

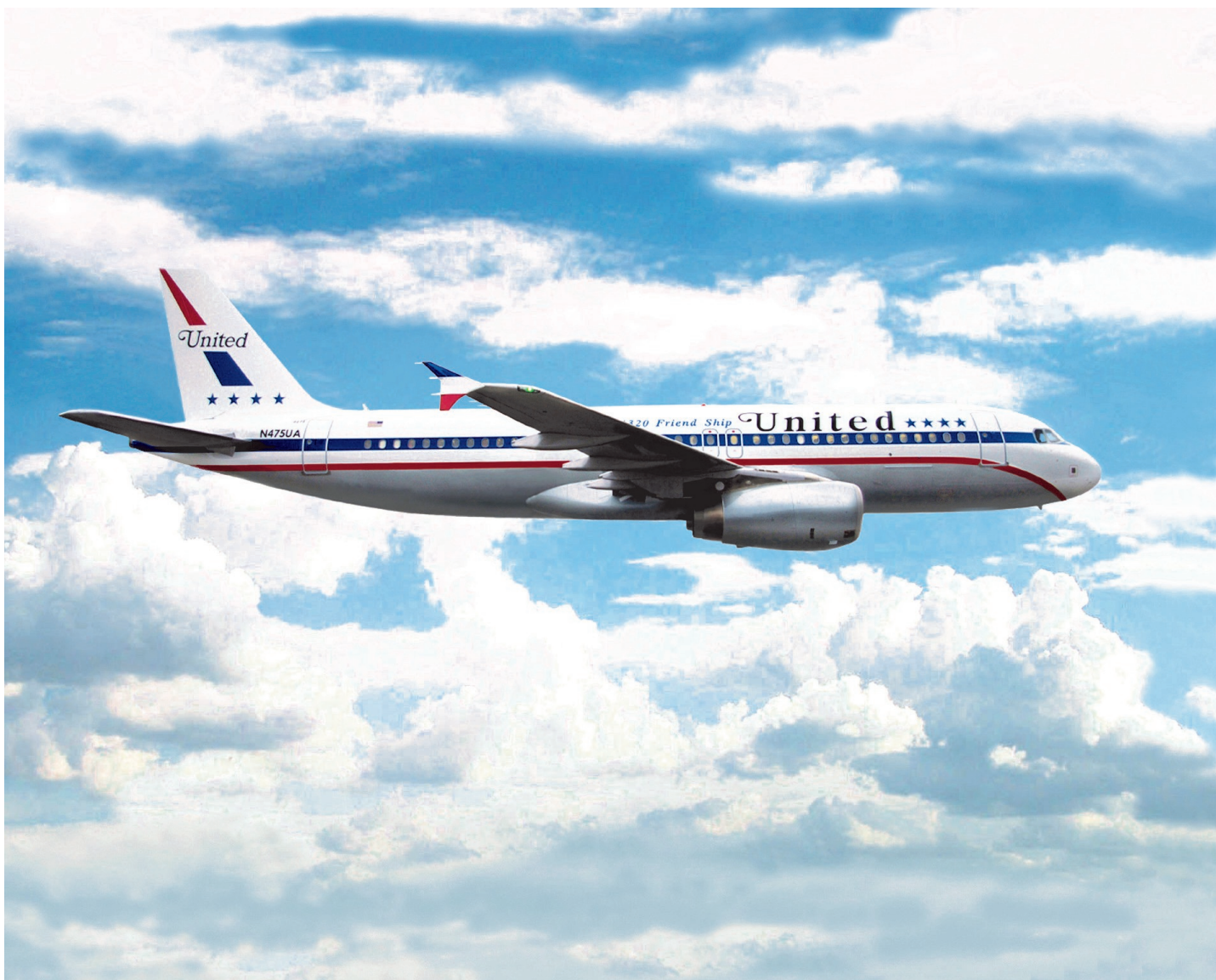
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# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message	Page 3	Articles	Page 6-24
About the Cover	Page 4	Letters	Page 25-37
Local Reports	Page 4-10	In Memoriam	Page 37-38
New Travel Pass Policy	Page 11-22	Calendar	Page 40

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**E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

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**DO NOT forget to fill out the Post Office mail forwarding postcard!!**

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

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## PRESIDENT'S LETTER

After another drive of 2,000 miles we arrived back in Maine on April 4th. It looked the same as when we left, just a little less snow and not quite as cold. On the way home, we made a side trip through Pensacola, FL. We went to the Nat'l Air Museum at NAS Pensacola. If you have never been to this museum, it is worth visiting. We did not have enough time to see everything. Hope to return next year. Even though I spent a year and a half at NAS Pensacola for flight training in the sixties, nothing looked familiar. I was really surprised when I saw a class of cadets walking to a class and they were accompanied by a wife pushing a stroller. They were not even marching but strolling along like a gaggle of geese. Times sure have changed.

By now you have all become familiar with the new pass policy. From the comments coming across my desk, it seems that UAL retirees are offended and the CAL retirees are dancing in the street. I also find it offensive that we have been placed in a boarding priority below the employees. The vacation passes move us up to equal footing with the employees and boarding priority will be determined by length of service as opposed to date of hire. We, meaning the Presidents of the retiree groups feel the 8 vacation one way passes are not enough. We have sent a letter to WHQ requesting an increase of vacation passes to 16. We know that there are many aspects of the policy that are objectionable, but we feel that addressing one issue at a time will be more effective than trying to change everything at once. Because of the company's position that passes are a privilege and not a right, we feel the new policy is written in stone. We have over 7 months to break up that stone therefore your retiree pass policy committees will be working towards that end. *Ron*

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### FROM THE EDITOR'S DESK



As Ron stated in his President's Letter, the new pass policy is out. I have been inundated with emails about this and you will find some of what I have received in this issue. From some sources I have heard that it doesn't seem as if everything is set in stone. At least, let's hope not.

New subject: I'm still getting dues checks from members. Please send your checks to our Sec/Treasurer, Leon Scarbrough. The address is listed in the text box at the bottom of this page. When you send them to me I just stick them in an envelope and send them to him.

Next subject: As most of you know, we do not print anything political in the *RUPANEWS*. If you include something in your letter that is political it will be edited out. It doesn't matter whether it's left, right or center it will not be printed.

Last subject: As I said last month, we're still looking for any good human interest articles that you think our readers would enjoy and also good color pictures of airline aircraft that we can put on the cover.

Cheers, *Cleve*

***Do not send money here, letters only, please***  
**RUPANEWS Editors--- Cleve Spring---E-mail: [rupaed@gmail.com](mailto:rupaed@gmail.com)**

OR

Cleve Spring (RUPA) 1104 Burke Lane, Foster City, CA 94404-3636  
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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](mailto:rupa.sectr@yahoo.com)**

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



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## ABOUT THE COVER

United Airlines dates its origin to the first Airmail Flight by Varney Airlines on April 6, 1926. Varney was one of the four air transport companies that united to form "United Airlines."

United first flew the "Friend Ship" livery in 1971. This design proudly flies again on an A320 to celebrate United Airlines 85<sup>th</sup> anniversary.

The picture was taken by Marvin Berryman, who also furnishes us with the monthly historical articles.



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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Before I begin my report on the SFO North Bay Luncheon I would like to say on behalf of all of us a big THANKS to Cleve and Bruce for keeping the *RUPANEWS* going.

For the first time in a couple of months your reporter was able to escape from the Pacific Coast Air Museum Board Meeting and get to Petaluma for the luncheon which is much more fun, or so I thought until Bob Donegan surprised us with a quiz. The question was "what is a doubled shorted secondary?" Most of us had no idea and got a failing grade. (It has to do with big radial engines and an oscilloscope.) Bob then passed around several items from his multitude of aviation artifacts and memorabilia. He has been providing us with something of interest at each lunch for seven years now.

After a quick showing of hands it was determined that we still have several members who have not received the Final Determination Letter from the PBGC. Bob reported that he had called the PBGC and was told that they would try to get them all out by this September of this year and assured him that they would have them done by Sept. 2012!!

Now it was time to place our orders with Wendy, who does an excellent job as our waitress. Now our conversations seem to drift away from aviation and to more personnel conversations. Probably because we have all told each other dozens of times that we were the greatest aviator ever.

Attending were; Galen Wagner, Bill Mcguire, Ellen Thompsom, Linda Morley-Wells, Dick Lammerding, Deke and Merle Holman, Ken and Shirley Corbin, Tom and Joyce Grey, J. R. Hastings, R. D. Smith, Leon Scarbrough, John Braczynski, Wayne Hayerley, Jules Lepkowsky, Bob Donegan, and your reporter,

*Bill Greene*

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## SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met for lunch on March 17 minus the host, who had to go home to attend to an upset stomach. Bob Howard filled in and took the roll call and told a few jokes. Thanks, Bob!

Those in attendance were: Al Haynes, Gere Pryde, Chuck Westpfhal, Bill Records, Herb Marks, Bill Stone-man, Howard Holder, Jim Barber, Jack Brown, Verl Roth, Dave Carver, Jim Chilton, Herb Breivik, Fred Sindlinger, Tom Smith, Bill Stewart, and Bob Howard. *Bill Brett* (absentee host)



Here It Is!..... on June 4th, 2011  
RUPA & The Cleveland Crazie's  
**SUMMER EXTRAVAGANZA**

**Directions** (you should know by now)

From I-77 or I-71 go west on I-480 and then  
From I-80 to I-71 North to I-480 West and then  
On I-480 to Great Northern Exits, Take Exit 6A  
South on Rte 252 (Columbia Road) to the German  
Cultural Center (approximately 1.9 miles) on Right.  
Parking will be there, and transportation may not be  
provided to and from the party site (about two blocks).  
However drop offs are always available.

We would like to invite any former Cleveland F/As who take pride in being a Cleveland Crazie to a "Blast from the Past"

**At Richard and Carol McMakin's Home**  
**24926 Nobottom Road**  
**Olmsted township, OH 44138**

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: [rmcmakin@apk.net](mailto:rmcmakin@apk.net)

*We will start at approximately 4:00 pm. We will finish when we are finished!!!*

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. ALTHOUGH AN **EMERGENCY** SUPPLY OF BASICS WILL BE AVAILABLE,

**PLEASE** BRING YOUR OWN BEVERAGE SELECTION.





## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



### PILOTS' REGULATIONS – PARACHUTES Date: October 5, 1936

#### 1. Wearing Parachutes

(a) On all flights with single engined airplanes, the pilot in charge and all other persons accompanying the flight, whether riding in an open cockpit or in a cabin, are required to wear parachutes. This regulation applies to all single engined operation on the system, including instrument practice flights, familiarization flights, ferry and special flights.

(b) No parachutes will be worn when flying multi-engined airplanes with or without passengers.

#### 2. Assignment of Parachutes to Stations

(a) Parachutes have been assigned to the following named stations: Newark, Cleveland, Chicago, Omaha, Cheyenne, Salt Lake, Portland, Seattle, Oakland, Burbank.

(b) Parachutes assigned to stations will be marked with the name of the station to which assigned so all concerned will know where they are to be returned following use. Station managers of above named stations are responsible for their safekeeping and maintaining proper record of same.

(c) When, in accordance with paragraph 1. (a) above, parachutes are to be worn, they will be issued from station stock. Upon completion of a flight they will be returned to stock. When parachutes assigned to one station are removed from a plane at another station they will be returned to the station to which assigned as soon as possible, either worn by returning pilots or shipped deadhead.

#### 3. Inspection and Repacking Done at Cheyenne

(a) All parachutes are required to be inspected and repacked at least every 60 days. Station managers are responsible to see that all chutes assigned to their stations are repacked at required intervals. When a chute is due for repacking it will be shipped by plane to Cheyenne where such work will be done.

(b) Parachutes will be shipped in carrying bags and covered by shipping ticket which will show serial numbers of chutes.

(c) Cheyenne will keep a complete record of each parachute including date of each repacking. If station managers at stations to which chutes are assigned fail to send them in when due for repacking, Cheyenne will give notice that chutes should be sent in for servicing.

(d) The servicing dates for parachutes assigned to a particular station should be spaced so that they may be rotated at regular intervals without causing a station to be without equipment while servicing is being accomplished.

(e) Cheyenne will be responsible for issuing chutes which are in first class condition. Parachutes that have reached an age of 5 years and those that for any reason are no longer considered serviceable should be properly marked and shipped to Chicago for storage.

*Marvin Berryman DENTK Ret. from UAHF archives* - Please mail your tax-deductible contributions and donations of **United & Continental** Memorabilia & Artifacts to:

**UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.** [www.uahf.org](http://www.uahf.org)



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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Though a bit breezy and cold for mid April on the central coast, our monthly lunch on the 11<sup>th</sup> was well attended and very enjoyable. The long awaited private room at the Rio Grill has been completely renovated and was a perfect setting for our lunch. The conversations and the “hearing” of those conversations were greatly improved in the private room over the normal general restaurant buzz of the past. One large table area was setup for 18 and it proved to be ideal for sharing the camaraderie and meal – literally breaking bread. Those who attended were; Will and Fran Blomgren, Milt Jines, Pete and Donna Walmsley, Richard Myer, Paul and Brigitte Olson, Carlos and Judy Quintana, Philip McClain, Lee Casey, Dave Mackie, Jon and Jane Rowbottom, and yours truly.

Pete and Donna shared their wonderful vacation experience on their recent cruise from SFO through the Panama Canal. Their reservations were only \$2,500 per person on the *Marina* – a brand new cruise ship that accommodates 1,200. Pete and Donna recommend [DARGAL.com](http://DARGAL.com) and [Vacationstogo.com](http://Vacationstogo.com) – check their interline offers.

Pete and Donna also shared the latest news about Quail Lodge and the changes at Edgar’s. Edgar’s is now open again on Mondays but whether the lunch menu is more than the sports bar menu isn’t known. Pete will advise about the details after a scheduled general Quail membership meeting later this month with the CFO.

I briefed the group about Ron Jersey and my invitation to attend a meeting in February in ORD with the UAL/CAL HR people and the officers from the other UAL and CAL retiree groups – a total of six groups (three groups from each airline two officers from each group). A number of topics were discussed, but the primary hot topic was the upcoming retiree travel pass issues. The meeting was a first for UAL – they’ve never acknowledged the retiree groups before nor requested a dialogue and open discussion. On March 31<sup>st</sup> the company announced the retiree travel pass issues. Many issues remain unresolved or unsatisfactory. A lot of communication and coordination continues between the retiree group officers. A joint effort from the retiree groups in response to the announcement is in progress.

Another issue discussed was retiree ID problems. The “official letter” from UAL is not working out well. We need a standard ID for retirees that gate agents for different airlines (US or international), in different countries, and especially trips that involve multiple legs and/or emergency situations (like the recent Japan earthquake disaster) will recognize and accept. Of course TSA will have an influence on what will prove to be satisfactory and cost affective.

Rich Myer entranced us all with a magic trick involving a \$20 bill and a playing card – I was less then 2 feet away and I still didn’t see the “trick!” Rich is still flying a corporate Citation out of SNJ – the only one of our group actively flying for hire!

A quick survey of the group after our marvelous lunch agreed to continue at the Rio Grill. Next lunch will be Monday May 9<sup>th</sup> social hour starting at 11:30! As always please **RSVP** the Friday before the Monday luncheon. *Phyllis Cleveland*

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## PHOENIX ROADRUNNERS LUNCHEON

Hi; In March we had our Phoenix Roadrunner luncheon so late we could not make the deadline for that month’s issue.

For the March meeting we had a magician, Mr. Shawn Greer perform his magic for us. It was a wonderful show and he amazed us all with his "TRICKS" or "ACT" as he called it. Then on April 12th we had our last scheduled luncheon until resuming our schedule in the fall on the second Tuesday of each month.

Attending were Bob & Judy Steeneck, Dennis & Darlene Leahy, Fred & Judy Meyer, Peter & Ellen Moyer, Frenchy & Joan Bourgeois, Ken & P.J. Killmon, Werner & Cindy Schmid, Charlie Schwob, Cory Liston, and Dave Specht. Great to see some new faces.

Our major discussion was trying to understand what the new pass policy will do to a retiree’s travel woes. Great that some people have sent out some papers that will maybe help us better understand what is fact and what is fiction. *Ken Killmon*



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## DANA POINT RUPA LUNCHEON

Wonderful day on the Deck at the Dana Harbor, and the deck was ours for a while at least. The variable weather has chased off quite a few customers. We mill around for a while visiting one another before finding a seat. The umbrellas were not deployed so we had an unobstructed view of the boats, birds and pretty girls that passed by on the harbor walk and in the channel.

There was quite a bit of conversation on the UPFJ. Their latest letter indicated united disclosed its internal "book value" of Mileage Plus (\$397 million liability) instead of its "fair market value," which was closer to \$7.5 billion, according to equivalent transaction of Air Canada's Aeroplan spin off. Interesting numbers, I wonder what/how Kirkland-Ellis who handled United's Bankruptcy will go around this issue. They got hired to service UPFJ amended complaint. Couple more of our group are now joining in the UPFJ. Membership in the claim stops on April 30<sup>th</sup>.

On Deck were: Park Ames, John Arp, Bob Fuhrmann, John Grant, Jim Grosswiler, Rudy Halluza Rick Hofer, Bob McGowan, Jerry Meyer, Al Pregler, Bill Rolling, Ted Simmons, and Bill Stewart.

Jerry Meyer has been recycling himself in to flying light airplanes. He recently got aircraft checkouts at Oceanside and Carlsbad. Looking, maybe, a Van's to build or buy? He got to fly a Van RV-7 over at French valley on a super clear day. He really liked the aircraft, and on such a great day to be flying!

Bob McGowan was back from his recent accident with the killer bamboo incident. He had a very serious accident a couple of months ago. Got his neck sliced and the bamboo impaled into his backbone. Glad to see you back Bob.

Talked with Carlos (by phone) one of his boys is doing great with one of the United feeder airlines way out in Newark. Loves it and is now off reserve! He gave me a new web site for aviation info [www.Landings.com](http://www.Landings.com). "LANDINGS - aviation meeting place featuring: aviation news, up to date aviation databases (FAA Regulations, AIM, SDRs, NTSB Briefs, N Numbers and more)" You can wonder off to many places on this web site. All for now, *Ted*

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## THE SAN FRANCISCO BAY-SIDERS LUNCHEON

There were 34 loyal members in attendance at the April Luncheon. We had two new attendees at our gathering, Joe and Frankie Armstead. Frankie is still gainfully employed as a Flight Attendant with United. Welcome aboard, Joe and Frankie, and we hope to see you again at future luncheons.

Perry Thomas and Bill Authier, both live quite a distance from the restaurant, had to drive more than three hours to join the group. We really appreciate their efforts!

Again this month, the major topic of conversation was the new pass policy that supposedly will go into affect the first of 2012. I didn't hear anyone say they were happy with what the company has come up with.

In attendance were: Bob Ahrens, Floyd Alfson, Joe & Frankie Armstead, Bill Authier, Marty Berg, Ken Breitschopf, Bob & Roz Clinton, Sam & Billy Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Dick & Jeri Johnson, Howie Jundt, Tom Kirby, Bob Lynch, Norm Marshall, Bessie McEachern, Bruce McLeod, George Mendonca, Don Merucci, Cleve & Rose Spring, Jerry Terstiege, Perry Thomas, Gene & Carol Walter, Ron Weber, Al Wilcox, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be May 10, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

## SONOMA'S ANNUAL GUPPY GATHERING

The annual Guppy Gathering will be at the Sonoma town square on Wednesday, September 28 from 11:00 to 3:00. Please mark your calendars and let Jan Wheadon ([janicewheadon@aol.com](mailto:janicewheadon@aol.com)) know if you'd like to come. Hope to see you there. We had a great time last year! *Jan*





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## COLUMBIA RIVER GEEZERS RUPA LUNCHEON

A very small turnout met March 16 at Macaroni Grill in Clackamas, OR. How small, you may be asking? Just myself and Dick Ionata. We tried to make up for it by retelling all the stories we've ever heard from everyone else, embellished with our own version of events, and by eating for 12, but we could not quite come up to muster.

Never the less, Dick and I had a very enjoyable lunch and conversation about our various acquaintances, mutual and other wise, and Dick shared interesting stories about some of his experiences and persons he's met while officiating at various Aviation Record attempts.

We think this was just a "one off" attendance wise, and are hopeful that the next one will be better attended. However, we'll continue to meet no matter how many show up and remember, no reservations required, but if you can, please get hold of Ron or myself with a commitment to attend. This way when we do get a good sized group at any one lunch, we can call the restaurant the day before. Not a big deal, but it would help.

As a reminder, they are held on the 3rd Wednesday of every odd numbered month, through the year at, MACARONI GRILL, CLACAMAS TOWN CENTER, CLACKAMAS, OREGON. Regards, *Tony*

Contact Info (email preferred):

Ron Blash: [rblash@mac.com](mailto:rblash@mac.com), mobile: 503 504 5324

Tony Passannante: [hotshotcharley@aol.com](mailto:hotshotcharley@aol.com), mobile: 503 318 7899

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## DENVER GOOD OL' BOYS RUPA LUNCHEON

The weather was perhaps too good for the March meeting as the turnout suffered. Guess many were on the links or washing the car, but whatever, they weren't in attendance.

The line was already formed when the bell sounded at somewhere around noon. Most were satiated and there were leftovers due to the low turnout. The humble scribe was going to ask for a 'doggy bag', but thought better of it. Someone, (probably Al Snook) noted that I don't have a dog.

The attempt at humor seemed to go off pretty well. There were no new reports of infirmities nor final flights west. The low turnout prompted a discussion on the subject of having every monthly meeting become one with wives/girlfriends/male-friends invited so the coordinator has formed a committee to compose a survey on this subject. It was pointed out that some of the other localities routinely have the distaff sides at their meetings.

Having the business conducted, the meeting devolved into socializing and adjourned at a suitable hour.

Those in attendance included: Bob Sannwald, Mack Connelley, Tom Hess, Rick Madsen, Fritz Meyer, Denis Getman, Jim Nist, Bernie Stoecker, Cliff Lawson, Stanley Boehm, Al Snook, Steve Paahs, Tom Johnson, Duane Searle, Jack Davis, Bill Hoygaard, Jim Reid, Bill and Clara Fife, Ed Cutler, Barry Edward, and the scribe, *Ted Wilkinson*

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## LOS ANGELES SOUTH BAY LUNCHEON

April 14 we had a great gathering and a lot of discussion about the new pass policy and what little we understood about it.

Bill Horn irritated everyone by looking so damn young and fit for his 92 years plus. It sort of kept me and a few others from complaining about our ailments.

Bob Gillette joined us from Stone Lake, WI. Also attending were Gene Gawenda, Walt Albright, Marcene and Doug Rankin, Trudy Buck, Norm Marchment, Tom Reidt, Arvid Von Nordenflycht, Don Krueger, Don McDermott, Ron Matsuda, late arrival Linda May and yours truly, *Rex May*

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## SAN DIEGO COUNTY RUPA LUNCHEON

Dear Editor for life Cleve- Oh, that was nasty, but I really do thank you for hanging in there. Your dedication is exemplary.

As for the San Diego area lunch "crowd", there were four of us. Bill Pauling, one of the regulars was not present, but his chair was filled by a most delightful fellow Gary Johnson, who did his part and helped keep the conversation lively. Bob Bowman, Don Trunnick, and me along with Gary all showed our sagacity in dealing with world problems past, present and future.

Airplane stories are always a part of the conversations, which are thoroughly enjoyed. No ladies were with us this time, but our waitress is very nice. She doesn't give hugs like the last one did, though. Oh, well. That might be too exciting for us relics. Fraternaly, *Bob Harrell*

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## RUPA SUN'N FUN FLORIDA

The March 31<sup>st</sup> RUPA Day meeting turned out to be Sun'N Not so fun. The weather was forecast for frontal passage with possible thunderstorms and rain. As your hosts, Dot Prose and I anxiously waited for throngs of members to sign in, only three showed up. However the weather had a lot to do with it, the rain and storms started around 1100. We were housed in the OX5 clubhouse and only noticed that the rain appeared quite heavy. A break in the storm brought news that a tornado had touched down not a hundred yards from the club house. What a mess! Sixty nine aircraft were damaged, some totaled. Many purveyors' tents and shelters were blown to pieces, trees down, power out, many port-a-potties blown over, trash and debris everywhere. More than eleven people were injured, luckily none serious. About 1400 the show was declared closed for the day and everyone was ordered to leave. On our way to the car, we not surprisingly, found the sod parking lot was a quagmire. (I like that word) Many vehicles were stuck up to the axels. We waded through 4" mud to get to our car. Fortunately I found a way to the exit via the high sod and made it out okay. However, it wasn't over yet as we drove for the next hour in a torrential downpour.

The three brave members who did show up were: Norm Moore, Phil Steiner and Brian Laiding.

I would like to thank the members of the OX5 organization for inviting us into their club house, and Dot Prose for her valuable assistance in hosting the RUPA Day!

The conclusion that Dot and I came to is that the effort to host this event is not worth the effort and expense. Therefore, I would say that this marks the end of a formal RUPA Sun 'N Fun day.

Enclosed is a picture of members in front of the club house. Oh, don't see anyone? That's because there is no one! Also are some pictures of the damage. Truly, *Gary & Janice Crittenden*

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The only trouble  
with retirement...  
you never get a damn day off!

[www.cafepress.com/GeezerShop](http://www.cafepress.com/GeezerShop)



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## NEW PASS TRAVEL PROGRAM FOR CO-WORKERS AND RETIREES

*(This is some of the information I have received in regards to the new pass policy. I have no idea about how accurate it is. We will print any corrections in the future. Please don't kill the messenger!!! Ed)*

Over the past several months, the company evaluated the nearly 70,000 co-worker and retiree survey responses to develop a harmonized pass travel program that balances your valuable feedback with the economic realities of the airline industry. We have completed this process and are pleased to announce United's new pass travel program, which will be fully effective in 2012.

"We know that travel privileges are an important part of working for an airline, and our goal was to combine the two programs into a world-class program for our co-workers and retirees to travel with their families and friends on the world's leading network," said Human Resources Executive VP Mike Bonds. "In many instances, we were able to select the best features of each of the subsidiaries' current programs. In other cases, where the provisions of the two programs were incompatible, we had to make choices and compromises."

"We also evaluated the travel features that our competitors offer to their employees and retirees to make sure that United's new program is industry-competitive and provides our co-workers and retirees with meaningful space-available travel options," Mike added. "We are confident that our new pass travel program is an attractive, competitive program."

### **United's new pass travel program will include the following key elements:**

**Unlimited system-wide, space-available travel:** Co-workers, retirees and their eligible pass riders will continue to enjoy unlimited, space-available, personal pass travel privileges valid for flights throughout the combined United and Continental network worldwide in economy and premium-class cabins.

**Vacation Passes:** Each year, the company will provide co-workers and retirees with eight one-way passes valid for the highest space-available boarding priority for system-wide travel in economy and premium cabins with service charges and certain ticket taxes waived. All co-workers and retirees will board by years of company service within this highest boarding priority. Recipients will be able to use each one-way pass for trips containing one or more valid connections. (For example, BOS-LAX-HNL would require only one vacation pass.) In addition, each pass may be used by all eligible pass riders included on a co-worker's or retiree's travel profile when these pass riders are all traveling together. Vacation passes will be valid for five years from the date of issuance.

**Boarding Priority:** All active employees will have the same space-available boarding priority. The new boarding priority will eliminate "super" boarding priority for management (SA2 and above) and retirees with 25 years or more of service (BP6B). *(Visit Travel Tools on the Flying Together homepage to view the Q&A, which includes a chart with details on the new pass travel program's boarding priorities.)*

**Service Charges and Fees:** All co-workers, retirees and their eligible pass riders will be able to enjoy the privilege of space-available, economy-class travel on the entire United and Continental network worldwide with no service charges. Co-workers, retirees and their eligible pass riders who wish to travel in premium-class cabins will enjoy a 90 percent discount off applicable Zonal Employee Discount (ZED) fares on U.S. domestic flights and a 50 percent discount off applicable ZED fares on international flights. We will waive the premium service charge for international travel for those co-workers and retirees who have 25 or more years of service. Taxes and other fees may apply, depending on the departure or arrival location. *(Visit Travel Tools on the Flying Together homepage to view the Q&A, which includes a chart with details on the new pass travel program's service charges and fees.)* In addition, the company will waive the checked-bag fees for up to two bags each weighing up to 50 pounds per pass rider (other than regular buddy pass riders).

**Enrolled Friends:** Enrolled friends will have unlimited, on-line, space-available, personal pass travel privileges comparable to those given to eligible pass riders, such as parents and children. Each calendar year, single co-workers may register one enrolled friend. Married co-workers may register an enrolled friend in lieu of a spouse or domestic partner. All co-workers may also register an additional enrolled friend in lieu of using their regular buddy passes for the year. Retirees may register up to two enrolled friends in addition to a spouse or domestic partner.



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**Buddy Passes and the Extended Family Buddy Program:** At the beginning of each year, the company will provide co-workers with 24 segment buddy passes valid for system-wide travel in economy-class and, with some restrictions, in premium-class cabins. Buddy passes will allow co-workers to offer space-available travel to family and friends not otherwise covered on their travel profiles.

**Additional buddy pass program details follow:** As stated above, co-workers will have the opportunity to register an enrolled friend in lieu of using their regular buddy passes. Regular buddy pass fees will be based on 10 percent of the lowest unrestricted Y fare for economy travel system-wide. Buddy pass fees for international premium cabin travel will be based on 15 percent of the lowest unrestricted Y fare. Regular buddy pass riders will be subject to all normal checked-bag fees. Buddy passes will be valid for 13 months (January 1 through January 31 of the following year). Retirees will not be eligible for buddy passes; however, retirees will have the option to register up to two enrolled friends in addition to their spouse or domestic partner.

Additionally, the extended family buddy pass program will allow co-workers to enroll non-dependent children 21 years of age and older, parents-in-law, siblings, grandparents and grandchildren to use buddy passes for enhanced travel privileges, including lower fees and a higher boarding priority than regular buddy pass riders.

**Leisure Travel Discount Program:** Co-workers and retirees will receive a 20 percent discount on most published fares to purchase revenue tickets valid for travel by co-workers, retirees and eligible pass riders.

**What's Next:** We recognize that many co-workers and retirees have made 2011 travel plans with their current applicable pass travel program in mind. To accommodate these plans, we will maintain most of the features of the current programs until the end of 2011. This timing will also enable us to make the necessary changes to our information technology systems to accommodate the new pass travel program. In the meantime, the interim pass travel program, announced in September 2010, will remain in effect.

**Frequent Flyer Mile Award for Co-workers:** Separate from the pass travel program, United will provide a one-time deposit of 25,000 frequent flyer miles, valid for confirmed, positive-space travel on United or Continental, into co-workers' new or existing OnePass or Mileage Plus accounts. This award will allow co-workers to fly positive-space when they know in advance that they need to travel. In the coming months, we will announce details about the timing for this deposit, how to tie your existing frequent flyer account to your employee ID and how to earn additional frequent flyer miles through other employee incentive and recognition programs. Co-workers may learn more details about this one-time frequent flyer mile deposit by reviewing the *Frequent Flyer Mile Award Q&A on Flying Together in the Travel Tools section on the left side of the screen*.

Please visit *Flying Together Travel Tools* to review detailed information about the new pass travel program, including a chart comparing our new pass travel program privileges with the current United and Continental subsidiaries' pass travel programs and a *New Pass Travel Program Q&A*, which includes details about program elements, eligibility, boarding priorities and fees.

We will communicate more information and policies in the coming months. In the meantime, we encourage co-workers and retirees to review all new pass travel program information on *Flying Together*. If you have questions about this information, please e-mail [mypasstravel@united.com](mailto:mypasstravel@united.com).

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## PASS TRAVEL COMMITTEE REPORT

By UAL-MEC Pass Travel Committee Chairman, Capt. Pat Palazzolo

United released their new pass benefits policy last week and in response to a lot of emails and calls I've been getting, I'd like to share some observations I have.

As I've mentioned before, the reality of this merger is that CAL management is running the HR department – not to mention quite a few others. As such they bring to the job their own biases and experiences.

The philosophy of the pass travel benefits at United has always been that it is a reward for years of service. If you put in the years, you reap the benefits. If you haven't put in the years, then you're encouraged to stick

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around so you can enjoy the benefits of seniority.

At Continental their philosophy has been different. Pass travel is intended as a benefit for all employees to use at some point during the year even if it means junior employees going ahead of more senior employees. Hence their use of vacation passes which gives employees the opportunity to ride at a priority ahead of the normal boarding priority eight times per year. (More on this later)

The predicament CAL management found themselves in was how to continue to accommodate their philosophy but also accommodate United's philosophy of rewarding years of service to the company -- particularly with United's retirees.

Their solution was to give vacation passes to retirees as well as employees -- something not now done at CAL. At CAL today vacation passes go only to employees.

Under the new plan, eight times per year, retirees and employees will be able to fly at boarding priority A using their years of service. A 30 year retiree will go ahead of a 25 year employee.

In a study done by United last year they say they found that retirees traveled on average about four segments per year. Employees average about 14 segments per year. Giving 8 vacation passes to everyone will allow retirees and their eligibles to travel on four round trips per year at their years of service at the highest boarding priority.

While this is a degradation of our retiree's current benefits, it's a big improvement for CAL's retirees.

ALPA and the other unions at UAL have consistently opposed abrogating seniority with what we called BP-7s, or allowing a junior employee to go ahead of a senior employee by using a higher boarding priority. We still oppose that in principle because ALPA members are generally more senior than other employees and we are harmed the most by it.

But in retirement, pilots other senior employee groups will be helped the most with this new plan compared to other employees because flight crews tend to retire with far more years of service than other employees.

**Higher boarding priority for management.** This ill-conceived remnant of CO's pass policies was dead on arrival at UAL.

**Companion passes.** (They have decided to keep the CAL term "Buddy Passes.") You may have noticed that companion passes will change. The good: Family members will be able to travel at half the cost and ahead of non-family companions. The bad: They are doing everything they can to restrict and discourage the use of Buddy Passes. The new management feels the Company loses money on Buddy Passes, notwithstanding the fact that UAL takes in about \$25 million in revenue a year on them. United's new management fears they lose money from what they call "revenue dilution." Which means they believe a certain number of companion pass riders would have paid for a ticket on United had it not been for the availability of a companion or Buddy Pass.

Therefore non-family companions will not be permitted to ride in international premium classes unless accompanied by the employee. From the company's view, they hope that will discourage some people from even bothering with using the companion pass.

Retirees will not be permitted to use companion passes at all. Instead they will be given two enrolled friends in addition to their spouse or domestic partner.

**Enrolled friends.** They will no longer board at the employee or retiree's boarding priority unless they are accompanied by them. Married employees may elect to give up all companion passes in a year in exchange for an enrolled friend.

**Spouses and domestic partners.** At Continental spouses always went to the back of the bus unless accompanied by the employee or retiree. This was to be the plan in the new United program. After all, this seems normal to CAL management because this is all they have ever known.

When the company released their final draft to the unions ALPA was able to convince the company to allow spouses to fly unaccompanied at the employee or retiree's normal boarding priority. Consequently, it will

remain status quo here at United and is a big, welcome improvement for the CAL employees.

**Some final comments on Vacation Passes.** These priority A passes can be used at any time for any reason by any eligible. They are not just for vacations but are only named that.

One vacation pass is good for:

- 1) One way.
- 2) Using as many connections as required to get to your destination.
- 3) And good for all eligibles traveling at the same time.

You can save them for up to five years.

So, a family of 17 can travel from Miami to Chicago to San Francisco to Hong Kong to Saigon using only one vacation pass in each direction.

There is no doubt that some people will try to sharp shoot the system. What is the fine print on the restrictions? I don't know yet.

There are still a lot of the fine print issues to be resolved with the new pass policy. Does furlough time count toward years of service? (ALPA will be strongly advocating for this). What about survivors' pass benefits? How do we resolve the inequity of CAL employees stockpiling vacation passes but UAL employees starting the year with an empty basket? We're working with the company to resolve these issues. So stand by to stand by. Pat Palazzolo, Chairman UAL-MEC Pass Travel Committee

## New Pass Travel Program Q&A

### **GENERAL**

**How does the new pass travel program differ from the current United and Continental subsidiaries' pass travel programs?**

We have developed a chart to demonstrate how our new pass travel program features compare to those of the United and Continental subsidiaries' travel programs. We encourage you to review this chart by visiting the Travel Tools section on the Flying Together homepage.

**What is the terminology for the new pass travel program, and how does it compare to the terminology for the Continental and United subsidiaries' programs?**

<b>Continental Subsidiary</b>	<b>New United Pass Travel Program</b>	<b>United Subsidiary</b>
Standby or Space-Available Travel	Standby or Space-Available Travel	NRSA or Non-Rev Travel
Regular Buddy Pass	Regular Buddy Pass	Companion Pass
Extended Family Buddy Pass	Extended Family Buddy Pass	N/A
Travel Companion	Enrolled Friend	Enrolled Friend
Pass Riders and their Eligible Pass Riders	Pass Riders and their Eligible Pass Riders	Travel Eligibles
Pass Classification	Boarding Priority	Boarding Priority
Leisure or Personal Travel	Leisure or Personal Travel	Pleasure Travel
Pass Rider Profile	Travel Profile	Travel Profile
Personal Pass (non-Vacation Pass)	Personal Pass	N/A
Fee-waived	Service charge-waived	Fee-waived



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## When will the new pass travel program become effective?

We expect the new pass travel program to be effective in 2012. We recognize that many co-workers and retirees have made 2011 travel plans with their current applicable pass travel program in mind. To accommodate these plans, we will maintain most of the features of the current programs until the end of 2011. This timing will also enable us to make the necessary changes to our information technology systems to accommodate the new pass travel program. In the meantime, the interim pass travel program, which the company announced in September 2010, will remain in effect.

## What is the interim pass travel program?

For more information on the interim pass travel program, co-workers should read the Employee Bulletin dated September 30, 2010, which is posted in the Travel Tools section on the Flying Together homepage.

## What flights will be included in the new pass travel program?

All co-workers, retirees and eligible pass riders may travel on all Continental, Continental Micronesia (CMI), Continental Express (COEX), Continental Connection, United and United Express (UAX) flights worldwide. Boarding priority may vary on UAX and COEX.

## What will be considered domestic travel, and what will be considered international travel?

Prior to implementation of the new pass travel program, current geographical definitions will continue to apply. When the new pass travel program is implemented, we will consider travel within the 48 contiguous United States, as well as Alaska and Hawaii, to be domestic travel. Domestic travel will also include travel within the Micronesia Islands and from Guam and/or Saipan to the Micronesia Islands. We will consider all other travel, including travel to Canada, Mexico, Central and South America, the Caribbean, Europe, Africa, Asia, Guam, Micronesia and the South Pacific, to be international travel.

## Where can I find a route map for Continental and United flights?

You can find a Continental route map on [www.continental.com](http://www.continental.com) under Travel Information > Route Maps and a United route map on [www.united.com](http://www.united.com) under Planning and Booking > Route Maps.

## ELIGIBILITY

### Who will be eligible for unlimited pass travel under the new pass travel program?

The following persons (“eligible pass riders”) will be eligible for unlimited, personal, space-available travel system-wide.

- Co-workers
- Eligible retirees
- Spouse/domestic partner (same or opposite gender)
- Enrolled friends
- Dependent children (natural, adopted and/or step) through age 25
- Unmarried children in the military through age 25
- Parents (natural, adoptive and/or step)

We will provide more information on eligibility when we provide more program details later this year. The statuses described above are determined under Company policy and subject to verification.



**BOARDING PRIORITY**

**What will the new boarding priority be?**

Co-workers will board by actual years of company service within their boarding priority level. The new boarding priority levels will be as follows:

<u>Boarding Priority Level</u>	<u>Eligible Pass Rider</u>	<u>Boarding Priority Within Levels</u>
A	<p>Travel <u>using a vacation pass</u> by:</p> <ul style="list-style-type: none"> <li>• Employees, retirees and their accompanied eligible pass riders</li> <li>• Unaccompanied spouse/domestic partner* of an employee or retiree, and their accompanied eligible pass riders</li> </ul> <p>In addition, up to two regular buddy pass riders and unlimited extended family buddy pass riders can travel at Boarding Priority A when accompanied by an employee or spouse/domestic partner using a vacation pass.</p>	Employee's or retiree's years of company service
B	<p>Travel by the following pass riders when <u>not</u> using a vacation pass:</p> <ul style="list-style-type: none"> <li>• Employees and their accompanied eligible pass riders</li> <li>• Employees' unaccompanied spouses/domestic partners* and their accompanied eligible pass riders</li> </ul> <p>In addition, up to two regular buddy pass riders and unlimited extended family buddy pass riders can travel at Boarding Priority B when accompanied by an employee or their spouse/domestic partner* using a personal pass.</p>	Employee's years of company service
C	<p>Travel by the following pass riders when <u>not</u> using a vacation pass:</p> <ul style="list-style-type: none"> <li>• Retirees and their accompanied eligible pass riders</li> <li>• Retirees' unaccompanied spouses/domestic partners* and their accompanied eligible pass riders</li> </ul>	Retiree's years of company service
D	<p>Employees' or retirees' unaccompanied eligible pass riders who are traveling on a vacation pass, excluding spouses/domestic partners*</p> <p>Employees traveling with three or more regular buddy pass riders on a personal or vacation pass</p>	Employee's or retiree's years of company service



<u>Boarding Priority Level</u>	<u>Eligible Pass Rider</u>	<u>Boarding Priority Within Levels</u>
E	Employees' and retirees' unaccompanied eligible pass riders (including enrolled friends) traveling on a personal pass  Employees' adult children who are traveling unaccompanied on an extended family buddy pass	Employee's or retiree's years of company service
F	Continental subsidiary early-out program eligible pass riders and eligible pass riders who are participants in the 2011 (and beyond) United early-out program  Priority other airline (alliances) employees, retirees and their eligible pass riders	Early-out eligible pass riders: Years of company service  Other airline eligible pass riders: After early-out eligible pass riders and by time of check-in
G	Extended family buddy pass riders (other than employees' adult children) traveling unaccompanied	Employee's years of company service
H	Regular buddy pass riders traveling unaccompanied	Employee's years of company service
I	Non-priority other airline (non-alliance) employees, retirees and their eligible pass riders	Time of check-in
J	Employees who elect to stand by for service-charge-waived pass travel, system-wide in any class of service, rather than paying service charges to travel at a higher boarding priority	Employee's years of company service

*\*Enrolled friends do not have the same boarding priority as spouses or domestic partners in these cases.*



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## Will management co-workers have a higher boarding priority than other coworkers?

No. All co-workers will have the same boarding priority for space-available pass travel. We will eliminate Continental's current SA2P and above boarding priorities in the new pass travel program when it becomes effective in 2012.

Under the new program, the highest space-available boarding priority will be enjoyed by all co-workers and retirees using vacation passes.

## ENROLLED FRIENDS

### How will the enrolled friends option work?

Each calendar year, single co-workers may register one enrolled friend. Married coworkers may register an enrolled friend in lieu of a spouse or domestic partner. All coworkers may also register an additional enrolled friend in lieu of using their regular buddy passes for the year. Retirees may register up to two enrolled friends in addition to a spouse or domestic partner. Enrolled friends will have unlimited, on-line, space available, personal pass travel privileges comparable to those given to eligible pass riders.

### At what priority will enrolled friends board?

Enrolled friends will board at the same priority as eligible pass riders, such as parents and children, but at a lower boarding priority than spouses/domestic partners, when traveling unaccompanied.

### Will enrolled friends be able to travel unaccompanied?

Yes, enrolled friends will be able to travel unaccompanied system-wide in any cabin.

### Will enrolled friends' travel be taxable to the co-worker or retiree?

Yes, just as in the Continental and United subsidiaries' programs, travel by enrolled friends will be taxable to the employee or retiree.

## SERVICE CHARGES AND FEES

### What will the service charges and fees be?

<u>Service Charges and Fees</u>			
Type of Travel	Employees, Retirees, Eligible Pass Riders	Extended Family Buddy Pass Riders	Regular Buddy Pass Riders
Domestic and International – Economy class	No service charge - only applicable taxes and fees	5% of lowest unrestricted Y fare plus applicable taxes and fees	10% of lowest unrestricted Y fare plus applicable taxes and fees
Domestic – Business, BusinessFirst and First class	Less than 25 years of service; 90% discount off ZED fares. 25 or more years of service: No service charges. All pass riders pay applicable taxes and fees.	5% of lowest unrestricted Y fare plus applicable taxes and fees	10% of lowest unrestricted Y fare plus applicable taxes and fees
International - Business, BusinessFirst and First class	Less than 25 years of service; 50% discount off ZED fares. 25 or more years of service: No service charges. All pass riders pay applicable taxes and fees.	10% of lowest unrestricted Y fare plus applicable taxes and fees	15% of lowest unrestricted Y fare plus applicable taxes and fees

To see how these service charges and fees compare to those of the subsidiaries' current pass travel programs, visit the Travel Tools section on the Flying Together homepage to view the comparison chart.

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## **How did you determine the service charge structure?**

The service charges are based on a Zonal Employee Discount or ZED (mileage) structure. This pricing method better represents the value of our pass travel privileges and is more equitable than a flat charge for all travel within a geographical area. For detailed examples of service charges, see the comparison chart in the Travel Tools section on the Flying Together homepage.

## ***VACATION PASSES***

### **How will vacation passes work?**

At the beginning of each year, the company will issue eight one-way, space-available vacation passes to co-workers and retirees. Vacation passes will enable co-workers and retirees and their eligible pass riders to enjoy the highest boarding priority with waived service charges and related ticket taxes (excluding departure taxes and other airport and regulatory taxes) for system-wide travel in any class of service.

Co-workers and retirees will be able to use each one-way pass for trips containing one or more valid connections. For example, BOS-LAX-HNL would require only one vacation pass. In addition each pass may be used to cover all eligible pass riders included on a coworker's or retiree's travel profile (excluding extended family buddies) when traveling together. (See the eligibility section above for a list for eligible pass riders.)

### **How long will the new vacation passes be valid?**

Vacation passes will be valid for five years from the date of issuance.

## ***BUDDY PASSES***

### **How will buddy passes work?**

At the beginning of each year, we will provide co-workers with 24 segment buddy passes valid for system-wide travel in economy-class and with some restrictions in premiumclass cabins. Buddy passes will allow co-workers to offer space-available travel to family and friends not otherwise covered on their travel profile.

Additional buddy pass program details are as follows:

- Co-workers will have the opportunity to register an enrolled friend in lieu of using their regular buddy passes for the year.
- Regular buddy pass fees will be based on 10 percent of the lowest unrestricted Y fare for economy travel system-wide. Buddy pass fees for international premium cabin travel will be based on 15 percent of the lowest unrestricted Y fare. Regular buddy pass riders will be subject to all normal checked-bag fees.
- Buddy passes will be valid for 13 months (January 1 through January 31 of the following year).
- The **extended family buddy program** will allow co-workers to register nondependent children 21 years of age and older, parents-in-law, siblings, grandparents and grandchildren to use buddy passes for enhanced travel privileges with lower fees and a higher boarding priority than regular buddy pass riders.
- **Retirees will not be eligible for buddy passes;** however, they will have the option to have two enrolled friends in addition to their spouse or domestic partner. Retirees will be able to change their enrolled friends annually.

### **Who will be eligible to travel using my regular buddy passes?**

Family and friends not otherwise covered on a co-worker's travel profile will be eligible to travel space-available using buddy passes. As under the Continental and United subsidiaries' programs, it is against the terms and conditions of the new pass travel program for co-workers to sell or barter their buddy passes or give buddy passes to individuals they do not know.

### **Will we receive extended family buddy passes separate from our allotment of regular buddy passes?**

No. Co-workers will receive one annual allotment of 24 buddy passes to be used by both extended family buddies and regular buddies.

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**Will buddy pass riders have to be accompanied?**

Extended family buddies will be able to travel unaccompanied in all classes of service system-wide. Regular buddies will be able to travel unaccompanied system-wide, except in United's international first-class and Continental's BusinessFirst cabins. On international routes in United first-class or Continental Business-First, the sponsoring coworker; eligible pass rider covered in the co-worker's travel profile; or an extended family buddy must accompany regular buddy pass riders.

**Will there be a limit on how many buddy passes I may use per flight?**

No. However, co-workers accompanying three or more regular buddy pass riders will travel at a lower boarding priority when using a personal or vacation pass. (Boarding Priority D- see boarding priority chart.)

**Will I be able to use buddy passes for all flights?**

Buddy passes are valid on United, Continental, United Express, Continental Express, Continental Micronesia and certain Continental Connections flights. However, embargo periods may apply during peak travel times on certain routes.

**Will regular buddy pass riders be able to travel on vacation passes?**

No. However, up to two regular buddy pass riders and unlimited extended family buddy pass riders may accompany a co-worker traveling on a vacation pass at the co-worker's vacation pass boarding priority level. We will deduct buddy pass travel from your buddy pass allotment, and buddy pass fees will apply.

**Will I have to pay taxes when I use my buddy passes?**

Co-workers will not have to pay income taxes on regular buddy passes because the fees paid by you for these passes will be equal to the full imputed value of the passes. However, because the buddy pass fees for the extended family buddy program are about half the cost of regular buddy pass travel, the IRS considers the difference in cost to be imputed income and you are required to pay income and FICA taxes on this difference.

**If I choose not to use buddy passes, will there be another option for me?**

Yes. Employees will be able to add an additional enrolled friend in lieu of using their regular buddy passes.

***RETIREES*****Will parents of retirees be eligible for the new pass travel program?**

Yes. Natural, adoptive and step-parents will be eligible. Retirees will be able to have any combination of two parents enrolled for travel at any time and will be able to change this quarterly.

**Will retirees be eligible to designate an enrolled friend?**

Yes. Retirees will be able to register up to two enrolled friends per year in addition to their spouse or domestic partner.

**Will retirees be eligible to receive buddy passes?**

No. However, retirees will have the option to register up to two enrolled friends in addition to their spouse or domestic partner.

**How will retirees pay for pass travel charges?**

Retirees will continue to pay as they do under the existing subsidiaries' pass travel programs until we have fully implemented the new pass travel program. When this happens, retirees will pre-pay for their pass travel with a credit card through employeeRES.

***LEISURE TRAVEL DISCOUNT PROGRAM*****Will I be able to buy confirmed tickets at a discounted price for my eligible pass riders and myself?**

Yes. Employees and retirees will be eligible for a leisure travel discount program. The program will provide a 20 percent discount on revenue confirmed tickets for employees, retirees and their eligible pass riders. The 20 percent discount will be taken off the applicable economy, first or BusinessFirst fare at the time of booking.



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**Will passengers using the new United leisure travel discount program be able to accrue frequent flyer miles on their travel?**

Yes. We'll provide more details in future communications.

**Will there be a dress code when traveling on the 20 percent discount tickets?**

No, but we encourage all co-workers, retirees and their eligible pass riders to use good judgment in their attire when traveling on reduced rate tickets.

***CURRENT UNITED SUBSIDIARY PASS TRAVEL PROGRAM***

**Will I still be able to redeem my existing incentive passes through their designated expiration dates?**

Yes. Incentive passes issued in March 2010 will be valid on United flights through March 2012. Because the two booking systems are not compatible at this time, and it's likely that the necessary programming will not be in place prior to March 2012, co-workers will not be able to use these passes on Continental flights.

**What happens to United co-workers' existing companion passes?**

Existing companion passes will continue to be valid on United flights until their original expiration date of Dec. 31, 2011. Because the two booking systems are not compatible at this time, and it's likely that the necessary programming will not be in place before the expiration of the companion passes, co-workers will not be able to use these passes on Continental flights.

***CURRENT CONTINENTAL PASS TRAVEL PROGRAM***

**What happens to Continental co-workers' and retirees' existing vacation passes?**

Existing vacation passes will continue to be valid until their original expiration date. Until we are on a single booking system and the necessary programming is in place, vacation passes can only be used on Continental flights.

**Will Continental co-workers' and retirees' existing vacation passes be converted to the new type of vacation passes (good for one-way travel by all eligible pass riders when traveling together), or will they continue to be valid for travel by a single eligible pass rider?**

Existing vacation passes will not be converted, so they'll continue to be useable as they are now.

**What happens to Continental co-workers' existing buddy passes?**

Existing buddy passes will continue to be valid on Continental flights until their original expiration date of Jan. 31, 2012. Because the two booking systems are not compatible at this time, and it's likely that the necessary programming will not be in place before the expiration of the buddy passes, co-workers will not be able to use these passes on United flights.

**I've already booked a coairFares ticket. Is this ticket still valid?**

Yes.

**When is the last date that I can book a coairFares ticket?**

We are working to determine that date, and we will communicate it to you as soon as we know.

**What happens to my existing perfect attendance passes?**

Existing perfect attendance passes will continue to be valid until their original expiration date. Until we are on a single booking system and the necessary programming is in place, perfect attendance passes can only be used on Continental flights.

***OTHER***

**How do I list for Continental and United flights?**

For now, all co-workers and retirees should continue to log onto Flying Together and access employeeRES to list for Continental flights and WebList to list for United flights. Co-workers can also continue to access the booking systems through Insidecoair and SkyNet.

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Once we select and program the booking system for the new pass travel program, we will provide more information and instructions on how to list for all flights in the combined network.

**Will the company waive the first and second checked-bag fees in the new pass travel program?**

Yes. The company will waive the checked-bag fees for up to two bags each weighing up to 50 pounds per pass rider (other than regular buddy pass riders).

We will not waive fees for excess, oversized or overweight bags. The company will charge all applicable bag fees for regular buddy pass riders.

In light of high fuel prices, in the future, the company may change its policy regarding waiving checked-bag fees for pass riders.

**What will the cost of a third checked-bag be?**

The cost will be the same as that paid by revenue passengers.

**What will the rules be for unaccompanied eligible pass riders who are minors?**

Unaccompanied minors ages 4 and younger will not be permitted to travel space-available. Minors between ages 5 and 14 may travel space-available for unaccompanied travel on non-stop flights system-wide. An eligible pass rider ages 15 and older may travel unaccompanied on connecting flights and will be permitted to accompany his or her pass rider siblings ages 5 to 14.

We will waive the unaccompanied minor service charge for space-available travel for eligible pass riders and extended family buddy pass riders who are minors. The coworker will be responsible for all required documentation.

The company will charge normal unaccompanied minor fees for regular buddy pass riders who are minors.

**When will I receive more information about the new pass travel program?**

We will communicate more information and policies as soon as possible. In the meantime, we encourage co-workers and retirees to review all new pass travel program information on Flying Together. If you have questions about this information, please email the Employee Travel Center at [mypasstravel@united.com](mailto:mypasstravel@united.com).

*United's pass travel policy is a privilege and is not a right of employment. The terms of the policy are subject to modification or termination, in whole or in part, by the Company at any time and for any reason.*

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**JIM MC CUSKER's comments to the company!**

As a retired United Pilot who served my time both in several Union and Management positions during a 30+ year career I can only say that this new pass policy only reinforces my strong belief that the new Continental influence within United totally abrogates, and places no intrinsic value in, the long standing United Policy, fostered under Pat Patterson, which recognized and rewarded the multitude of contributions that Retirees have made to the airline over the past 85 years.

Not only have you totally reversed a long standing Policy by placing all Retirees below current employees, **regardless of their years with the airline**, by making **years of company service**, rather than **date of hire** the determinant in boarding priority, you have also failed to address the glaring inequity fostered on the retired Pilot group that the age 65 Rule imposes on us: all pilots allowed to work beyond age 60 will garner additional years of company service that was never made available to us who were forced to retire at age 60 and will subsequently become "Senior" to those of us who went before them.

If by chance you actually take the time to read this missive, I suppose you will posit the idea that I should just quietly fade away into my Golden Years and be thankful for the previous career that I had at United. But after having the majority of my promised Retirement taken away by prior malfeasant managerial meanderings, and subsequently watching these very same miscreants line their pockets and future retirement packages during the subsequent Bankruptcy "reorganization", I would be sadly remiss if I didn't at least wish that you, and all those who only live in the here and now, may forever "Live in interesting times".

*Capt. Jim McCusker (UAL-Ret.)*

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## FAA OK's iPads for Pilots' Charts

From the earliest days of aviation, pilots have relied upon paper maps to help find their way. Even in an era of GPS and advanced avionics, you still see pilots lugging around 20 pounds or more of charts. But those days are numbered, because maps are giving way to iPads.

The Federal Aviation Administration is allowing charter company Executive Jet Management to use Apple's tablet as an approved alternative to paper charts. The authorization follows three months of rigorous testing and evaluation of the iPad and Mobile TC, a map app developed by aviation chartmaker Jeppesen.

The latest decision applies only to Executive Jet Management, but it has implications for all of aviation. By allowing the company's pilots to use the [Apple iPad](#) as a primary source of information, the FAA is acknowledging the potential for consumer [tablets](#) to become avionics instruments.

The [iPad has been popular with pilots](#) of all types since its introduction last year. But until now, it could not be used in place of traditional paper charts or FAA-approved devices such as more expensive, purpose-built [electronic flight bags](#). The iPad was OK for reference, but not as a pilot's sole source of information. The new FAA authorization changes all that.

To receive FAA authorization, Jeppesen and Executive Jet Management went through a rigorous approval process. It included rapid-decompression testing from a simulated altitude of 51,000 feet and ensuring the tablet will not interfere with critical navigation or electronic equipment.

Executive Jet tested the iPad and [Mobile TC](#) in 10 aircraft flown by 55 pilots during 250 flights.

The first thought many pilots, not to mention passengers, will have is: What happens if the iPad or the app crashes?

Jeff Buhl, Jeppesen's product manager for the Mobile TC app, says the Apple iOS operating system and the app proved "extremely stable" during testing. In the "unlikely" event of a software crash, he says, it takes but a moment to get them running again.

"The recovery time for an application crashing or the OS crashing is extremely rapid," Buhl says. During the evaluation period with the FAA, the production app did not crash. But even if it did, Buhl says it's ready to go again "in 4-6 seconds from re-launch to previous state."

The FAA says each individual operator — in this case Executive Jet Management — must develop specific procedures for dealing with system or software crashes and other issues. Under the authorization, Executive Jet Management will require a second approved electronic device, which most likely will be another iPad, in the cockpit.

Although this authorization applies to just one company, it is a milestone for all operators, including major airlines, because it opens the door for them to embrace the iPad. Though any company wishing to follow Executive Jet's lead will have to endure equally rigorous scrutiny by the FAA.

Agency spokesman Les Dorr says the process is no different from what is [required for any other electronic device \[pdf\]](#) used to display navigation information.

"As far as the iPad is concerned, we do that on a case-by-case basis when an airline applies to be able to use it," Dorr says.

The FAA is already seeing more requests to use the iPad in the cockpit. Alaska Airlines began testing the iPad back in November and there are about 100 pilots currently evaluating the device according to spokeswoman, Marianne Lindsey. She says in addition to the convenience, there is a practical weight-saving aspect to using the iPad as well, "it's replaced about 25 pounds of manuals and charts."





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Jeppesen's director of portfolio management, Tim Huegel, says several carriers are looking into using the iPad and TC Mobile, and with the FAA granting one approval, it should become increasingly easy for others to follow Executive Jet's lead.

"We'll be able to reuse a lot of the documentation and the lessons learned working with Executive Jet Management to help our commercial customers as they now begin to pursue FAA authorization," he says.

The charts available with Mobile TC include charts for visual flight rules and for instrument flight rules, which are more commonly used by commercial operators. The app only shows an electronic version of the paper charts Jeppesen has been producing for years, but Huegel says future versions could incorporate the iPad's GPS capability.

He sees a day when tablets provide "door-to-door management" of a pilot's information, from crew scheduling to weather information to navigation charts.

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## CYBER EDICATE FOR MODERN TECHNOLOGY

Boorish relatives, vengeful exes, inappropriate work attire, unsent thank-you notes - traditional advice columnists have spent decades offering prescriptions for these gaffes (um, send the freaking thank-you note already!).

Now, thanks to social media, the Internet and any number of gadgets and innovations, we have the means to offend or upset people on an unprecedented scale. With every new technology, there are new ways to make an absolute fool of yourself.

We need Emily Post 2.0!

I'd like to spare you some of the cringe-inducing violations that - trust me - I learned the hard way. No, everyone does *not* use technology in the same manner you do. With a rapidly changing technological landscape, pretty much no one is on the same (Web) page.

Of course, some of the potential problems are far from trivial. Standard parental dictums ("Do not get arrested. Please?") take on new meaning in the context of social media land mines. Take the teenager in Park Ridge, IL, who was arrested when police tracked down Facebook photos of her breaking into a vacant building. (Parental dictum 2011: "Do not post photographic evidence of your illegal activities online. Please!")

Netiquette is planned as an ongoing series that will codify good tech rules of thumb for e-mail, voice-mail, texting, Facebook, IMs, gChat, Skype or borrowing someone else's computer (Hint: Do not download porn). Here goes:

- (1) Do not leave voice-mails for your children. It does not matter how many you leave. Voice-mail is out, Grandpa. Text your kids. They'll still ignore you, but at least you'll know they read your message.
- (2) If you don't get a reply to an e-mail, do *not* automatically assume that the other person hates you, is being disrespectful (Dad, I'm talking to you) or even realizes he or she hasn't yet responded. Just send a forward of the original e-mail with a brief line like, "Just following up!" They'll take the (polite) hint.
- (3) Do not triple-text recipients unless you are in the midst of an active back-and-forth texting session. They saw your first two texts, trust me. They are busy doing things like sleeping or reading or attempting to work. (Yeah, well, probably not the third. But in theory.)
- (4) Whoever made the initial dial has the responsibility to ring the other party back when one or both parties' iPhones inevitably drop the call. Don't apologize or wonder whose phone service is worse. Just keep going where you left off.
- (5) Lock your phone so your rear end doesn't dial your wife and transmit muffled, distorted sound that convinces her you are being held hostage by terrorists and makes her call in the SWAT team, like a real housewife on Chicago's North Shore did recently. That's not how you want to go viral.
- (6) Do not Reply All. Even your mom stopped replying to all in '06. Reply All is never acceptable. Best-case scenario: You're obnoxious. Worst case: You incite violence among friends and acquaintances.
- (7) You are allowed to be a fan of your own gadgets, and even mention that you like them, but you are not allowed to relentlessly harass others to purchase said gadgets, unless that person is still using an Apple Newton. If so, you have a moral responsibility to wrest it from their hands and donate it to the nearest 6-year-old, who will probably laugh and hand it back, citing a "woeful lack of technological capabilities that aren't on par with the current generation of tablet computing."
- (8) TYPING IN ALL CAPS: N00000!!!

# LETTERS

**SCOTT BAUMANN**—Bellevue, WA

Dear Cleve, I'd like to discuss flying opportunities after retirement, and volunteering in museums.

It's eleven years into my medical retirement, and I'm still kicking at age 64. Fine health except for foot pain problems. My second marriage, to the delightful Claudia Kathryn, is my major source of joy. Claudia didn't know that, thanks to the Tilton Bankruptcy, she would have to support her new husband, but her work circumstances are pleasant, and she accepts her fate with equanimity. My children live nearby, as do her 40+ family members, so our family life is busy and happy. Other grandparents can relate to this!

As for flying in retirement is concerned, I know that all of you who are EAA members know about Light Sport Aircraft and flying under Light Sport Pilot regulations. But for those who don't I offer the following. Light Sport Pilots can fly without a medical certificate, which can be beneficial for those of us more "mature" pilots. Light Sport Aircraft are small and simple. They must have no more than two seats, weigh no more than 1,320 pounds (1,420 for seaplanes), and have fixed gear and fixed-pitch props (ground-adjustable is OK). Many aircraft are now available for purchase, including one from Cessna. There are also many home-built designs available.

Any certificated pilot (LS Pilot, Recreational Pilot, Private, Commercial, or ATP) may fly an LSA with just a valid driver's license in place of a medical certificate under day, VFR conditions only. The only hooker is that anyone who has had a medical certificate revoked, like I did, has to pass a relaxed FAA medical only once, and then he can fly forever as an LSP. Anyone who has questions is free to contact me at: [flynavyscott@yahoo.com](mailto:flynavyscott@yahoo.com).

Next topic: volunteering at aviation museums or similar venues. When I was a lieutenant (j.g.) flying Phantoms and A-4's in a test squadron, I never imagined that I, and my aircraft, would both end up in an aviation museum! But here we all are, in Seattle's Museum of Flight, the largest privately owned aviation museum in the U.S. And I am having a ball! We usually work one day a week, have

no one standing by the check-in desk to insure we arrive, and we have good fun relating to our fellow docents. We get to stand around and talk flying with our peers and drink coffee. And the visitors really look up to us as we walk around giving tours. Roger Neill and other United pilots I used to fly with are here with me enjoying life as docents. It's really a positive experience. So I would encourage others to take advantage of the opportunity.

*Scott*, SFO, JFK, ORD, SEA, LAX, ANC

**BOB BLESSIN**—Denver, CO

Greetings from Denver and it's 16 yrs since retiring off the DC10.

We've just returned from our snowbird sojourn to Palm Springs, and it's time to start the planting season. We just sold our PU and Camper, so will have to rent a motel when we go fishing.

We've taken at least one cruise every year, and then spend a month losing the weight gain. We are going to Moab and Lake Powell the end of April to wander around the Natl. parks, for a few days. It looks like I will be in charge of our annual RUPA/United flight wives picnic at Cherry Creek State Park on August 16, so if you're in the area, stop by. It's a catered affair, and a most enjoyable time. Last year we had 74 people.

I'm still active in Ham radio, and passed my Extra Class license exam in Dec.

Sincerely, *Bob & Ann*

**BOB BOWLES**—Deer Park, IL

Here are some things that DIDN'T happen last year:

1. We didn't catch Osama Bin Laden.
2. Our pensions didn't increase. Oh wait! Yours probably did go up. (In fact, mine went down \$450.)
- 2½. Social security didn't go up. (Well, yours might have, but mine didn't)
3. Our taxes and expenses didn't go down.
4. Glen Tilton didn't stop messing with our company.
5. We didn't get any younger.
6. Illinois didn't go bankrupt. (yet)
7. And it appears at this writing, we DIDN'T keep "date of hire" as our seniority for boarding priority. It appears that they now use "years of service". That means that we who were furloughed will once again be hurt because we lost so many years of ser-

vice. Also, if we retired at age 60, we will have fewer years than someone who went to 65. I keep looking for that soundtrack album from the movie, "The History of United Airlines." If you find it, give me a call. It's called "Glen Tilton's Greatest Hits."

Health issues seem to be very important in this mag, so I thought I'd share a few of mine with you: I can neither see nor pee as far as I used to. (It used to be nearly a tie) While my sex life is near zero, I find myself sneezing a lot more than I used to. Actually the feeling is about the same as sex and many times it lasts longer. When my barber lifts my hair to cut the ends off, it looks a lot like he's stringing a harp. I can make a bottle of shampoo last an entire year. What I'm saving on shampoo, I'm more than spending on toilet paper. I wish they'd stop making the chairs and sofas so damned low. (Toilets too, for that matter). I have several joints that really hurt. The rest don't work at all. My memory is the second shortest thing I have. I still appreciate a pretty woman, just in a whole different way. I'm not staring at you, I'm just trying to focus. I have begun calling my doctor and dentist by their first names. I have become much more even-tempered, I stay mad all of the time. You wanna know what makes me angry?? EVERYTHING makes me angry! THAT'S what makes me angry!

I am surprised that, even at my advanced age, I can still find surprises. I am routinely amazed at the things people will do for a little money. How about those people who appear on the TV "Survivor" shows, or "The Bachelor?" Honestly, I'd rather watch any cooking show than that tripe. It's hard to believe that people will stand in the exit door of Costco and tell me they're checking to see if I was "overcharged" for anything.

In light of the past year's experience, I need to pass this on to you: Don't give up on your dreams. In early 2011, in fact, January 14<sup>th</sup>, I achieved a life-long goal of mine. I finished off an ENTIRE bar of soap.. No remaining thumbnail sized chip to throw away or flush down the drain, the ENTIRE bar! And it wasn't one of those piddly-assed little hotel bars either. I ran out of those a couple of months ago. Nope! This was one of those HUGE medium-sized bars. You know, the kind you find at the grocery store, or Dollar General. I'd like to thank all of those people who helped me reach my goal, the little people from Proctor and Gamble, Dol Gen,

Clark Griswold, people like that. And in celebration, the next morning, I took out a brand new pair of socks, right out of the package. I intend to wear them in the near future. Life is good.

A good friend of mine, we'll call him "Jerry", gave me an idea this year. He took a whittling class in his little town and whittled out a walking stick from a piece of Alder. (OK. His name really is "Jerry") It occurred to me that I need a new set of kitchen cabinets in my house. So I went out to the Sears store and bought me a really sharp chisel and started figuring out how I'm gonna carve those cabinets out. All I need now is a big block of Red Oak the size of my kitchen, and I can get started. I'll keep you posted.

Tip of the day: A man's impact can be measured by how long he is remembered after the washroom walls have been repainted. Til next year. **Bob**

**NANCY BREDIS**—Stockton, CA

Here is a little extra for the magazine. I know my dad (Tom Bredis) would love to see it still thrive. I hope you can find someone to take it over.

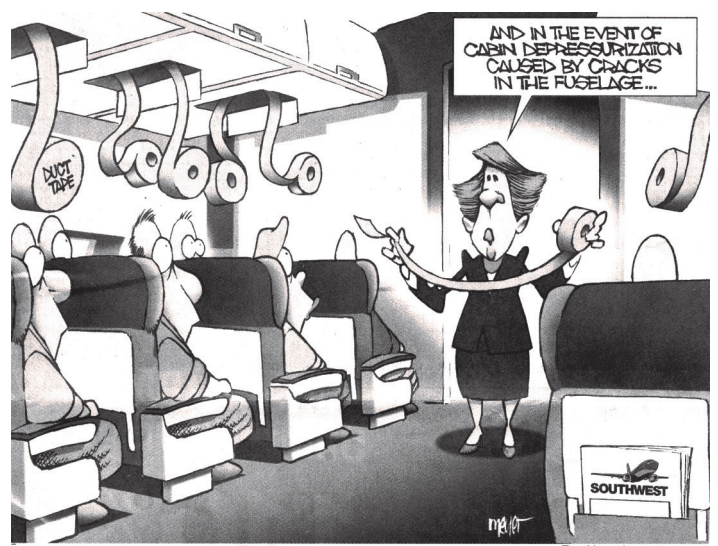
He loved his monthly lunches and the great articles in the *RUPANEWS*. I to enjoy still reading all the great stories and remember the ones he told us over the years.

Thank you for all you do. Sincerely, **Nancy**

**GEORGE BRINKMAN**—Daytona Beach, FL

Hi All. Life is good for the Brinkman's. Still enjoying summers at our cottage in Michigan and our winters in Florida.

Son Kellon got married to a sweet little thing and is





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flying for Express Jet.

Haven't traveled much as we find no place as fun as our Michigan cottage and of course, everyone goes to Florida in the winter.

Thanks for the "news." *George & Shannon*

**JAMES BUEHNER**—Naples, FL

Missed a letter last year in that I was moving from Marco Island, FL to Naples, FL. Went from a large house to a Small "villa" (duplex). Still have stuff in storage. Difficult to sort through a lifetime of memories (stuff).

Hard to keep up with all the companies shenanigans. I hope sanity returns soon.

Strength to keep up the good work. It is appreciated! *Jim*

**FRANK CALDERARO**—Martinsville, NJ

Another birthday and still looking down at the grass. Won't tell you how many I've had, but been retired a few years. Did another nine years flying with ORBIS and quit that a few years ago.

Kids (5) and grandkids (14) all healthy and doing well. My wife takes good care of me, I get a little forgetful at times - (wish casual friends would wear name tags).

Look forward to local lunches with all the "other has-beens." Spent a lot of the summer at our beach house at the Jersey shore - that's when I get to see all the grandkids. Health is good - got nothing to complain about. Enjoy the publication - look forward to the next one.

*Frank*, EWR, JFK, ORD '59 -'92

**GARRY CLARK**—Poplar Bluff, MO

Hi Everyone, Not much has happened since my last update. Same wife, same house, same cars, same cats.

I do believe we will move to Texas when Carol retires in a few years, although we might have a problem selling our current house, so who knows?

Our health is good, no meds for me. I did become a vegetarian about 8 months ago and no longer drink coffee, tea, sodas or eat anything white (except cauliflower). I don't miss the meat, but a nice Maine lobster with real butter might push me over the line - temporarily. I also went 18 months without a haircut and had a nice pony tail going which absolutely

drove Carol crazy. I thought it looked cool. I may get an earring (right is wrong and left is right?) and a Harley this summer. ROFL.

Best, *Garry*

**IVAN COX**—Thousand Oaks CA

The years keep rolling by, and the changes keep coming! The Golden Years are now filled up with trying to learn all the new technologies, and "what's the new name of the airline we used to work for?"

Liz and I are still boating with part of each week spent aboard and trips to Catalina and Channel Islands in the summer. The Baron is getting less and less attention as the price of 100LL soars.

We celebrated our 45th wedding anniversary last month, and our grandson Carter is going to be 6 next month. With both David and Ryan living nearby now, we get to participate, i.e. baby sit, a lot more.

*Ivan* ('64-'98, MIA LAX CLE SFO LAX.)

**JACK DAVIS**—Greenwood Village, CO

Dear Cleve and RUPA. Thank you for all your efforts to keep RUPA alive and well.

Birthday time, 81 on April 13<sup>th</sup>. Man how times flys. Still in good shape for the shape I'm in.

All domestic travel now.

Looks like our pass travel is not going to be as bad as was anticipated with the new vacation pass.

Hello to all my friends and cohorts. Hope to be able to say Hello again next year.

Semper Fi, *Jack*

**DENNIS DILLON**—Palo Alto, CA

Leon, Sorry to cause you to generate an extra letter. Things got a little hectic around here at birthday time.

We were vacationing on Maui with our daughter, a granddaughter and her friend when we go a middle of the night call from Switzerland that our other daughter was near death in Intensive Care in Sion. Needless to say, first flight to SFO to get passports, etc. and on to Switzerland the next morning.

Thankfully, Kim is recovering after 16 days in the ICU, another 11 in the regular hospital. We/she have been back in Palo Alto for 4 weeks now, and she is starting to regain the 20# she lost and regain

her strength and general health.

Anyway, enclosed is a check for \$35.00 —2011 dues and \$10 "late fee."

Fraternally, *Dennis*

**CARL EBERLE**—Geneva, IL

Retired in 2005. Still doing well, living in Geneva, Illinois. I still have pretty good luck with SA travel, but I do a lot of preparation, have back-up plans, and don't travel on the same day that I'm going to get on a ship for a cruise.

We did a cruise out of Venice (finish in Athens) last November and had 2 First class legs on UAL and 2 Business legs on LH. Through FRA going and MUC on the return.

Still do quite a bit of cycling and am still flying a Challenger part time for Priester Aviation out of Palwaukee Airport.

We have one son living in Boston and one living here in Geneva with a 19 month old son. *Carl*

**CARL FEIN, JR**—Gig Harbor, WA

Booked another guided fly-fishing float trip on the Bitterroot late in June. Five days of the finest dry fly action in the country, with the best of accommodations, guides that are fantastic, and great breakfasts in the lodge and dinners riverside. My son will

be flying in from Texas and he is a great fishing pal. This will be our third annual fishing reunion. As always catch and release barbless dry fly.

My very sincere thanks to the very dedicated pilots who tried to represent ALL of us in retirement in the UAL bankruptcy. The legal system could have and would have recognized ALPA as our advocates. That never happened. The PBGC is not to blame. Shame on the MEC and ALPA National and UAL. The retired were only represented by legal statute and the court.

Watch the medical supplement to Medicare it may get whacked in merger. It is the only valuable connection with UAL (merged) that still exists. The pass policy will never recognize your seniority and will not be worth much more than the paper it is written on.

It was a privilege to work with the loyal and dedicated pilots of UAL for 32 of my 76 years. *Carl*

**MICHAEL HUFF**—Glen Burnie, MD

Hi, I would like to thank RUPA for noticing me, I had no idea that this organization even was out there. It's nice to find out that you guys are still United and keep the family going. This is a great opportunity for me to still feel a part of United and the flying world in which I had to leave suddenly. A bit about me and why. On January 3<sup>rd</sup> 1989 I started with United Airlines, I was a DC-10 Flight Engineer out of class based in ORD. Then I moved over to DCA (IAD) on the B-727 as a F/O. Then the B-757/67 and the B-777 as an F/O. My first Captain bid was in IAD on the B737-200. (talk about going back in time). When United closed the base in IAD for the 200 I moved into the A-320 as a Captain. I was on that equipment for 6 years, Just 45 years old when it happened. I was turning 45 on January 28<sup>th</sup> and I had an ID that was flying a 4 day trip starting out of DCA on the 31<sup>st</sup> and returning into DCA on the 3<sup>rd</sup> of February. This ID was what was to be a month long schedule ended up only being 4 days. After landing in DCA I was packing up my flight bag and telling the F/O I would see him in a few days when we would do the ID again. As I was speaking to the F/A's they stated they would be there too. Life was good, enjoyed flying with all of them and looked forward to the next ID. Now as you all know, we had to take a company physical every year around your birthday. Well, the next day when I went in for mine and the nurse hooked me

### **SENIORS TEXTING CODE**

ATD-At The Doctors.

BFF- Best Friend Fell.

BTW- Bring the Wheelchair.

BYOT- Bring Your Own Teeth.

FWIW - Forgot Where I Was.

GGPBL - Gotta Go Pacemaker Battery Low.

GHA- Got Heartburn Again.

IMHO-Is My Hearing-Aid On.

LMDO-Laughing My Dentures Out.

OMMR-On My Massage Recliner.

OMSG-Oh My! Sorry, Gas.

ROFLACGU-Rolling On Floor Laughing & Can't Get Up.

TTYL-Talk To You Louder.

up to the EKG, that's when things went bad. My EKG reading was all over the place and the nurse tried resetting some of the leads but got the same results. The nurse asked me if I had been drinking caffeine. I told her I had and she checked with the doctor and told me to come back in 3 days and not to drink any caffeine during those days. Well I had to call in sick for my next ID but was sure I would be back in the air for the next. I came back the morning of the third day, got hooked up to the EKG and again it was all over the place. The UAL doctor called over to one of the hospitals in VA close to DCA and set up an appointment for them to test me that day. When I arrived the staff was waiting for me and started sticking, poking and hooking me up to all kinds of machines even put die into my blood stream. About 4 hours later the cardio doctor comes in to let me know what the results of the testing were. He asked me to sit down and told me I had a case of cardiomyopathy with erratic heart beats. I said, "what! can you put that in terms I can understand." He told me that my heart had caught a virus and that I would never fly again. As he continued to speak I saw his mouth move but no sound and I felt my sole leaving my body and just grayness around me. Then I felt, tears falling from my eyes and playing in my head was all those beautiful sunsets at 39,000 ft. and being able to sore with the birds. As I started to reflect more I realized that my son my, only boy, had not even had the chance to fly with me and how could I ever show him this beautiful world we as pilots have experienced. Boy, the tears really came down and just then I could hear the doctor still trying to explain what was happening to me. I stood up and said, "I have to leave now, please let me go." He agreed and told me if it would help I should go and get another opinion. It wasn't even a week later when I collapsed and in the hospital going through more tests. I thought going through a nasty divorce and 9-11 was rough, that was just a walk in the park. Now, faced with no job, no family life and not able to fly, I felt trapped and numb. As I gathered my thoughts to take on this life in which I had no control over, I decided to call ALPA medical (which to this day I still pay the \$100.00 dollars a year to, to be an inactive member) to see what they thought I should do. Of course they told me go get another opinion. So I went to the BIG boys, John Hopkins and got to see Dr. Kasper the head of cardiology. And sure enough (although it wasn't funny I still had to laugh)

verbatim "you have cardiomyopathy with erratic heart beats." This makes 3 doctors saying exactly the same thing.( I'm F\_\_\_\_\_d). Doctor Kasper however did tell me he wanted to put a defibulator in me incase my heart stopped. (at the time my injection fraction was at 18%. Most people's hearts are at 55-60 while at rest). Well I took several weeks to think about it and contacting the FAA (not telling them who I was just wanted to know general info.) to find out what if any restrictions would apply. Simply put; if you have a defibulator installed into your body you will NOT be able to fly anything or ever have a medical again. You can see where this is going. I rolled the dice with a 20% chance of living with medication and no defibulator or 80% or greater living with one. Today the medication is keeping me alive and as my injection fraction increases my chance of getting a 3rd class medical is good. Although, I may never get that retirement fire hose arc of water shooting over my plane on my last flight nor get to have a retirement send off with saying goodbye to all who made my career enjoyable. I will have to rely on those who have. I hope they can enlighten me with their stories.

In closing I must add that a friend gave me the book "Who moved my cheese. ' It's about living life and being able to change what you cannot control to stay alive. I won't lie to you; this is still hard for me even at 53 years old. Looking up at the sky and watching the planes roll into BWI kills me inside some days. As Leonerdo da Vinci said "when you have tasted flight, you will forever walk the earth with your eyes turned skyward. For there you've been, and there you always will long to return." Thank you for letting me be a part of something I have been missing for years to have.

*Captain Michael Huff*

**SID HUFF**—Lake Tahoe, CA

On January 1, Reva and I joined 2,300 passengers for a 16 day cruise from LAX thru the Panama Canal and on to Miami. Had a very relaxing trip for my 92<sup>nd</sup> birthday and our 60<sup>th</sup> year of marriage.

In Feb I renewed my drivers license for another 5 years. Last One?

I'm in good health and looking forward to spring arriving and golf. Only nine holes now and I'm satisfied with that. Check with the doctor about a knee replacement, and he said NO. I was a poor risk, so I limp along.



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We still live at Lake Tahoe, no more motor home, we do quite well with the snow. We've had lots of it this year, record breaking. We have a family close by, great plow service, mail and daily newspaper, full freezer and though winter was tough, our power stayed on.

Thanks for the News that keeps us in touch with our fellow pilots. *Sid*

**DON C. LEISSNER**—Hilton Head Is, SC  
On the first full day of spring March 21<sup>st</sup> I'll be 77. With two lucky numbers like that I'm sure something great will happen this year.

Rachel and I are in great shape for our age, playing golf, bike riding, and checking out as many new restaurants as our waist size will allow.

We joined the RUPA cruise for 20 days in September, and had a wonderful time. With all the walking excursions we both lost a few pounds. Looking forward to the next adventure.

Thanks to all who put so much effort keeping all informed.

Six months shy of ten years since they sent all us old farts packing. The wx is great in Hilton Head so you'all come on down, you here.

Best Regards, *Don C*

**JULES LEPKOWSKY**—Novato, CA  
Well, it was bound to happen eventually, I forgot to mail the check in my birthday month. The years seem to roll around more quickly all the time.

Fortunately, we have no exciting news to share this year, healthwise, or otherwise (knock on wood).

Thank you for all you do. *Jules*

**JUNGLE JACK MCCLURE**—Fort Myers, FL  
WOW...can't believe I have been retired over 20 years and counting. Actually counting very well and am extremely grateful for the good health. I was sorry to hear of the passing of Jack Thielen, he was such a gentleman to fly with.

Marilyn, my wife of 23 years, has decided she wants to go it alone which means I will be living in FL full time now. Sad, life isn't tied with a bow but is still a gift. Am enjoying trying to make others happy and it comes right back.

I will be attending Sun n Fun fly-in on March 31 and hope to see a few guys there.

Am grateful for having had such an enjoyable career with great guys. It continues with those dedicated to producing the *RUPANEWS*.

Best wishes to all for health and happiness. *JJ*

**HUGH MCINTYRE**—Auburn, CA  
Greetings from Auburn, CA. It will be nine years next month that my husband, Hugh, retired. How quickly the time flies.

I (Norma, his wife) am writing this for Hugh. My dear husband of nearly 47 years has Alzheimer's disease. He was diagnosed nearly five years ago. He has mostly good days and enjoys walking our hills, gardening, helping me in the kitchen, playing with our son's dog and our three cats. We still enjoy doing some traveling. God is good and he helps us ever day. We have beautiful sunsets from our deck. We can see the Sierra Mountains, the Sutter Buttes and other surrounding mountains. It's always a breathless sight and we are so thankful to be living here.

Our son, Aaron, lives with us. He is such a blessing and helps us on our 5 acres.

Hugh was based in SFO for most of his thirty five year career with UAL. For eighteen months, he was based in LAX, and flew to the Far East and Europe. His favorite airplane was the 757/767. Early in his career, he always told me, "he couldn't believe he got paid for flying airplanes." It was a dream job for him. Even now when we are outside and an airplane flies over, he has to stop and look up. Once a pilot, always a pilot.

Thank you for making the *RUPANEWS* so interesting. We both enjoy reading it.

God bless each one and have a happy and healthy year.

Sincerely, *Norma & Hugh*

**CHARLES MCKINNON**—Saint Helena, CA  
Since leaving UAL in 1954 to go with IBM life has been good. The past year, having received major awards in France and the USA for a life time of achievements in aviation, at 95 I feel very grateful. Also being in good health and finally being able to live in the Napa Valley is just the icing on the cake. Every month I look for a familiar name in *RUPANEWS* but rarely find one. Sometimes it seems to me that I must be about the last of the Tracy

Aces. *Ken Breitschopf, one of the original Tracy Aces, still attends the Bay-Sider's luncheon (Ed).* It was wonderful flying the line out of CHI and I enjoyed the many flights that I flew with Pat Patterson and Mary O'Connor in the B-247 and DC-3 that was named after Mary. In fact it was Mr. Patterson who recommended me for the job with IBM.

Poetry has been a lifelong passion of mine. "High Flight" that is placed after the Flown West column is a favorite and I often wonder if the people who read it are aware of the poets back ground. John Magee, Jr. was born in China to an American father and an English mother. He was educated in China, England and the USA and was admitted to Yale. John however decided to join the RCAF where he was trained and sent to the RAF Digby, England in June of 1941. He was killed flying a Spitfire in a midair collision December 11, 1941.

You can find the whole story if you Google him. The thing that I find so amazing about this poem is its purity. It is a perfect *iambic pentameter sonnet*. The poem was written on the back of a letter mailed just days before his death.

Many thanks to Cleve and Bruce for their years of editing *RUPANEWS*. I sure do hope that a way is found to keep it going. It would be a great loss to UAL if RUPA goes away. *Chuck*

**MITCH MITCHELL**—Mountain View, CA  
A while ago a little kid who lived next door asked how old I was. When I told her I was 73 she exclaimed, "You are that old and you are still moving around?" As funny as that was, it does make me feel lucky for health good enough to run, travel and physically do just about what I want. I hope most of you enjoy similar gifts. We, having been screened medically to be a pilot, put us a leg up on our contemporaries.

The last year has been pretty much the same as before. I volunteer at a few places, travel a fair amount, especially to Europe, still fly the little guys, and attend a ton of opera performances. As Jim Chilton, SEA and SFO once said, "Why be moderate when with a little more effort, you can go to excess."

Surprisingly, it's been known to happen that we get in First Class, usually on the international flights. When that happens on an "all-nighter", it is very much appreciated, especially on the eastbound leg.

And there generally has been no problem in getting to and from HNL.

I fly Citabrias, and a C-172 to maintain my instrument proficiency. Perhaps proficiency is stretching it a bit since all I need to do is make 6 approaches under the hood every 6 months with me being the check pilot. All the approaches are graded superior. I purposely pick a youngster to be the Safety Pilot since they love to get First Pilot time and are not about to make a disparaging remark about the air show I put on between the outer and the missed approach point. They want to be asked back.

Best regards, "*Mitch*," mostly SFOFO

**RAY MOFFETT**—Elkton, MD

Sorry I am late in writing for my birthday. I celebrated my 90<sup>th</sup> birthday in February. Have been feeling a bit under the weather for the last year as I have been battling cancer. *Ray*

**R.E. (DICK) MONROE**—Woodinville, WA

I have had no problem remembering my birthday this year! We have an almost "daily countdown" to the Royal Wedding in London. I had planned to attend it, but hate to have competition on my day!

## Speed Bump/Dave Coverly





After 11 years out of the Cockpit; I have not looked back nor have I set foot on any UAL plane since. Fact is; have not set foot on any airliner. Pretty boring, huh?

I continue my almost full time association with Boy Scouting, and host many campouts and training outings on our 40 acre campsite, stocked with Rainbow Trout. C'mon out! Toni and I continue to enjoy living in the Northwest, but could do without all the rain lately.

Kind regards to all who work to keep the RUPA Magazine going. Love it and read it from cover to cover. Sincere regards to all! *Dick*

**PIERRE NEY**—Winchester, VA

It is not my birthday month, but I was looking at some old snap shots the other day, when I came across this picture of a highly modified Lockheed P-3 on the ramp at Naha, Okinawa, Japan.



In 1974 and '75 I was flying as a 727 Flight Engineer for All Nippon Airways, ANA. This position opened up just as I got furloughed from United. I was based in Osaka, Japan for the entire two year contract. One of our cities served was in Okinawa, which was a very popular honeymoon destination for Japanese couples. One day I was out on the ramp doing my preflight walk around when I spotted a very interesting looking airplane. I whipped out my trusty camera and this is what I saw. It had a very long gust sensor, which looked like a pitot tube on a long boom extending from the radome. Several additional sensors were mounted high on the fuselage just aft of the cockpit.

For the past 36 years I had wondered who owned that odd looking craft and what it was used for. Through the wonders of the Intranet and Google I researched the "N" number which is: N595KR. I came up with the owner being King Resources, and a reference to NOAA.

Another continent and another lifetime. "Time waits for no man" as Saint Marher said in 1225. I am sure he now would say: "Time waits for no man or woman."

*Pierre Ney*, UAL 1969-1998

**OAK PORTER**—Pahrump, NV

I don't have much to report. I have been doing the same old things, spending the summers in Sunriver OR, and the winters in Pahrump NV. I am on my way back to Sunriver now.

I lost my dear wife Fern of 62 years last July. It is real tuff getting over the loss.

Thank all who do the *RUPANEWS*. I really do enjoy the magazine.

*Oak*, 1944 to 1985

**BOB REID**—Mercer Island, WA

Sorry to hear there were no volunteers to step up and give Cleve and Bruce a much needed rest. To say we all owe them is an understatement. If you two ever get to Seattle call me...free beer!

*(That sounds like a good deal! Ed)*

Margie and I are still enjoying having the family close by and being spectators at all the various sporting events for the four grandchildren. The oldest (Justin age twelve) is playing lacrosse. I'm told it is the fastest growing sport in America and I can see why.

The PA-12 and the hangar are gone. The 45 mile commute through our traffic resulted in it not being flown nearly enough. In my next life I will make sure the airplane lives closer to home. Since I always learn things the hard way I am looking for something to fly that is closer.

Our health continues to be good. Margie had some heart and lung issues in the past year but we are blessed with some great Doctors in the area and all is well.

Our last travel venture was by car and judging by what I read about SA travel we may continue in that mode.

To all the RUPA crew, Thank you!! Bob

**JACK RODERICK**—Batavia, IL

Dear Cleve & Bruce, First let me give you all a Well Done with the *RUPANEWS*.

I'm 77 this year and in reasonably good health. My



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wife, Nancy, is still flying as a FA after 42 years.

We had 3 new grandchildren last year and everyone is doing fine. I'm still building models (train & airplane), not as well as I used to, but enjoying it.

I miss my CLE Crazy friends and wish I could make one of the monthly meetings in Wooster. No better people than the CLE bunch 1977-1988.

For a Christmas present this year my kids bought me a ride in an SNJ at the Aurora, IL airport. It's one of those deals where they let you fly it. I just hope I can get in the cockpit. I flew it in Navy training in 1957. I wish I could take it off and land it, but I'm sure their insurance will not allow it.

My best to all and especially the CLE Crazyies.  
*Jack*, EWR. CLE, ORD

### **DAVE SCHMIEDELER**

Dear Leon, Please find my check for \$50.00 for Mom's dues for membership. Sorry it took so long as I have been busy trying to settle Dad's estate and get Mom's trust reset. Hard to believe that Dad... Capt Bob Schmiedeler, took his last flight more than a year ago. I still expect to see him and Mom sitting at the kitchen table when I get to their house. Being that it seems like a full time job making sure that she's not constantly overwhelmed by the sadness of our loss. I find that I don't dwell on him as much, but when it does hit me it feels as though I carry the weight of an entire DC-10 in my heart... I miss his stories and his laughter and watching him chase Mom around the house.

Dad was never one to brag about his flying skills but was quick to tell you about times when as a pilot he could have made better decisions. His humility and humble air was an inspiration to both my Brother and me, not only as pilots but as fathers, friends and fairly decent productive members of the human race. Mom and I look forward to getting the RUPANEWS again, and wish all of you well.

Just a short side note. Dad's best friend since DC-3 School, Captain John "Jack" Thielen (DENFO) took his final flight West last month. Jack was a great man in all of our eyes and hearts and is survived by his wife Teresa and an extended lot of children and Grandchildren. We will all miss him. He always treated us as though we were his own children and was always willing to help us out with his wit and

wisdom.

As for us, Mom is staying busy running around in her new Mercedes shopping up a storm and I am trying to learn how to fly pistons again. Flying a couple nights ago to the old KC Downtown Airport, the GPS said my ground speed was all of 41 mph, then couldn't find the field. When I called approach control, the controller said sorry skipper the lights are off, let me turn em on for you, cleared to maneuver and land at your discretion.

You folks keep up the good work, enjoy life and happy landings.

*Dave Schmiedeler* AAL (Retired)

### **JIM SHIPP**—Battleground, WA

Have truly joined the GEEZER classification as I am now 70. No real health issues and my joints are still doing their thing okay, (all original-thankfully).

Naty and I spent last Summer aboard our boat in central part of British Columbia's inland waterway network. Was our 6th Summer afloat. Just returned from two months reprieve from the Pacific Northwest cold rain, as we took our elderly RV to Arizona to see what the Sun looks like. Have not been on any airline in years.

Like most, we are anxiously waiting for the economy to improve so we can sell our Oregon home on the Umpqua River and also our lakefront home in Canada. Without a floatplane, they are not being used much.

I gave up on fighting the Friendly and helpful FAA to get a medical back to fly privately. They just plain want way too many tests at huge costs to bother proceeding. I totally recommend to NEVER report anything to the suckers.

Am happy to be retired and very glad to be able to travel and enjoy these years.

Sincerely, *Jim* mostly SFO for 36 years

### **WHIT SIMPSON**—Nashville, TN

I can't believe it has been 9 years since I landed the triple seven for the last time at ORD, but it is what it is. Now I just try to get a good landing in my 182 from time to time! SMILE

All is well in Nashville. My wife and I have retired from competitive Ballroom dancing with three Na-

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tional Amateur Championships under our belt. We'll never make it to ABC's "Dancing with the Stars", but it was fun trying.

All the best to everyone, and stay healthy! My annual check is coming via "Pony Express." *Whit*

**WALLACE SITTON**—Lowell, AR

Thanks to all for the great *RUPANEWS*. We retired early in 1990 and moved to NW Arkansas. We built a nice Log Home on the banks of beautiful Beaver Lake, have a private airport (AR-91) in our front yard. I have a large hangar and own a Piper J-3c and a RotoWay 162F Helicopter. We're still near a good size town that is also the home of Wal-Mart.. Google us on your computer or better yet, come by some time....UAL flies into XNA as does Continental.

In 2006 we volunteered to do church service in New Zealand for 18 months and last year we drove to Alaska in our motor home. Leilani and I are still enjoying good health after 50 years of married life. Life is good in paradise.

*Wallace*, '56-'90 LAX, MAC & LAX

**GUS TUIT**—Greenbank, WA

When the New Year starts with a large tree across the driveway, I guess you can take it as an indicator of what's to come the rest of the year.

We went on a cruise to the Mexican "Riviera" in January to celebrate our 50<sup>th</sup> anniversary. About half way back to LAX Laura started feeling bad, but decided she wasn't going to see the boat dock and end up in a Mexican hospital. We made it back home and she spent 8 days in ICU with pneumonia. The rest of our travels for the year were to visit family in St. Paul, IL, and the Detroit area in June. Did that on Delta. Have only been on a United pass probably once in the last 10 years.

More tree excitement came one night in November with about a 2½ diameter hemlock blowing onto the house. Six 24' rafters cracked, one came through the ceiling, then the tree snapped off & took the deck and furniture with it. That was November 16<sup>th</sup>, and we got the use of the living room back December 24<sup>th</sup>. USAA took care of everything including contractors, structural engineer, roofer, and cleaning the whole works. Other than calling the tree removal people, we had nothing to do. I'm not a bumper sticker person, but think I'll put my 50 year

USAA sticker on. Can't imagine why anyone eligible for USAA insurance doesn't have it. Total bill was about \$70,000.

Thanks to all who keep the *RUPANEWS* going. It's the first thing I read when the mail arrives. Have a good rest of the year. *Gus*

**DON URQUHART**—Mesa, AZ

Looks like I might get this off before my birthday after all.

Many thanks to Cleve and Bruce for hanging in there so long. I must admit that I was pleased to read that you have decided to stay but have to say that it is your own faults that have created the replacement drought. Whoever follows has some very large shoes to fill and there must be a lot of trepidation after the great job you have both done. I think the picture of you, the chair and computer desk rooted to the floor is priceless!

Check's in the mail for two more years even though I don't buy real green bananas any more and eat desert first in case I'm not around for the main course.

Still in pretty good health as I turn 76 in a few more days. Only one cruise with an interesting ending. While staying at the Comfort Inn in Hollywood FL, was robbed when the door didn't completely close after my wife went to the car for a different crochet needle. Two blacks with their T-shirts pulled over their heads barged in and (fortunately the big one wasn't a fighter or he would have given me a quick left jab rather than a roundhouse right that I saw coming) knocked me to the floor and stole a number of things including our laptop computer. I was wedged between the bed and the bureau with the big guy on my back and couldn't move. As soon as they left I chased them for a half mile until my Achilles tendon tore but saw where they were going. I noticed that they had started to stop at a car backed into a parking spot but continued when they realized I was 50 feet behind them. The car proved to be their downfall and my seeing where they were running helped the police take them into custody within an hour and a half. The big one is now serving life in prison without parole. THE POINT OF ALL THIS IS: he had 16 felonies on his record but, because his "out of state victims" would not return to Florida for his trials, he basically walked each time. The trip back to Florida to testify was painless as the state of Florida paid for airline tick-

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ets and lodging and just took a few days of our time. Spent a lot of time in our motor home which is far more comfortable than motels. With diesel fuel at \$4.00 per gallon we may cut down some this year. Our annual must trip this year will be to attend BYU Education Week and visit kids and grand kids scattered around the west.

I have to add that I am very concerned about future pass privileges as we've known them in the past. Many younger pilots I have talked to don't even remember why we went out on strike in '85. ( B scale ) or maybe they just don't care. *Don*

**ELLIS VAN ALSTINE**—Naples, FL

Hi All, It's that time again and I'm so late to get around to writing. Not much changed around here! My kids are all over the globe. Son #1, Jeff, flew for Gm for 33 years, is in Singapore flying a G-4 for the owner who lives in Jakarta. Son #2 is a retired school teacher in Minneapolis. Daughter #1 and her husband are sailors and their boat is in Turkey. Daughter #2 is a 767 Captain out of Dulles. She came on the line the month I retired 26 years ago, one of the 570.

I sold my airplane five years ago and quit golfing at about the same time. I'm playing the trumpet 3-4 times a week and that keeps me out of trouble!

I enjoy the RUPANEWS and look forward to it every month! Hi to all, *Van*

**FRANK VANCINI**—Coeur d' Alene, ID

Greetings to all! It has been sometime since I last wrote a short letter but the intervening years have been good to us, with no major health issues or any other serious problems.

We have taken a couple of cruises, one as part of a 2-week trip to Egypt and the other for a week in the Med on Azamara Cruises. This week we're off to Tahiti for 2 weeks on the Paul Gauguin to celebrate our 25<sup>th</sup> anniversary and my 76<sup>th</sup> birthday.

Monika lost her mom in January after a long battle with dementia and that was a blessing for her brother who looked after her for all those years. She was just shy of 96.

We haven't flown on UAL for a long time. Too much hassle trying to go SA so we use ZED fares to go to Europe or anywhere else. Business class on Lufthansa SEA-FRA-SEA is a real bargain and the

service is fantastic.

Until this year we skied often but for the first time in decades we didn't go this past season, probably due to a lack of motivation. Next year will be different!

Outside of that, Monika spends a lot of time with our 3 delightful grandchildren, doing projects around the house and property and entertaining a never-ending stream of company. I spend a fair amount of time at competitive skeet shooting in a 3 or 4 state area, usually managing 6 or 7 shoots a year. Hunting and fishing take up whatever time isn't spent on "honey-do" chores or similar endeavors.

I haven't touched an airplane for 5 years but may renew my medical so that I can fly a couple of friends' airplanes once in a while.

I would like to thank all that labor so hard to make this publication so wonderful to read and so informative to us on some of the more serious issues we face, especially Cleve and Bruce, but also any of the other retirees that volunteer to help. Your efforts are truly appreciated from this quarter. I sincerely hope that more of the retiring pilots will join RUPA and see for themselves what a worthwhile and vital association we have.

I have rambled on long enough so take care and keep the blue side up!! Check is in the mail-honest! Tailwinds, *Frank*

**WAYNE WALCZAK**—Austin, TX

Hi all, another year of good chemistry and good DNA getting me to the half way point of life. Sixty-five, it seems, is a fair enough midpoint, and I am looking forward to the next sixty-five!

With the 65th birthday comes the study of the Medicare ABC&D's. Being the spouse of an active employee, I get to enjoy the health plan already in place, and that allows me to sign up for Part A only. No need to concern myself with the other parts until the health plan ceases to be -I sure like simplicity! Health, overall, has been pretty good.

Nani had an early detection mammogram, biopsy, and surgery last summer, and after the radiation treatments, was declared to be in remission. Regular screening leads to early detection and fabulous results. And to think some folks want to put Planned Parenthood out of business - it is difficult to understand! From this, I have started to read voraciously,



every article I can find about age related illnesses and maladies, and have become fairly well informed about preventative health measures.

We have continued to monitor the merger process, me from my retiree chair, and she from the active employee status, and we are not impressed with the new corporate strategies being proposed.

There has been less travel this past year on the United system, with a couple visits to see the grand kids. The groping by the TSA has been the primary reason to stay away from airports. Future travel on the combined carrier with its travel pass policy will probably come in as a second reason for more ground transport. Such a sad legacy for a company that used to know how to take care of its employees and retirees. I was planning a road trip to Sun n' Fun, when gas hit \$4.00/gal. and I quickly abandoned the adventure. Maybe next year!!

Thanks to all who put this publication together each month. I read it cover to cover, but find myself starting with the "In Memoriam" section. The names of those who have flown west are becoming more recognizable, and only wish I could have stayed in contact with them while still on the planet. Thus, I propose we continue to reach out and keep the communication line open. Perhaps using that new method, called the internet, will allow for a better exchange.

My email address' are [cesjet@yahoo.com](mailto:cesjet@yahoo.com) or [captwayne777@yahoo.com](mailto:captwayne777@yahoo.com) and would love to stay in touch with everybody I know or who knows me. Until next year. Aloha, *Wayne*



**JOE WEST**—Corvallis, OR

This has been a good year in our household because we live in a city that I have described before as being a very good one in which to recover from a massive stroke. It has also been good because our oldest daughter and her husband live in a second story apartment over our garage and supply another essential ingredient necessary for recovery from stroke. I have been a very fortunate beneficiary of what was needed including a wonderful Christian wife and a family of 4 children. I would like to mention more ways in which God has blessed us and I'd like to do it on the phone. I'm in the latest RUPA Directory. *Joe*

**JIM WHITELEY**—Reno, NV

Dear Leon, thanks for the reminder. Your book keeping is much better than mine. Enclosed is my check for \$ 75.00. This will take me up to my 80th birthday. After that I will start paying by the year and stop buying green bananas.

I'll start writing my short story for the January 2012 issue so it will be ready. Thanks for your work with RUPA. *Jim*

**JAMES WILDER**—Roxbury, CT

Where did March go? Here it is April before I remembered my RUPA dues and note.

Life continues without any problems to report. Keep busy maintaining the house and playing handyman when visiting our kids. Generally pass travel has worked out well for us when traveling to visit family across the country. Used Continental to get to Norway last month and that went well also.

Thanks to all who keep RUPA going. *Jim*

**EVELYN WILLIAMS**—Houston, TX

Sorry to be so late. I had hand surgery and still have trouble writing.

I so enjoy *RUPANEWS*. Read it cover to cover. Also share some with my granddaughter who is a Continental 757 pilot. The merger has been good in that respect as I can travel with her on my passes.

Thank you so much for all your hard work.

*Evelyn*

**DICK WOODIN**—Kenai, Alaska

I haven't written for a couple of years so thought I would write a few lines and hope some of you folks

down in America will find it of interest.

Miriam and I have been full time Alaskans since my retirement in Oct. 1988. Some questioned our sanity but we have not regretted the move for one minute. Living here is sort of like going back in time 50 years. Life here is at a slower pace than the lower forty eight. Traffic is light and moves much slower. It's normal to see a moose or two along the road or right in town. There are about 175 killed on Peninsula roads each year, but I have noticed they are getting a little smarter over time. Some actually look before crossing the road and wait for traffic. They appear to be slow thinkers.

If you are flying out on one of our two commuter airlines, you can park your car 100 feet from the terminal for \$5 a day, and no hassle from the TSA. We regularly see DC-6s and a C-46 in the traffic pattern. Their mission is hauling fuel and freight to the towns and villages that are off the road system. That is most of the state. I recently renewed my CFII for two more years and am active in CAP. We are teaching four of our Cadets to fly in a C-172. Two days ago my student and I were holding short of the runway for a commuter Navaho to land. As he crossed the threshold I keyed my mike and said "Navaho landing Kenai, your gear is up. He did a go around and came back around to land gear down. The good Lord put me in the right place at the right time to be of service. I'm waiting for a stack of free tickets from that airline. And hope that pilot does his check list from now on.

We have many good friends here, most much younger than us. The only one older is Ham Wilson who comes up summers from Florida. Only God is older than Ham. Our daughter lives only ten miles from us and her husband is Captain of one of the AK State ferries. It's a great comfort having them nearby, in case we grow old or have a problem.

Now that I've told the good parts it's only fair to tell the other side, lest you all decide to move up. The winters are very loong. The snow that fell in Oct. is still on the ground today, March 17th, but there is not a lot of it, only about 18 inches total this year. Ice on the lakes is 3 feet thick, so you need a long auger to go fishing. We use the lakes to fly our RC model planes on skis and that works well. My personal limits for those activities is temp. above 20 degrees and wind no more than 6 kts. I don't get to fly or fish a lot.

On a sad note, I was sorry to read of the passing of Ray Dapp in the last news. He and I exchanged occasional emails and I will miss him. He was one of the best. I hope someone steps up to the plate soon to keep the RUPANEWS alive. I would miss that, too, and my thanks Cleve and Bruce for carrying the ball for so long.

Yours truly, *Dick* SEAFO 1954 - 1988

## IN MEMORIAM

### CALVIN P. JASSMANN

Calvin Phillip Jassmann, of Boulder Colorado died March 22, 2011 in his home at the Wynwood of Boulder. He was 87. Calvin grew up in Pierre South Dakota.

He is survived by his wife of 64 years, Phyllis, a sister, a daughter, a son, three grandchildren, and five great grandchildren.

Calvin's passion for flying took him into WWII and the Korean conflict as a fighter pilot who earned the Distinguished Flying Cross from the USAF and then into a career of flying as a pilot for United Airlines. He loved an active life in the outdoors and has many friends far and near.

Services were held April 8, 2011, at Crist Mortuary in Boulder Colorado. Interment followed at Green Mountain Cemetery in Boulder. Please share condolences, memories and thoughts with Calvin's family at [crismortuary.com](http://crismortuary.com). In lieu of Flowers please send donations to Hospice Care of Boulder & Broomfield Counties, 2594 Trailridge Drive East, Lafayette, CO 80026.

#### *Comments from a pilot*

I met Cal at UAL where I flew with him as his first Officer on the 727 around 1967. We became instant friends from then until now. Cal transferred to DEN and we lost contact for some time till we reconnected in Longmont, CO when we were both retired. Amazingly, we found that we both had airplanes and a hanger at KLMO.

Cal was an avid outdoorsman. He was a licensed guide for elk hunters working with Capt. Garth Peterson at Garth's ranch in Northern Colorado. Cal also liked to fish and hunt birds. We spent many happy hours trap shooting at the Boulder Rifle Club. Cal flew Lockheed P.38's in WWII which is only part of the story. He was based on an island in the

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Pacific, Palawan, which had been taken by the U.S. just days before his unit moved there. They flew very long, 6-7 hours, missions over the ocean with very primitive navigation equipment. Later, he flew the Lockheed P.80, an early jet fighter, in Korea where he was awarded the Distinguished Flying Cross for his action on a mission. I certainly admired his service to the United States!

After leaving military flying, Cal was hired by Capitol Airlines which, of course, merged with United Airlines around 1965. Cal retired from United in 1984 and the last airplane he flew while an airline pilot was the DC-10.

After retiring, Cal never lost his interest in aviation. He had a Citabria Scout at Longmont until he was no longer able to fly it. I know that he really missed his airplane and his freedom to fly!

I, and many others, will dearly miss Cal. He was a fine fellow, fun to be around, always available to help out and a great teller of stories from his past. He had a very interesting life for sure!

### **JOHN X. LOUGHRAN III**

John X. Loughran III Born June 29, 1933, passed away on March 28, 2011 after a hard fought battle with cancer.

John was an accomplished man of many talents. He was a Colonel in the U.S. Air Force, a Captain for United Airlines, a Doctor of Physiology and proudly, a Knight of Malta. John lived a life dedicated to the service of others. He held many positions of leadership and received accolades too numerous to list here.

John will always be remembered for his unwavering faith, kindness of spirit, constant generosity and tremendous love for his family. He is survived by his wife of 41 years, Barbara, their son and daughter, two daughters from a previous marriage, six grandchildren, and one great grandchild.

While it is difficult to imagine a world without him, it is certain that the world is a better place for having had him here. In lieu of flowers, his family requests a donation be made to the charity of one's choice in his honor.

### **ROBERT M. PURYEAR**

Bob flew his final flight, West, on March 31, 2011 in Davis, CA.

Bob was born in Muskegon, MI July 14, 1921. He

came to California at the age of two and thereafter lived his entire life in California. Bob was educated in Southern California where he met his wife, Norma, in 1937 at Alhambra High School.

In 1940 Bob learned to fly at Pasadena Jr. College in the CPT program. He went through the entire 4 phases of training, thru Instructors rating and was employed as a flight instructor, at Monrovia Airport on December 7, 1941. Because of the 300 miles from the Coast restriction the flight school moved to Baker, CA near Las Vegas and Death Valley. Bob instructed at that location until he was hired by UAL in February of 1943.

After completing his 6 months probation United assigned him to the contract operation for the Air Transport Command, flying the Pacific war zones. He flew ATC from December 1943 until the end of the war. He was flying copilot on one of the first aircraft into Atsugi, Japan for the surrender ceremony.

Bob was upgraded to Captain in 1946, at age 25. He flew for United for 38 years, everything from the DC-3, 4, 6, 7, 8 and the Convair 340, ending his career on the 747, his favorite after the DC 8.

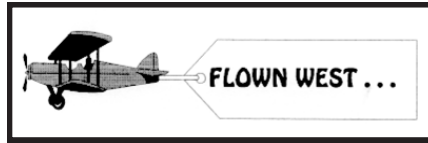
Bob's main interest in life was flying anything and everything aeronautical. He was also a skilled amateur architect, builder and craftsman. He and Norma built, with their 4 hands, two homes. One was a passive solar home Bob designed in Portola Valley and, after retirement in 1981, Bob and Norma constructed a geometric Dome in Trinity Center CA. They lived in that until they moved to a retirement community in Davis, CA in 2006.

Bob was very active in General Aviation flying and organizations. He served on both Boards of Directors for EAA (Experimental Aircraft Association) for 25 years. He and Norma both had leading roles in the EAA Convention and Fly-in at Oshkosh for over 25 years.

He owned several GA airplanes, the last being his beloved Twin Comanche, which he flew until 2002. Bob was proud of his membership in the United Flying Octogenarians, QB, ALPA, EAA, RUPA etc.

Bob is survived by his wife of 67+ years, Norma; 2 daughters and a son, and, 11 grandchildren, 12 great grandchildren, and 2 great-great grandchildren He was a very talented, gentle man and will be truly missed.





Jacob F. Hartman	Sep. 13, 2010
James L. Edwards	Dec. 07, 2010
Arthur W. Fields	Jan. 02, 2011
James W. Pratt	Jan. 08, 2011
*Mario Demitchell	Jan. 08, 2011
Dean L. Turner	Jan. 12, 2011
Maurice R. Sorenson	Jan. 16, 2011
*Harold D. Barnes	Jan. 24, 2011
*Floyd E. Snyder	Jan. 24, 2011
Druehl James Day	Feb. 02, 2011
Calvin P. Jassmann	Mar. 22, 2011
John X. Loughran III	Mar. 28, 2011
Robert M. Puryear	Mar. 31, 2011

*\*denotes non-member*



### HIGH FLIGHT

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

*John Gillespie Magee, Jr., September 3, 1941*

#### **United Airlines Retired Pilots Foundation, Inc.**

Send memorial and other donations to: Capt. Bernard "Bernie" Sterner, Treasurer  
839 Euclid Avenue, Villa Park, IL 60181-3328, 630-832-3002



## From:

RUPANEWS  
P.O. Box 400  
Vineburg, CA 95487-0400

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## RUPANEWS Deadline: 15th of Each Month

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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 (2<sup>nd</sup> 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)—31 N. Banquets & Conference Center - 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](mailto: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