruise line and cruised to the Russian border and back. It's amazing to see the sun pass along the northern horizon and it's as bright at 2am as it is many days at noon at home. Highly recommend this trip for beautiful scenery and just relaxing. It's also very interesting to see how the locals travel along the coast. We booked it through Vantage Travel out of Boston. In August, I went with our oldest son and a couple of his buddies on a "Man-cation". We flew to Las Vegas and drove to Yosemite. The boys climbed the backside of half dome - my job was chauffeur and pick out the places for dinner. The boys said the climb was like being on a Stairmaster for 8 hours straight and then another 5 hours to get down. We then drove back to Las Vegas for a few days before driving to Bryce Canyon and Zion National Parks to do more hiking. We were gone 10 days in all - I think they are having a mid-life crisis. (We all leave again 1/6/11 so the boys can run the half-marathon and full marathon at Disney World - the Goofy Challenge. Who's Goofy?) In September, Eva and a girlfriend drove to the Jersey shore and Philadelphia for the friend's family reunion. October 23rd we flew to Rome (via British Airways -

very nice service) and boarded Holland America's Prinsendam for a 36-day transition cruise. This took care of 4 things on Eva's bucket list - eastern Mediterranean; western Mediterranean; pyramids; and an Atlantic crossing. We visited 9 countries - Croatia, Greece, Egypt, Israel, Turkey, Italy, France, Spain and Portugal. Glad we had the 6-day crossing after all of the days of touring. It helped get our body clocks back in sink and just plain relaxing (even if we had 36 hours of gale force winds and 20'seas - another new experience; we were looking for bedrails).

Got my initial paperwork from the PBGC. Just waiting for a final determination. Guess they are real good at procrastination. Hope that 2011 will be good to all, *LeRoy*

VERN BALDESHWILER—Cheyenne, WY

Well, I am still self-propelled under my own steam, and changing oxygen into carbon dioxide. Can't ask for much more than that.

Been retired for two decades and joined the Octogenarian Club this time. I don't care what they say—I'm convinced the world is rotating faster every year—or how else can they explain why the years are going by faster. It's a conspiracy I tell ya! Paula and I are still enjoying our high, dry Wyoming weather.

Vern

DANIEL BARGAR—Santa Rosa, CA

Age 77 and I finally became a hippy. After limping all summer my cousin, Dr. Wm. Bargar also known



as ROBODOC, put in a shiny new titanium hip with the help of his robot. Good news, no limp, bad news guaranteed pat downs at security. I would strongly recommend the robot since it is micromillemeter precise.

Chris and I enjoyed one fall cruise across the North Atlantic with 2 stops in Iceland. I've wanted to return to my old radar site since I left there 50 years ago. We found only concrete pads where the Officer's Club once stood. The country is now first world with freeways instead of volcanic roads.

Kudos to Leon et al for their incredible support of RUPA.

*Dan*SFO 66-94

MURIEL BERGSMA—McHenry, IL

During the course of this past year I had the anterior approach total hip replacement done on my right hip. I was only hospitalized for 2 days, given several sheets of physical therapy to do at my home on my own. Since this anterior approach technique eliminates the need to cut muscle during the surgery, you're healing period progresses rapidly. I only needed a walker for a week, a cane for the second week, and during the third week I was in the yard planting perennials. At the point of surgery, I had a bone on bone and severe pain. Immediately after surgery, I had none of that pain. I didn't need pain killers, but had to use an alternative to Coumadin for 2 weeks, followed by 2 additional weeks of aspirin to prevent the possibility of any blood clots. The doctor said my rapid recovery was phenomenal and I guess this old gal really did well.

I'm a real fan of Dr. Matthew Bong at Oconomowoc Memorial Hospital in Oconomowoc, WI. I just can't say enough about this technique for hip replacement. While I'm not an advocate for surgery, if you ever should need this type and have any questions, please feel free to contact me, via e-mail, at kenmurbergsma@aol.com; I'd be more than happy to answer any questions you might have.

Thanks for all the work the staff does to keep us in touch with the RUPA "alumni members" via this communication.

Thank you. *Muriel*

JAMES BERQUIST—Crystal Lake, IL

Dear Cleve and RUPA Members, The check is in the mail as next Month will be 20 years off of the

Funny Farm. I included a small extra pittance with my membership to help out on the mailing expenses or if you have a better place for it: be my guest.

I have not written on my December renewals for many years. Guess I have nothing exciting to report. I have not travelled on a pass since 92. That was a horrible trip then and I cannot imagine what it would be like now.

We have traveled by Motor home over 60,000 miles instead. Really saw a lot of interesting country, including a trip out of White horse to the Eskimo Village of Inuvik on the Buford Sea. That was 450 miles of mud and rain. Poor wife was scared to death.

Speaking of that subject, it is quite alarming to read of some of the best people I have ever been associated with who have Flown West. It is rare that I read the *RUPANEWS* anymore and recognize a name. I am sure that the people reading this do not know me, either.

Except you, Marv!!

You guys should see how old he is and still flying his broken down Mooney around the country.

This is all I have for this year. You guys keep up the good work on the Publication. Most appreciated. *Jim*

JERRY BRADLEY—Boca Raton, FL

Pat and I had another good year in 2010. We took a cruise early in the year with my youngest son and wife and the baby. We took the newest Holland ship at that time, the Eurodam. Holland has been our favorite cruise line for many years now, and they just get better and better. The new alternative restaurant, Tamarind, could be the best meal I have ever had anywhere in the world, and the most beautiful. In June we took a river cruise from Antwerp to Basel with old friends, Joe and Jane Jones. It was very good, but our previous river trip from Amsterdam to Budapest was much better, more to do and see. We just returned yesterday from a 10 day Christmas cruise on Celebrity Equinox. We have cruised for 35 years and well over 40 times. This one comes in next to the worst, the worst being Costa. This was our fourth time on Celebrity and it was an insult. The earlier ones weren't great either. If you plan a Celebrity cruise, give me a call and I'll come sit with you until the urge passes.

Our health is good and I attend all the RUPA meet-

ings. It is a monthly highlight to visit with old friends. In South Florida here, we frequently get more attendees than our largest bases. We indeed have a good time.

To all my friends of the years past, a healthy and prosperous new year in 2011. *Jerry*

WILLIAM BRASHEAR—Dawsonville, GA

Well here it is the end of 2010 and I am late again with the mailing fee, however I am going to address this by sending two years fee in now so I'll be early next year.

Not much new here, Betty & I are still playing at golf with little or no improvement in the handicap area. We have taken short trips, mostly by auto as we hate the airport hassle and lack of seats available which will only get worse after the dust settles with the merger.

Time sure passes quickly and it seems like yesterday that I had to actually go to work, don't miss it at all. The eye problem I had previously reported (stroke or burst blood vessel in the eye) is the same and won't ever improve but I have gotten used to it and it rarely bothers me except when doing close work such as finding the slot in a screw. I am still flying gliders but have not pursued a waiver to fly power.

I appreciate all the work the staff at RUPA does to keep the remaining group informed. Those of us who live off line have little opportunity to keep up. Of course, a lot of the crap that has transpired since retiring in 2000 I would rather forget.

Anyone that happens to pass through North Georgia is welcome to stop by and play some golf or down a few adult beverages.

Bill Ph 706 265 4129 or 404 316 9286 cell

RAY BRICE—Washington, DC

"May you live in interesting times!" Indeed. This has be a most interesting year for me and my family. We are still in the Washington D.C. area trying to make ends meet after losing 81% of my UA pension and the BK of Aloha Airlines. I'm currently working on the ATSAP program which is the Air Traffic Controller side of the familiar ASAP. It's interesting work and we are making strides in cross communicating with pilot FSAP's.

In June I came home and decided to take a little nap

before dinner. I woke up two days later in a hospital having suffered a hepatic encephalopathy while napping. It seems my genetically inferior liver suddenly took a turn for the worse and I ended up on the National Transplant List. I am still functional with the medications I take but cannot drive or fly any longer. Saves on gas!! Thank goodness for METRO which may kill me anyway given the way that system works.

My big surprise came a couple of months later when I was told by United that they had cancelled my insurance I had been maintaining for 47 years. It seems they found out a new liver costs about a half a million or more. So, just a day before they could not do it because the changes in health care laws they cancelled me. I am now so very happy I did so much for UAL and ALPA! L

I appealed the decision and was granted a reprieve. However, I had to pay for the months I didn't have the UAL insurance any longer to get back into the system. They get you however they can.

About a month later we discovered mold in our newly refurbished apartment due to a building pipe failure. Seems like most insurance for you home does not cover mold either. The building insurance specifically excludes coverage. We were out of our unit for two months at our expense after having moved all of our furniture into storage and having it cleaned.

The really great news is that our youngest son (Captain Nick Brice, AA) and his wife are again expecting and this time it's a girl. Sometime in March most likely. Our oldest son will come to D.C to visit us in a month or so and we are looking forward to that.

My wife, Jan, is volunteering at the Kennedy Center across the street which gives us privileges to some very good deals in performances throughout the year. Other than being much colder than Hawaii we are in a pretty good location for this time of life. I can walk to the Hospital from here. J Aloha, *Ray*

HAL CAMPBELL—Weaverville, NC

Not a lot has changed in the Campbell family. My son has added 2 grandchildren to our list, making it 7. He just turned 40 and has a 3½ year old daughter and a 1½ year old son. He beat me by a little as he was born after my 40th birthday!

Golf is ancient history, 8 years+, and Pat hasn't

played tennis in 4 years. However we're doing pretty well. Duplicate bridge has taken the place of our sports and the competition is strong. We hadn't played in over 25 years and never duplicate. We play 2-3 times a week and are becoming more competitive.

Our travel days are about over. My back doesn't permit long car or plane trips and Pat's hammer toes limits her walking. Since our Alaska and Gettysburg-Philadelphia trips of 3 years ago, we've only been to ATL to see the kids.

I'm still helping to run our Towne Homes Association. I quit being President after 10 years of it, but am still the Treasurer and serve on the Board in my 14th year. We gave up on our management firm and are self-managed again. The last new unit was sold this year so we are finally complete at 130 units. It keeps me busy.

Keep up the good work, guys and gals. The magazine is first class and we're all grateful for your efforts.

Hal-ORD.CLE.ORD 1966-1993

CHESTER CASSEL—Fairfax, VA

Am finally getting my RUPA money in on time.

I've been retired for 27 years, am in pretty good health. My only complaint is that I can't work around the house as I once did. Also I'm getting the seniors walk gait.

Enjoy the *RUPANEWS*, and must say you all do one hell of a job! Keep it up. *Chester*

EDWARD CHAPMAN—Jordan, MN

Dues renewal check is on its way with a bit more for good measure.

In the tundra of Minnesota we're moving snow, trying to stay warm and looking for the phone number of that guy who's been telling us about "global warming." Made just over 100 hot air balloon flights this past year, similar to 2009.

An anecdote from about 6½ years ago: last leg of a 3-day ID, going from Palm Springs back to O'Hare on an A-320. Ten minutes before boarding the gate agent let me know that Neil Armstrong would be on board. I passed it on to the crew, together with an admonition that he didn't sign any autographs, that they were not to ask for one, and that they were not to try to get one on behalf of a passenger. As it

turned out, it was my leg, Runway 4R for landing. The touchdown was as soft as dropping a down feather on a lemon meringue pie, taxi to the gate was uneventful. I stood in the doorway, as I always did, for good-byes. As our best-known astronaut and his wife were leaving he said to me "Nice landing!" Quick on my feet, I shot back with "Look who's talking!"

Thanks for all the work you do (and have done) .the Journal is a classy piece of journalism. *Ed*

ED DeCHANT—Fort Lauderdale, FL

Hi All, I am sure I am late with my check.

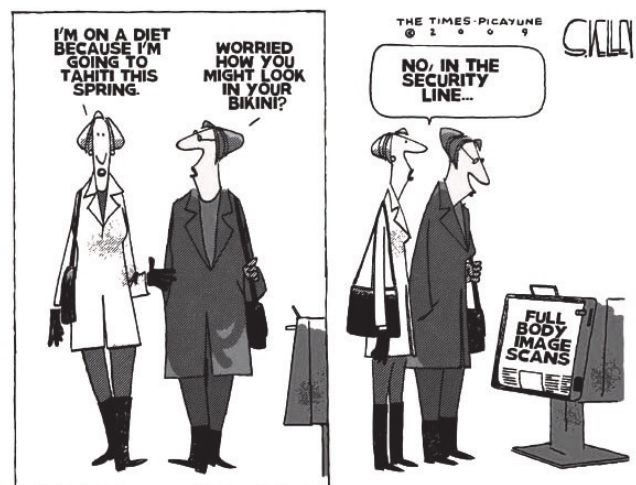
It has been a bad year. I lost my 96 year old father to Cancer in September. Spent a lot of time in Girard, OH, my dad's home. Anyway here is my belated letter to the troops and my annual dues.

Two years ago I inherited a luxury French Hotel Barge. In 2004 I had lent the company a great deal of money and took the barge as collateral. Well, the company went bankrupt and the boat came to me. What to do? Well, why not start a new company with one barge. Thus was the birth of Barging Thru France.

Several other companies ceased operations due to the economy and suddenly there were barges for sale everywhere at rock bottom prices. Today we have a two barge operation in both Burgundy and Alsace. It is doing OK.

I always open up unsold cabins to my fellow airline types. Several from our RUPA group in JFK have been aboard. Send me an email and I will put you on the email list. eddechant@earthlink.net.

Ona and I continue to keep check on our health. She has been cancer free for 7 years now and I have



been cancer free for 5. It is a bad thing, that cancer. The heart problem that grounded me in 2001 is under control and I maintain a 2nd Class medical.

I still have my C-185 Amphib but did not fly at all last year due to my being with my father a great deal of the year.

Additionally I joined with two other pilots and we purchased a small waterfront boutique Resort in Fort Lauderdale, FL. With my wonderful pension gone, work is necessary.

Ona and I wish all of you the very best life has to offer. *Ed* JFK

TED ELDER—Issaquah, WA

It's my birthday month and I'm reminded that I should write something to let people know that I'm still around.

This year differed from others in that my boat had to be repaired and spent a lot of time waiting for a marine surveyor to look at it and send a report to the insurance company. So there was very little cruising last summer. Instead, we stayed home and had both large decks on our house replaced. That took a long time also.

Then in November my wife, Shirley, had both knees replaced. After two weeks in the hospital (which included the initial physical therapy) she came home to my cooking. It was a pretty tough three weeks or so at home with a lot of pain pills. The knees are doing well now and physical therapy continues at a clinic twice a week.

We got our month in Maui in April and got to three Dixieland jazz festivals in the spring, summer and fall. *Ted*

JACK HARPER—Rolling Hills, CA

We were flyers once, and young. We were the luckiest guys on the planet. Our backgrounds differ, but we survived, so we passed muster. Some bragged they had more time at the top of a loop than others had in the chow line. I doubt it. Now our joints ache, our muscles ache, we have titanium parts and we set off airport security buzzers. Our memory for names is fading. I believe Cliff Cheney and Rick Robbers have it right. So while we still can, let's talk story.

The Korean war (hostilities) ended on July 27, 1953. In June I had been transferred from VMA-323, a Corsair Squadron, to VMA-121, a day attack

AD (SPAD) Squadron. 323 transferred back to El Toro and was replaced by VMA-251, a night attack AD squadron. 121 spent the summer developing a low level navigation training syllabus, for nuclear delivery. Our flying was in two plane sections over the Yellow Sea, 50' to 100' altitude. The AD had a 52' wing span. Not nice to be on the inside of a turn. The French Legionnaires were busy all summer at Dien Bien Phu. In September, 121 and 251 were alerted to prepare for carrier duty. Destination; French Indo China. The battle plan was obvious - 24/7 interdiction and close air support. We commenced FCLP the following week. We lost one pilot during the low level nav business and another during the FCLP training. Along about the 3rd week of FCLP the mission was scratched. Eisenhower and J. Foster Dulles, understanding Asian politics and buffer state philosophy, decided it best to not upset the chinese - again. So 58,000 casualties and 58 years later, the question is still there. Could we have made a difference?

Best regards to all, *Jack Harper*

BARBARA HAYS—Arlington, VA

Dear RUPA: I just sent the \$25 for my husband's January 16 birthday subscription to *RUPANEWS*. I would like you to know how much I enjoy the RUPA magazine. I read it from cover to cover and once in a while I recognize some names.

It has been many years since I worked for Capital where I met Woody. I was a flight attendant, did public relations and then was General Baker's secretary. He was the new president of Capital. When Woody and I were getting married (after 3 years of dating) I quit work as I didn't feel it would be proper for me to be the president's secretary and married to a pilot. They were just getting into the merger talks and I felt it would be too difficult to keep my mouth shut!

Woody and I had a happy 50 years, raised 4 sons. They all got their pilot's licenses and two of them are currently pilots for American. They presented us with 9 grandchildren! We miss Woody so very much and I love the connection to UAL via the *RUPANEWS*.

Woody passed away on the 22nd of December 2008. It seems like just yesterday.

Thanks for keeping me in the loop! *Bobbie*
(Mrs. Woodson G. Hays)

JOHN HEBBE—Fairfax Station, VA

Dear RUPA. Enclosed is another check for \$25. Not annual dues since I paid this in September. More of a donation reflecting how much I appreciate looking forward to each issue of the *RUPANEWS*. Experience tells me that assembling the information and putting it all together really takes a lot of dedication. Besides, with \$50 under my check book belt or calendar 2010, I may feel less guilty deducting \$150 as my RUPA contribution on this years 1040 (down from \$250 last year). I think of this as getting extra mileage from my dues.

Almost all of the *RUPANEWS* sections are interesting. In particular, one that captures my attention early on is the ramblings of the Washington, DC group where many names bring back cherished memories. It isn't surprising that, following 35 years on the line ending in 2001, some names ring a stronger bell than others.

We all have moments to remember at work. One of my top 100 was at the beginning of one month, chattering with the senior Flight Attendant before boarding. She agonized that this would be the longest month of her career. She pointed to the lady crossing the back of the 737. "Her husband just left her for another Flight Attendant." I could almost sense the tension in the air. "Look. See that other gal back there? That's the one her husband left her for."

Of course, pilot stories are not always exciting. But they were always that interesting.

Even with guys like my friend Bob Norrell. He and I were marking time as 15 year Second Officers during which time we enhanced S/O performance with added featurettes (sic). We customized our jobs in odd ways. Some of you recall that once in cruise, the 727 S/O created a 'Cruise Card'. I thought it was clever to calculate a cruise EPR to 3-4 decimal places and Jack van Kleef would hunch over the gauges painstakingly twisting in each number. And then he would fly at .83 anyway. Jack, Rachel Woodings. Kathy Connelly. People who struck a nerve at DCAFO and DCASW. Warming to note Kathy appearing as a guest at the DCA luncheon recently.

Norrell (always ahead of me) took these performances to a higher level. After providing this important information, the copilot (or some other unimportant crew member) would casually toss the card

down on the radar scope...almost ridiculing the S/O effort. Intolerable for Sir Norrell (he taught me to say this).

Once the numbers were provided, he had one of those gadgets you use to fetch things that drop into hard-to-reach places; long flexible coil with a button on one end and three tiny, metallic 'grabbers' at the other end. Push the button and the prongs would extend and open. Release and they do what they are supposed to do: GRAB TIGHT.

So the Norrell would lay his sophisticated tool on top of each thrust lever and scientifically set each EPR reading from a crouched position in the S/O seat. Charming (for a guy). Unforgettable. Good Old Days. And there really were a lot of these. Where did we get such people?

Sorry to ramble. I tend to find everyone interesting. I still teach HS math and physics and also work in a wilderness area west of here (in the Shenandoah National Park) doing hiking trail maintenance. Wilderness, no chainsaws or motorized stuff. Cut away 30" diameter blow-downs laying across a trail with my 100-yr old cross-cut saw. (Diston #57, for you purists.) Or manually drag half a dozen 1000-2000# rocks into a stream bed to make a neat crossing where hikers can dance across thanking God for putting in these steps so they could keep their hiking boots dry. Call up 'GripHoist' on Google. Not your every-day snatch-block. Rock stuff with our Blue and White Crew of 2-15 depending on how glamorous the project seems to them. Have to quit doing this when I get big. *John*

DAVID HENRY—Myrtle Beach, SC

Greetings to all. Fourteen years later and I still miss the flying and the friendships. Peggy keeps me up to date on all the BS that goes on as she is soon to start year forty-four as a flight attendant, and she is as beautiful as ever. She flies out of IAD and with her seniority does about what she wants, when she wants to do it.

I keep busy on the home front doing what I want to do. Our health is good. We cruise as often as the budget allows and may do it more as I am one of the ones who had been underpaid by the PBGC.

I attended the annual "Tailhook" reunion in RNO again this past September. Great to see old friends there but the admirals sure do look young. I try to get to SFO for a three or four day "layover" at least once a year.

Life is good in Myrtle Beach but we both miss Florida. Who knows? Peg and I send our best to you all. *Dave*

ROY HOLMES—Lincoln, CA

I have not written a *RUPANEWS* letter for several years but I feel that I better do it now before it is too late.

I will turn the big 90 in a few days. My wife Ruth and I have been married for 66+ years and are doing quite well considering our age. I, like many others near my age, recognize very few names in the *RUPANEWS* but still enjoy reading it.

My seniority date was 5/23/46 and was one of the famous 88 who were furloughed out of seniority Dec. 1948 and returned the latter part of 1950. I was based first in SFO then SEA, MDW, SFO, BOS, LAX.

We lived in Escondido, CA for 34 yrs. and moved to Sun City Lincoln Hills, Lincoln, CA 4 1/2 years ago.

Our son Allan was with UAL 37 years and retired on the 747-400 two years early at 58 not expecting to lose about 80% of his pension. Things with the airlines really changed for the worse after deregulation in 1978. Even Alfred Kahn, the instigator of deregulation, admitted many years later that it was a big mistake. I'm glad that I was there when it was fun to fly with a great airline and great people. *Roy*

LARRY HORTON—Daytona Beach, FL

It has been 20 years since my retirement and it seems like only yesterday, well not really. I occasionally have a dream about a call from crew scheduling or I am doing a walk around on an aircraft that is totally foreign to me. I have been retired long enough that it almost seems like all of this was in another life.....and it was a very good life.

As for now, Janet and I are blessed with good health which has permitted us to continue doing the many things we enjoy. That would be tennis for Janet and flying for me. In addition, we completed an 8,000 mile motorhome trip this summer which took us; with many stops along the way, from Florida to Los Angeles, up the coastal highway (I'll never do that again in a motorhome) to Portland, then a slow trip back to Florida.

Most of us have looked down from high altitude and spotted many places we want to visit one of these

days. Well, one of these days has arrived and it's time to visit those many places. We are truly enjoying the journey.

Many thanks to those who put the *RUPA* magazine together as well as the Officers, Board of Directors and host of other volunteers who keep us headed in the right direction. *Larry*

JESSE JERNIGAN—Owasso, OK

First love airplanes, second girls.

I was a very lucky man in the right place at the right time. Hired June 20 1951 by Capital airlines merged with UAL in 1961. I flew almost every airplane from the DC 3 to the 747 and even got paid to do it. Now retired 23 years.

I live on a small airport about 5 mile NE of Tulsa. I have a large picture of every airplane I flew on the line hanging up in my hanger. Sure brings back memories. I try to forget the 4am cargo departures out of ORD. My son, Dennis, lives one house between us and have a Cessna 152 in my hanger and a 172 in his, still fly ever chance I get. Only now I have to buy fuel.

Check will be in the mail and MERRY CHRISTMAS TO ALL, *Jesse*

AL W. JOHNSTON—Salem, SC

Dear *RUPA*, 'tis my birthday today, # 86 already.

All's well in Keowee Key S.C. Still in good health, played golf yesterday, will have to live another 15 years to shoot my age.

Famous last words, the check's in the mail today (snail mail that is), *Al*

By Gary Markstein, Creators Syndicate



LOWEL JOHNSTON—Port Orange, FL
Cleve, Check is in the mail for renewal. Everything is going well for Anne and me this last year. Continue flying the Bonanza, golfing, cruising and enjoying life. Not too much traveling on United, but when we have it has been fairly easy. Maybe 50 years of seniority help. Never thought I would see that figure. I can remember standing by with very little seniority and seeing employees come up with 40-45 years and thinking of them as really old. Now I am one.

Enjoy the magazine and look forward to it every month. Thanks to everyone associated with the production. You are doing a great job.

Lowell 1960-1993

DAVE JONES—Trent Woods, NC
Greetings to all from Coastal Carolina. I was saddened to learn in the December *RUPANEWS* that Cleve and Bruce are retiring as Editors. They have served RUPA many years and I thank them and wish them well.

We here in Trent Woods are next to New Bern, NC and enjoy the pleasures of living in greater New Bern. Last year was the 300th year of the city and there were many events to mark the 300th anniversary. Lots of historical events happened here, including the invasion of New Bern by the Union army during the Civil War. The tales of the pirate Blackbeard and the sinking of his ship *QUEEN ANNE'S REVENGE* abound. If you happen to be in Coastal Carolina area pay us a visit.

During the last year I have finally gotten together with another retired United pilot, Walter McNamara. He and I were in DC-8 training together. I have recently met an active United pilot, Rusty Strong, who commutes to Washington from New Bern. I also have an nephew who is an A319/320 Captain based in Washington. He commutes from the Eastern Shore of Virginia. These guys are about all the connection I have left with UAL. I have the UAL retirement medical plan (what's left of it) and I dread having to call the Benefit Center. My retirement is paid by PBGC. We do not use passes for obvious reasons.

We continue frequent visits to neighboring Richlands, NC to visit family which includes 2 great-grandchildren. Life is good!

Happy new year to all. *Dave & Betty*

BOB KALLESTAD—Hayward, CA
It's been a while since I last penned a letter for the *RUPANEWS* but now it's been 20 years since I ate my last Crew Meal so it's time to write again.

I've had a surfboard connection at Waikiki Beach ever since George Krock brought an 11' fiber glass, Orange Surfboard, named KEOKI, over from LAX in the belly of a UAL DC-8 in the late 60's or early 70's. The original members were George, Walt Albright and Norm Marchment from LAXFO and Jim Davis and myself from SFOFO. George has flown west but the rest of us are still alive and kicking. KEOKI has also survived after being stolen, recovered, repainted, repaired (many times) and involved in numerous other misfortunes. If it could talk, what a story it would have to tell. Jim Davis is now the only active remaining member of the original Waikiki Surfing group. A few years back I found that KEOKI was getting too "heavy" for me so I purchased a new 11' SOFTTOP (much lighter) and kept it in a locker right next to KEOKI. In connection with my 80th Birthday (in Dec.), I elected to retire from the surfing world and donated my board to the "Wounded Warriors" program at the Kaneohe Marine Air Station on the North shore of Oahu and were they happy to get it! They have a large complete modern facility on the base to treat men and women injured in the Iraq and Afghanistan Wars. The plan calls for them to use the board in their therapy and rehab programs. I had never been to the base before so I was very appreciative when they offered to show me around the base.

For many years I and 3 good friends (guys) have been traveling to the Province of Ontario, Canada for Explorer Camp fishing trips. We drive to the end of the road and then get on a float plane and fly to our destination lake where they drop us off and will (hopefully) pick us up 12 days later. We fish for 2 kinds of fish--Walleyed Pike for eating and large Northern Pike (40" +) and fishing is generally excellent but on this trip we caught many small Northerns (up to 36") and I lucked out and landed the only large Northern (40"). During the Awards ceremony I received the Master Angler Pin and the others were awarded the consolation prize--The Master Baiter's Pin. Never a dull moment at the fish camp.

Lastly, we have a "little ole' cabin in the woods" in Montana (near Big Sky, Mt.) where we spend around 2 months in the Summer time. This past

Summer was particularly beautiful because of the heavy rains that occurred thru late Spring making the Summer green and lush. And, most importantly, it eliminated any threat of forest fires in our area.

On Sept. 27 we had planned on leaving our place around 10AM and heading for Boise, Idaho to visit Bud and Pat Peters (retired dispatcher SFO/ORD). I had gotten up early to get the cabin warmed up.

Looking out the window I realized something was different--about 15 Elk cows and calves and 1 huge Bull Elk had arrived during the night. What a great send off for our return trip to CA.

Best wishes to everyone for a Happy and Healthy 2011. **Bob**

GAYLAN KESSEL—Saratoga, CA

Letters are great reading. Myself, I spend a lot of time looking at country at ground level. Sometimes a picture is better than words.

God bless, *Gaylan*



DON KRUEGER—Santa Ana, CA

I was pleased to see some letters in the last *RUPANEWS* from guys I remember. Most of them are getting up in years and there is hardly an issue where a familiar name doesn't appear in the "Flown West" column. I enjoy the luncheons with the old guys and don't understand why new retirees seldom attend. Perhaps the disaster of pensions diminished the camaraderie of our group.

My wife and I have practically given up air travel. We used to look forward to easy boarding and a great meal when fortunate enough to go 1st class.

Few places around the world offer the luxuries we enjoy at home although we did love cruises on the Delta Queen River boats. Now that company is gone.

The TSA bullshit is nothing more than an intrusion on privacy. Prohibiting profiling and running pilots through the check-in is almost laughable. To think that a pilot would need an explosive to bring down a plane is proof enough that we have idiots in charge.

I ran across some old photos of my combat tour in Korea and made a slide show presentation out of them. Someone said to put it on YouTube so I did. If anyone cares to check it out go to YouTube and search "Korean B-26 Combat" and my stuff will pop up. It is in five parts with the first part showing a photo of Harry Truman.

I enjoy emails from old friends so drop a line now and then.

Regards, **Don** "donkrueger@gmail.com"

STEVE LAURANCE—Redmond, OR

It is fast approaching 12 years since my last flight. I haven't been on an airplane for several years but still have those dreams as many of us have.

I was thinking about the old days recently. Doug Blizel was my neighbor in Fremont, CA for my first 3 years. Doug retired from the FOSR job several years ago. I used to ask him what he thought of the people I was scheduled to fly with that day. He was nearly 100% accurate. The only guy he was wrong about was Bob Hahn. Bob wasn't a smiley faced guy but was one of the finest people I ever flew with. One of his hobbies was NYC restaurants. We went to dinner every layover & every dinner was memorable. Bob was learning to build guitars in Vermont. That was to be his career after he retired. Unfortunately, cancer struck him prior to retirement.

My life is blessed but not exciting. We enjoy some of our grandchildren but many are far away. My first great grandchild will be born in VA soon.

I do a little shooting & play a little bridge. Ruptured a disc a couple of months ago. I've been avoiding surgery but I think it is in my future.

I hated to miss the "guppy gathering" but I am determined to make the next one. Our numbers are shrinking far too fast.

Best to all and thanks to the few who carry the load for the rest of us.

Check is in the mail today. **Steve**

JIM MARSHALL—Point Roberts, WA
Not much new this year. Spent some time in Quesnel, BC with my brother and some time in Kalispell, MT with my Mother and Sister. Shive and I spent a few days at Fort Worden in our travel trailer.

Still have good health and do not miss the job. Do miss the friends. I want to thank all the RUPA staff for the fine work that has been done. Sometimes it seems that it is not appreciated, but it is.

I've been moderating RETUP for over a year now and would like to invite all retired UAL pilots to join. RETUP is a forum for retired United pilots to spread news, ask questions, get answers, post constructive thoughts and ideas. Lately we have been discussing the PBGC final determination of our retirement benefit with a lot of effort from Doug Wilsman. He has helped us understand the how and why of the PBGC and that there may be some mistakes made in their final determination. Also, there has been a lot of information on recovering the excess FICA tax paid on our "A" plan. Many stories and remembrances. A great site to contact old friends. *Jim*

LEN MARTIN—Fair Oaks Ranch, TX
Before I start my usual annual travelogue I want to say a public thank you to some kind, considerate United folks at IAD. In Sept '09 we were on our way back from a Med cruise and tour of Northern Italy. As usual, I brought along some unread issues of RUPA magazine. About three weeks after we returned home to SAT I received a big envelope with two issues that I had left in the seat back after landing in IAD.

As with some of you, this year has been one of medical issues for us. The long and short of it for my wife, Mary Ann, is that she continues to take a pill and get a clean bill of health from her oncologist for her episode of breast cancer. For me it is a little more complicated. About a year ago after traveling about three weeks for the Christmas/New Year holidays, and probably sometime during those three weeks, I was hit with some severe fatigue. When we got back to San Antonio on Jan 4, 2010, I went to bed about 11:00 PM and did not get up until 1:30 PM the next day. I moped around for a couple of hours and then took a 3 hour nap. This was the pattern for a couple of weeks. Then began a 3-4

month period of fatigue, malaise, low motivation, poor concentration etc. I did not have the strength or motivation to even try to play a round of golf with the #10 fairway outside my back door. It was difficult to pay a bill or write a check. I started to visit my established medical support and nothing turned up. They told me everything that I didn't have and I was grateful that none of those things were present; I had a difficult time with my PCP (that is Primary Care Physician to those not familiar with that acronym). About my second appointment with her, and with my wife present, she continued to say that my pain and fatigue was from depression and that she could recommend a Psychiatrist or I could go find another doctor. I very quickly found a new PCP. Initially the pain I had was most likely from a statin I was taking for high cholesterol. The pain subsided about 3 weeks after I stopped taking the statin. In August I started taking another statin (Crestor) and the same thing happened so I am off of statins for the time being. I received referrals to three specialists and none of them could tell me anything new. My Pulmonary Dr. suggested that I go to Mayo clinic. Knowing that it would probably take some time to get an appointment I called early in July before we left for Europe. After spending about 25 min talking to a very nice, understanding lady who told me that they could not take me because they were just overwhelmed with people with my symptoms. In desperation, I gave this information to my pulmonary guy and he made a few phone calls and I went up to Rochester, MN on Oct 26th. I am utterly impressed with the efficiency, the friendliness and genuine concern and care for their patients at Mayo. We were up there about 10 days including a whole day in a classroom instruction and practical exercises for treating fibromyalgia and chronic fatigue syndrome. The conclusion was that I have a chronic fatigue most likely started (because of the sudden onset) by a viral infection. There is no medication for this but just a disciplined regimen of exercise, diet and positive thinking. I am also playing a little golf but my handicap continues to rise.

In July we went to Copenhagen to visit my wife's "Danish daughter" ie. Exchange student from 30 years ago. We had a very wonderful time visiting with them and learning some new things about Denmark. Her husband is a career diplomat and the

new permanent deputy ambassador to the UN. We then flew to Berlin 2 days before we joined a bus tour. Interesting thing happened on the flight from Copenhagen. SAS had only one seat left. I asked the agent if she made a careful count and couldn't she find one more seat. She asked me what I did for United and then went to ask the captain if I could ride the jump seat so I rode the jump seat on an SAS RJ to Berlin Tegel. It brought back some memories of the days when I was a GIB on the 737. On the way they pointed out a 2 mile beach on an island in the Baltic Sea. It had been one of Hitler's resorts for "public servants" vacation. This was our second leg on ZED fares and once again they worked out very well. Berlin was quite different from my last visit in '65. Checkpoint Charley is just a rebuilt guard shack with locals in costume hanging around for a paid photo op. We joined the tour down the "Reformation trail" to Oberammergau for the Passion play. I found the former East Germans much more friendly and considerate than the West Germans I had contact with when I was stationed there in the 60's. We visited Buchenwald on the way: a sobering experience. The Passion Play was a fantastic experience not just to view the play and appreciate the history and spiritual experience but to view the precision logistics of putting it on and accommodating 4,500 people five days of the week for over two months. The town itself is about 5,000 and half of them are directly involved with the production. While in Berlin we endured 5 days of upper 90s heat with very little A/C anywhere. I could not participate in some of the activities of the tour. We left the tour in Munich and spent ten days driving up to Frankfurt for our departure to the USA. I played 5 more Military Golf courses in my quest to play them all. We stayed at military facilities and while in Ramstein we spent a day visiting the WWI battlefield of Verdun: a very sobering experience. One of the signs we read tells the awful tale. "Beneath this structure lay the remains of 130,000 UNKNOWN." The next day was a much more delightful as we drove down the Wine Road and visited Bad Durkheim. I learned that Germany produces many wines other than Riesling and Liebfraumilch and they are very good.

I would be glad to hear about anyone's experience with chronic fatigue and/or share mine. lennie-boy@juno.com. Thanks. *Len*

RICHARD MCMAKIN—Olmsted Township, OH Greetings from another Cleveland Crazy who absolutely loves the start of his eleventh year of retirement. Having really accomplished nothing of redeeming social value or social significance, I shall continue on in the same vein. Health wise I was very lucky with a bout of colon cancer and am in the middle of my "see you in three years" check up. Do not make fun of colonoscopy; it can save your life!

As Den Mother to the Cleveland crazies in this area I have found that the monthly meetings are a source of great pleasure and pride being associated with such a great group of folks, and we look forward to outlanders who come to visit.

To Cleve and Bruce, many thanks from all of us who appreciate what you guys have done. Now maybe you might even show up at a Crazies meeting since you won't have to tell people where you are going... Thank you gentlemen... Check enclosed plus some for the stamp fund. *Richard*

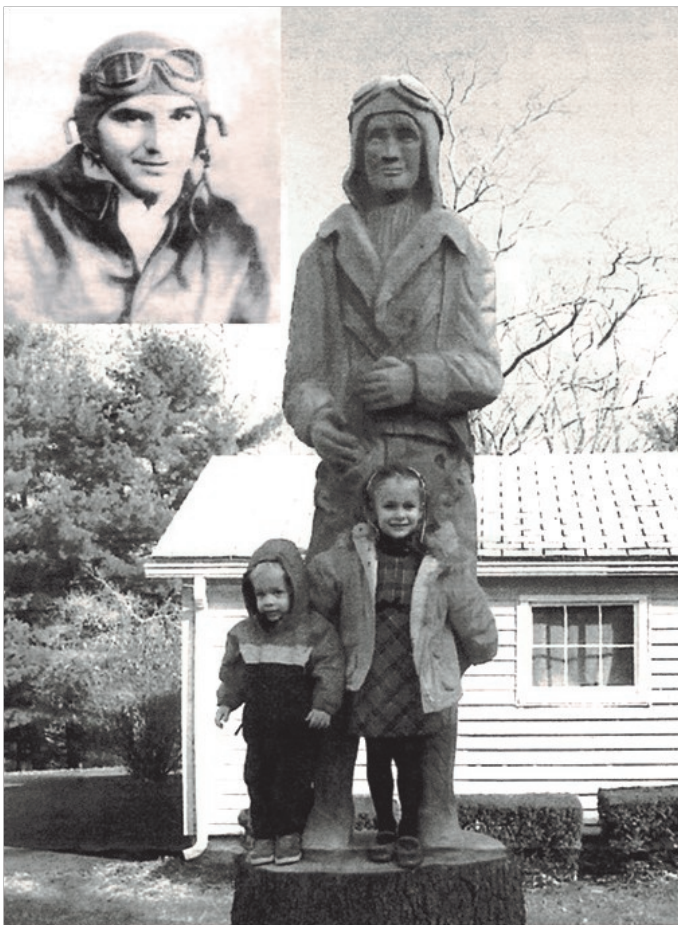
PAUL MILLER—Mechanicsburg, PA My family took me to dinner for Veterans' Day just two days ago. That means that I passed my birthday for which they took me to dinner also. That was Ninety-one of those birthdays.

During my 91st year the good experiences over came the poor experiences. Number one was the visit of five retired pilot friends with whom I worked in DCA. They have been doing it each year and I cherish their visit. Also, I cherish the visit of an active pilot. He brings me up-to-date with his laptop. I am in awe when he shows me Red-Square and is with it to describe many wonderful photographs.

Esophagus cancer is not a pleasant subject to write about. However, I have had the good fortune to have a wonderful lady doctor at the wonderful Johns Hopkins Hospital in Baltimore kill those cancer cells with the Photodynamic Therapy Procedure. At present, I am eating well and have no pain. Dr. Marcia Canto has released me back to my hometown doctor for my six month checks.

My home is still the home where I was born and where I am third generation. My neighbors, friends and family are all so good to me. My history work continues, and I have written a local history book "Happy Yellow Breeches." The first two printings have sold out and the third, and larger printing, is also selling out.

Enclosed is a photo of my silent partner on the stump. My father, inspired by sycamores memorializing World War I vets, planted the tree in our front yard in 1942 to honor my service as an aviator during WW II. Unfortunately, the tree was struck by lightning and I was told the damage was too severe to save it. Since the tree was part of our family roots, I had a sculptor use the main trunk to carve a World War II aviator. He used an old photo of me as likeness for the face. The two children on the stump are my great grandchildren, Christopher and Sarah. My silent partner never talks back to me, and I speak for him, thus, sending best wishes to all of RUPA from both of us.



Thanks for the work in publishing the *RUPANEWS*.
Paul

ALAN V. MITCHELL—River Edge, NJ
Greetings fellow Aeronauts! Another year has slipped by. The high point for me was attending my 60th graduation anniversary from Maine Maritime Academy at Castine, Maine.

There were 16 of us out of a class of 80-. We were

evenly split between engine room “bilge bunnies” and us “rope choking deck apes.” We were a true band of brothers. The sea stories grow better with age.

Then there was a second band of brothers, namely the UAL domicile at NYC. One of our brothers was asked on tetirement if he missed “it.” He replied, “no, I miss Them.”

It was a grand era to be in aviation for sure. Anyhow, season’s greetings and best wishes to all!
Fraternally, *Alan*

BOB MONCUR—Roscoe, IL

Thanks to all who produce the monthly updates. I have had a good year and still enjoy life, particularly when an airplane fly’s over. I’ve been enjoying going to Oshkosh and meeting with the ORD group for lunch.

Health is OK so I’m able to get around a bit and look at the scenery. I really enjoy reading the *RUPANEWS* and the Retup e-mails. It is fun to keep in the loop of what is currently going on, some news better than other.

Just crossed my 72nd birthday and the 50 year wedding anniversary so at least some things are going right.

My best to all, and again, thank you for all the hard work on behalf of us old guys.

Bob, retired 12/1/98 ORDFO (727, 737, 747, 757, 767, DC10)

DOUG ORME—Fort Collins, CO

I am still spending time with old cars, old airplanes, old cabin and old people. The car is a 1930 model A, the plane is a 1957 model H Bonanza, and my favorite model is a 1938 brown eyed brunette. We enjoy elevator music these days because we know the songs and can sing along with it.



Pattie bought me a fully restored Model A Ford early this year. I think she was making up for the nice wheel barrow I bought her for Christmas.

We went on the “Weekly Standard Cruise” in August, visited New England and southeastern Canada and enjoyed seminars and social activities hosted by Bill Kristol, Fred Barnes, et al.

Fort Collins is called “the Napa Valley of craft beer.” There seems to be a new micro brewery starting up each month. If you should decide to check it out stop by. Our latch string will be out.

Doug

TOMMY PURRINGTON—Bronx, NY

Greetings fellow retirees. Not much news to report from the Bronx this year. Still no FDL. Quadro and a now deceased ex-wife may have slowed the process.

I still commute between NY and PHX to be with my lady, Nancy. SA travel has been sometimes difficult but usually workable with preplanning on Skynet and carrying a small computer with me when I travel. Also had trips to HNL and St. Thomas this year, the latter full fare on AA.

We still attend operas in both Phoenix and New York. I still don't own even one automobile and figure I am way ahead financially even with the occasional limo or cab and lots of subway and bus. Life is good! *Tommy* in New York

DARRELL RADER—Woodstock, IL

Ah yes, the end of another delightful year. As the old saying goes, they are all good years, just some are "gooder" than others. Of course, it helps that mama and I are still blessed with good health and counting our blessings every day.

We stepped out of character this past January and took an Overseas Adventure Travel tour to New Zealand for two weeks with an additional extension to the Great Barrier Reef. On a scale of 1 to 10, the NZ trip was a 27! We weren't as impressed with the Reef as we expected, but mama went snorkeling with me (and mama can't swim!), so it was still a great experience. We recommend it too.

For the coming year we expect to stay just as active as ever here on the farm on the Illinois - Wisconsin border, but a call, email or visit from any of you would be a very appreciated blessing for us.

Mama's flowers and my workshops will get by just fine without us while we reminisce with you.

Darrell Rader rader@mc.net 10703 Allendale Rd, Woodstock IL 60098 ph 815 648 2197

DOUGLAS RANKIN—Woodland Hills, CA

This story is about my first and my last airline flights. Both departed from Honolulu, Hawaii. It all started and ended in San Francisco. The summer of 1952 I was hired by Hawaiian Airlines who supplied me with a ticket on United Airlines. On July 2, 1952, I, along with 48 other passengers, boarded the Boeing Stratocruiser named “Kona”, bound for HNL. This flight would be United Airlines 12,889th crossing between the mainland and Hawaii. The crew members on the flight were Captain R. L. Wagner, First Officer R. P. Callaghan, Flight Engineer F. H. Jacobs, Navigator G. M. Gadeberg, Stewardesses Carmen Matthews and Betty Role, and Steward Herbert Filomeno. The flight that day was 9 hours & 10 minutes, and the fare for the flight SFO to HNL was \$288.00, plus tax of \$43.20, total \$331.20.

After Ground School, C-3 Link Training, Flight Training and Jump Seat time, Chief Pilot Captain James Hogg gave me my Co-Pilot check ride. And on July 11th I flew my first airline flight as a Hawaiian Airlines DC-3 copilot from Honolulu to Hilo, Kahului, and return to Honolulu, [years later the Kahului Airport Identifier became OGG, named for Captain Hogg].

Thirty seven and a half years later, the last leg of my retirement flight from San Francisco to Sydney, and return, was Honolulu to SFO on December 16, 1989. So after 37½ years I ended right back where I started. On United Airlines Flight 818, a Boeing 747-100, ship 8027, the crew was Captain J. D. Rankin, First officer George Matson [ex PAA], second officer Don Swirnow. On the jump seat was my son Paul Rankin, a Pan American pilot who came all the way from Berlin Germany to be with me on my retirement trip. My wife, Marcene, was also on board in first class. There were 455 souls on board. 18 first class, 62 Business and 344 coach, 10 “lappers”, 16 flight attendants, [12 working and 4 deadheading] 2 jump-seat riders and 3 pilots. The crossing took 4 hours & 44 minutes.

What a difference these years have made in the advancement of Commercial Aviation. From DC-3 piston engines to 747 jet engines.

It's hard to believe that December 16, 2010 will mark 21 years since I set the parking brake on that 747. I don't have to try to remember that last trip. I

can look at the entire trip on a 2 hour VHS tape and DVD that my son filmed throughout the trip, from the time I left the house and returned a week later. I am not completely grounded though, for I am an octogenarian and still fly my 1956 Cessna 182.

Doug YIP-DCA-MSP-YIP-LAX 1953-1990

JACK SCHLEMER—McMinnville, OR

Hope you find others to fill your shoes. Wish I could help but just hit 90 and going down hill fast.

Not much to report...still volunteer at evergreen museum. Don't travel much, when I do. I take the train. Regards to all, *Jack* LAX

EDWARD SCHNEPEL—Lexington, SC

Dues for 2011 enclosed. Doing well as a retired Eastern pilot and UAL A-320 Captain. Now sit and watch the weather roll thru ORD and as 12 year commuter just sit and smile and put another log on the fire. *Ed "Bubbles" Schnepel*

RICH SELPH—Vail, CO

Celebration of my 70th, almost a year ago now, was a three day event with Ann, kids, and grandkids, 15 in all. Took Amtrak from San Francisco. to and from Truckee. Local events there included mountain excursions, geo-caching, dinners, memory book, etc. Very special for me! Train is a nice way to go, since little kids are contained, and folks are always changing seats to allow one-on-one quality time.

Still splitting time between Colorado and California, with me in CO more and Ann in CA more (pull of the 4 grandchildren, of course). Mountains are fun and I got in 40 days skiing. That's not bad for only being here about 80 days, but a pal has averaged 120 days each of the last 4 years. Expect this will be our last winter being here most of the time and that we will relocate back to the Bay Area next summer. Motorcycle is fun in the Rockies, though did not get as many curvy roads as I like this past summer.

Many blessings and another one coming in the person of a fifth grandchild. That will mean more time in NYC.

Like everyone, Ann and I read the RUPANEWS cover to cover. Thanks for all the hard work in putting it together so professionally.

Rich & Ann, SFO '86 to '01 (FOPA)

OLE SINDBERG—Cary, IL

I've sent a picture of the airplane I built. It is a Prescott Pusher that I completed June 1998 and have been having fun flying it since then. We fly from Lake in the Hills Airport, about 30 miles NW of ORD to Janesville, WI which is a 20 minutes flight. There is a nice restaurant right there on the field.



Here is a story about my grandson, Benjamin, who is my youngest daughter's only child. He is now 7 years old, but this story took place when he was 4 and 5.

Benjamin had been in my airplane several times before this event, but one weekend two years ago, my wife Eva and I were asked to take care him, while his parents were doing something else. We flew to Janesville for breakfast, and Ben seemed to enjoy the ride. When we came back home, he asked me if we could do this whenever he was visiting with us. I told him that weather and other things permitting, we could do that.

Sometime after this, he started asking questions about flying and about my airplane, and he learned, among other things, that I had built this airplane – that it was not a “store bought.” That seemed to fascinate him, and he asked if he could build one too, when he grew up. The answer was of course a yes.

Before he went home that weekend, he announced that he would do that – build an airplane when he grew up. But it was going to have 20 seats. It was some time before we figured out why he wanted twenty seats – it was simply that 20 was the biggest

number he knew at that time, and obviously he wanted to have plenty of room.

Every so often after that, he would mention his plan again, and it was clear that this was still on his mind. At one time, Eva asked him, what he was going to use for fuel. The answer was prompt: "I am going to use credit cards".

When you think about it, he has never seen fuel. All he has seen is his parent(s) pulling up to a filling station, putting a hose in the car, and inserting a credit card. The credit card was the magic ingredient, which enabled the car to drive. Not far from the truth actually.

Ben is now two years older, but just this past weekend, he stayed overnight with us, and of course, he wanted to fly, but unfortunately we could not do that, because the insurance had not been reinstated after our absence in August.

Keep the blue side up. *Ole* oleeva@sbcglobal.net

STAN SMILAN—Lake Worth, FL

Became an octogenarian this past November. Thirty seven years ago, on October 17th, 1973 I was flying left seat of a 737 over the lower bay, on a long final for 04 at LGA – abeam of Rockaway Point with the upper harbor ahead. The big ESSO smokestack was on the Jersey side where the oil refineries were located –The ESSO sign on the smokestack – if you remember -- was a great visual for lining up for an approach to EWR. But on that day there was a very unusual sight below. The upper bay was filled with tankers lying at anchor. It was the first day of the Arab Oil Embargo. I took a moment to call attention to all the tankers in the harbor.

Two hours later, when I got home, my wife told me my boss had called and wanted to speak to me, so I called the Newark Flight office and had a chat with Tom Dawe. Seems that we had an oil company executive onboard -- he had called Eddie Carlson to object to the pilot telling the passengers that the tankers were waiting in the harbor for the price of oil to go up. Tom was very nice about it, but he relayed Carlson's request that I refrain from editorializing on the P.A.

However, I couldn't get it out of my mind that the U.S. oil companies, in the days that followed, had refused to deliver oil to the U.S. Navy. And, as the years went by it became apparent that the oil com-

panies had become subservient to a foreign cartel – with adverse impact on our economy and national interests.

From all the reading I've done on the subject, since Oct. 17, 1973, the evidence points to decentralized co-generation as America's best option for achieving energy independence. MIT uses a 21-Megawatt plant for on-site combined heat and power generation that doubles energy efficiency for the entire campus. The Texas Medical Center in Houston provides 100 Megawatts of electricity with CHP technology – getting air conditioning and heating as a free bonus.

I used to blame politicians for not advocating decentralized co-generation, but what I've come to realize is that if our politicians challenge the legacy utilities on this subject their political careers would be over.

So, what I've been doing is inserting myself as a candidate in election process to raise the issue.

Surprisingly, the major party candidates have been, privately, thanking me for raising the issue that they have been forced to avoid. My last effort was as a Write-In candidate in Florida's District 19 for the U.S. House of Representatives. I managed to participate in the Candidate Forums by calling sponsors' attention to FEC and IRS rules for 501(c)3 organizations that require equal time and participation for all qualified candidates.

I'm also scheduled to lecture on the subject from 10:00 AM to 11:45 AM on March 8, 2011 at the Lifetime Learning Society on the Florida Atlantic University campus in Boca Raton. Unfortunately, admission for non-members is \$25 – I guess from the affordability standpoint that rules out attendance from the retired airline pilot community. Sorry, there are no NRSA passes for the event.

Stan, DCA, EWR, BUF, PIT, JFK/LGA, ORD, SFO, LAX, HNL, MIA

BILL STOOKEY—Hayden Lake, ID

I need to send in my October letter. Not much has happened to me over the past year except, I have two things to mention. I am saddened by the passing of Clark Luther. Other than the fact that he was a good friend, we were hired together by Capital Airlines in a class of 10 pilots on July 9, 1948. Unless someone can tell me differently, I am the last surviving one of that class.

The thing that I want to mention is the saying "There is no fool like an old fool". However, I think there can be an exception to that if you are doing something that is going to make you happy. I lost my dear Lois just a year ago, and I have found a wonderful lady that I have known for a long time. She lost her husband 8 years ago. He and I were close friends. I would like to announce that she and I are planning to get married! That's about it! That's about all I can handle. Check for dues enclosed.

Thanks to all who make the *RUPANEWS* possible.
Bill

JIM WALKER—Safety Harbor, FL
First off you should be receiving my dues/plus \$ by CU auto pay. As of this year I will always be on time as my dues will be paid automatically. As has been said many times you are to be commended for your tireless efforts in coordinating and producing a great magazine!

Life after an 80% reduction of my pension and the "market drop" forces us to once again reassess our possibilities. We are thankful for our blessings and continue to enjoy our family. Summers in MN, Winters in FL with a stop in ATL for a visit with our grandchild. Still RVing from one venue to the other.

Happy Trails to You, **Jim**

CHARLES WESTPFAHL—Seattle, WA
In the interest of accuracy, I need to correct the years of UAL service in my Dec. letter. It should be 1955-1991. The extra ten years is about the time it took for the crew man to stop calling in the middle of the night since I lived near the airport and the flight needed to go out on time. That is also about when the DC-10 and I both became somewhat obsolete, or replaced by newer models. We're both older, not old!

With best wishes for a great new year. **Chuck**

MORRIS J WIENER—Cherry Hills, NJ
This is my first letter accompanying my (late) dues. It has been 9 years since retirement from United. I retired on September 1, 2001 (having flown Flight 93 (or 91 or 95) EWR to SFO pretty regularly. I started with the FAA as an air carrier inspector on 9/10/2001. I retired from that last year and collect a small pension which pays much of Diane (wife of

44 years) and my government health benefits. I am also getting a small pension from my teaching days at Temple University.

This is also the year that I think I officially retire as a paid firefighter from the Cherry Hills Fire Department (another pension). As far as I know, while I was a pilot with United there were but 2 paid firefighters flying with a major airline. Besides yours truly, there was a lieutenant with the Denver Fire Department flying for Frontier Airlines. I have subsequently lost touch with him.

I am trying to learn how to play golf again while no longer having 2 jobs taking up that leisure time. Diane and I take occasional local camping trips in our used (2001 Roadtrek) 20' RV along with our 3 legged English Cocker Spaniel, Nigel. I missed the Council 52 (JFK-EWR) luncheon again this year due to traveling to/from Florida, however I hope to get to another one this coming year.

Best wishes and good health to all. **Morrie**

JACK WINK—Ft. Lauderdale, FL
Thank you Bruce and Cleve for all your service. Your legacy will be hard to duplicate.

Nothing new here except the usual trips to visit children. I'm beginning to think global warming is a hoax after spending the last two winters in Florida! The paper did report though a few days ago that Florida was the ONLY state in the USA, including Hawaii that did not have snow!! **Jack**

PHIL YOUNG—Quincy, CA
Cleve & Bruce, Many thanks for all you've done to keep the retired tribe together and informed. I look forward to and enjoy every issue of the *RUPANEWS*, especially letters from a few of those souls I can remember flying with.

Recently, there has been a series of articles from the UAL Historical Foundation. They are always interesting, informative and give a sense of our past. Imagine my surprise when the November issue featured an item on Hiram Broiles, my father-in-law, who was the "only pilot" of a B-24 known as Peeping Tom. He spent the war flying an unarmed bomber making briefing films for those pilots who would later use them in actual combat. He went through four sets of engines and always claimed "the only time you have too much fuel is when you're on fire."

My check is in the mail and I was happy to see the "little extra" everyone has contributed along with some production changes has put the *RUPANEWS* back on a good financial footing. I hope you get some relief soon, you've earned your "retirement" many times over, but please, no self inflicted injuries!!

Best Regards, *Phil*

IN MEMORIAM

FELIPE AUE-SANCHEZ

Better known to his United colleagues as Phil Aue, Felipe died October 2, 2010 after a courageous five year battle with Parkinson's disease.

He was born March 18, 1935 in Cincinnati, OH. He began his flying career as a crop duster in Yuma, AZ, served in the Air Force and eventually was hired by United Airlines.

Felipe was a voracious reader and always had a keen interest in learning. While flying for UAL, he earned a degree in Spanish Literature from San Francisco State University.

In retirement, he fulfilled a lifelong dream of traveling the world and broadening his knowledge and consciousness. In 2000 he undertook the grueling pilgrimage of Camino de Santiago, a solitary walk across Northwestern Spain. The Camino is historically a Spiritual or Religious journey for the purposes of enlightenment and achieving "oneness with the Universe."

He is survived by his devoted wife, Dora, and will be fondly remembered by his many friends as well as by the many people around the world whose lives he touched.

In respect of his wishes, no services were held.

DAVID A. BARLETT

On November 12, David Bartlett, 74, died peacefully in his sleep at his home in Roscoe, IL, with his family by his side.

David was born a Maritime Canadian on April 5, 1936, in St. Stephen, New Brunswick. He attended primary school in a one-room schoolhouse in the community of Bayside near St.



Andrews. In 1953 he graduated from St. Andrews High School where he playing hockey and competing in track and field, and. He attended Mount Allison University in Sackville, New Brunswick, after which he worked as a mining company surveyor, ranging through the bush of Northern New Brunswick. In 1957, following his brother Victor's lead, he enlisted with the Royal Canadian Air Force.

Upon earning his pilot's wings, he was assigned to the 440 Squadron at the NATO air base in Zweibrücken, West Germany, where he flew the Avro CF-100 Canuck, an all-weather interceptor/fighter, on patrol missions along the East German border.

In 1961, while living in Germany, David married Beverley Lois Jones of Moose Jaw, Saskatchewan. In 1964, he moved with his family to the United States after joining United Air Lines. He retired as a captain in 1996 after 32 years with United.

David settled with his family in Illinois, making his permanent home in Roscoe, on seventeen forested acres with the Kinnikinnick Creek running through the property, a place he once referred to as "Bartlett's Arcadia."

David is survived by his wife Beverley, two sons, two daughters and eight grandchildren.

A memorial ceremony was held on November 26. The family will be hosting an additional memorial service in St. Andrews in the Spring 2011. In lieu of flowers, donations in his honor can be made to the American or Canadian Cancer Society.

MARIO DEMITCHELL

Mario DeMitchell, 80 of Edmonds, WA died January 8, 2011 at Swedish Hospital, Seattle WA. He was born in Genoa, Italy November 13, 1930. He came to America in 1933 with his mother and

Aunt. Mario grew up in Ann Arbor Michigan and graduated From Ann Arbor High School In 1949. He joined the Marine Corp in October 1949 and was in the 1st Marine Division Recon Company Military Operational Specialty – Intelligence Man. He served in Japan and Korea, participated in the Wonsan - Hungnam – Chosin Campaign, and in operations against enemy forces in South and Central Korea.



He was later based in Washington, DC until his discharge on in 1953.

While serving in Washington DC he started taking Flying lessons during any free time he had. His love of Flying brought him to a 34 year career with United Airlines enjoying every new plane he flew. He retired from United in 1994.

He is survived by his loving wife of 25 years, Patricia, 9 children, and 14 Grandchildren.

At Mario's request there will be no services. A "Celebration of his Life" will be held in Michigan and New York sometime in the summer.

Anyone wishing to honor Mario's memory can send a contribution to his favorite charity. Operation Iraq/Afghanistan. Tax ID #51-0137442 Send to Operation Iraq/Afghanistan in care of Ruth Ann Young 14012 212th Drive NE, Woodinville, WA 98077. Christmas boxes will be mailed to military men and womn on the front lines in early November in Mario's honor.

T. ED GRIFFITH

Much has been said about Ed and his devotion to Barb and his family. He was a fun guy to fly with and many of us remember him from his ALPA work. Ed won one local election by one vote, so when people say one vote never matters, ask Ed!

It seems like yesterday when Ed was the Chairman of then CLE council 5 and we held council meetings at the Cleveland Holiday Inn and the alternate months at the Rustic Hills Country Club. Rustic Hills always had the most vivacious meetings.

Ed lived in Hudson, OH and the four major CLE pilot population centers were Hudson, Wooster, the Lakeshore, and Medina with Medina being in the middle. Hence, the best turnouts were there. Those were good days with young (er) pilots in a growing economy, in a growing airline, and in an expanding crew base.

Til we meet again. *Jim Morehead*

RODERICK A. PENEBAKER

Roderick Allen Penebaker, 68, of Orinda, CA passed away on December 1, 2010. Born on March 9, 1942, in New Brighton, PA, Rod was the younger son of Captain George and Lois Penebaker.



When he was a young boy, Rod and his parents moved from Beaver Falls, Pennsylvania, to Guam. As a family, they traveled the world, and Rod attended his first two years of high school in Japan. In 1960, he and his family moved back to Pennsylvania, where he graduated from Cumberland Valley High School. While attending Penn State University, he became a member of the ROTC and Phi Kappa Sigma Fraternity.

In 1964 Rod graduated from Penn State University, and married his high school sweetheart, Joyce Picking. Together for nine years, Rod and Joyce raised two daughters, Leah and Lainie. They built a beautiful home in Portola Valley.

Rod was hired by United Airlines, as a pilot, in 1966. Throughout his career, he actively participated in ALPA. Rod had a wonderful group of pilot friends with whom he enjoyed golfing, traveling and fishing. He left a lasting impression on all who crossed his path. He was generous and optimistic to a fault. Rod had a sense of humor and a passion for life that never waned. There are too many endearing qualities to list and stories to tell; however, he left those who knew him with an abundance of special memories.

Rod had a passion for architecture and landscaping, and spent the last 30 years designing and building the two properties he owned in Orinda. His detail and craftsmanship were one of a kind. Always amazed, people fell in love with his unique architectural style. Rod never stopped creating. He was busy planning home projects until his passing.

Rod is survived by his mother, Lois Penebaker; a brother, two daughters, and grandson.

A member of the Neptune Society, Rod will have a quiet scattering.

Rod.....for now, please sit back, relax, and enjoy the ride.

BYRNE B. SANDS

Byrne Sands died peacefully, Nov. 14, 2010, at age 92.

Byrne was born in Watertown SD. He attended high school in Minot ND, completed 2 years at State College and 2 years at the University of North Dakota.

He became interested in flying while at the university and took



the WWII CPT program. His love of flying won over the chemical engineering program. United Airlines offered him a scholarship to the Boeing School of Aviation for their first pilot training school in Tracy, CA. He continued his training at Oakland, CA and the University of Wisconsin. In 1943 he was assigned to the Alaska Operation for the Army. On his return from there he was promoted to Captain. In 1945 Byrne joined the Flight Standards Dept. in Denver as Flight Manager and contributed much with work on snow removal and airport operations.

Byrne attributed his longevity and good health to activity and sports. While in high school, he participated in baseball, hockey and was on the football team who won the State Championship. In college, he was Captain of the hockey team. During retirement it was golf and jogging.

Byrne's generosity and good cheer were legendary as was his humor. His hearty laugh, love of family, friends and his quick Irish wit will be missed.

He is survived by his wife, Hazel, three daughters, seven grandchildren and nine great grandchildren.

Memorial contributions may be made to:
Hospice, 200 Commerce, Irvine, CA 92600.
UAL Pilots' Foundation.
The Alzheimer's Assn.

CHARLES "Jerry" SCHLICHTER

Jerry Schlichter, a career pilot for United Airlines, and one of the friendliest guys to "fly the friendly skies" died Dec. 17, 2010 after a short illness. He was 80. Funeral Services were held on Wednesday, Dec. 22, 2010, and the burial followed at Evergreen Cemetery in Hillside, N.J.

Mr. Schlichter, of North Brunswick, was born on Sept. 29, 1930, in Elizabeth, N.J., the youngest of three children.

As a boy Jerry lived briefly in Bethesda, Maryland, where he and a buddy managed to sneak a peek of Franklin Roosevelt when the president visited the newly-opened National Institute of Health.

Jerry graduated from Thomas Jefferson High School in Elizabeth in 1948 and enrolled in Rutgers University. But after three years of studying mathematics, he left to pursue a childhood passion-flying. He enlisted in the United States Air Force, serving stints at bases from Texas to Greenland and earning

the rank of first lieutenant.

Shortly after leaving the Air Force in October, 1957, he landed his first pilot position with Capital Airlines, which merged with United Airlines in 1961. During his 37-year career with United, Jerry flew virtually every aircraft model in the company's fleet. His favorite was the Boeing 737, which he enjoyed for its stability and reliability. Jerry also flew as Captain on the DC-10, another favorite, and retired in 1994.

Throughout his adult life, Jerry was a steadfast supporter of Rutgers and a devoted fan of the Scarlet Knights athletic teams. He was a major donor to the Scarlet R and Touchdown Clubs. He enjoyed attending Rutgers football games with longtime friends and fellow fans, Frank Calderaro, Warren Buchanan, George Lapnow, Dr. Leo Kahn, Paul Albright and adopted son and Superfan John Visoky.

Jerry, who was named "Neighbor of the Week" by the Home News for his volunteer work with the Red Cross during his retirement, was known for his open-handed generosity.

Jerry is survived by his wife, Rona, two adopted sons, and two grandchildren.

RUSSELL J. WRIGHT

Boys, we lost a good one, Russ Wright flew west on December 8th. His daughter, Chris, took very good care of Russ but his years ran out at 95. I think Russ did 4 years flying for AAF in WWII. Some of you Capitol people go back to U S Steel time with him.



I got to know him when he came to Denver to fly 720's. I flew F/E on 720's and later 747's with him. We had lots of great time together in Elk Camp north of Steamboat, pheasant hunting in Nebraska, Packing horses in to fish Derby Creek, lion hunting in AZ, Rooftop Riders (he served as President and Trail Boss), and riding the San Mateos in New Mexico. You can get well acquainted in camp or in the cockpit. *Buck Buchanan*

Memorial services were held in late January.

Memorial gift can be sent to:
Bear Creek Care and Rehab Center
150 Spring Street
Morrison, CO, 80465-2532



*Jesse T. Kruse	Jun. 18, 2010
*George F. "Pete" Erwin	Jun. 29, 2010
*Merle W. Black	Jul. 2010
John D. McDowell	Jul. 15, 2010
*Richard V. Larson	Sep. 06, 2010
*Hugh Phillips	Sep. 09, 2010
*John G. Harris	Sep. 22, 2010
*Edward J. Lenhardt	Sep. 22, 2010
Philipe Aue-Sanchez	Oct. 02, 2010
*Dennis L. Cloonan	Oct. 04, 2010
Jerry O. Conklin	Oct. 14, 2010
David A. Barlett	Nov. 12, 2010
*Lewis E. Bobbitt, Jr.	Nov. 22, 2010
*Harvey Heckman	Nov. 28, 2010
*Roderick A. Penebaker	Dec. 01, 2010
Charles Raphael	Dec. 03, 2010
Russell J. Wright	Dec. 08, 2010
*Vince Consigli	Dec. 14, 2010
C. G. Jerry Schlichter	Dec. 17, 2010
A. L. Ed Prose	Dec. 23, 2010
David L. Smith	Dec. 23, 2010
Joseph Lubozynski	Dec. 31, 2010
Snyder, Walden P. "Pete"	Jan. 07, 2011
Mario Demitchell	Jan. 08, 2011
<i>*denotes non-member</i>	



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

Tucson (January)—*Tucson Country Club*

California

Dana Point CA (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)—*The Rio Grill Crossroads or TBA please RSVP* - 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