
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson
President: Phyllis Cleveland..... 831-622-7747.....one747czi@redshift.com
Vice Pres: Jon Rowbottom..... 831-595-5275 Rowbottomj@aol.com
Sec/Treas: Leon Scarbrough 707-938-7324 rupa.sectr@yahoo.com
Membership Bill Richards 813-938-5509 wrichards4@yahoo.com

— BOARD OF DIRECTORS —

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Floyd Alfson, Rich Bouska, Sam Cramb, Milt Jensen, Ron Jersey, Milt Jines
Howie Jundt, Walt Ramseur, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

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

— AREA REPRESENTATIVES —

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Washington D.C.....E.K. Williams J

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PRESIDENT'S LETTER

I cannot believe that it has been two years since I took over as President of RUPA. It really is true that time flies when you are having fun. I would like to thank my fellow officers and my Board of Directors for their support. I would also like to thank all our volunteers, especially Cleve and Bruce for their work on the magazine, the folders and stuffers group that is now a thing of the past, Arvid for his work maintaining the website, and all you luncheon coordinators who are the backbone of the organization. Over the past two years, a few changes have been made. Some good, some not so good. The cancellation of the 2009 convention in Denver was not so good for me as I was responsible for organizing the event. I hope that some time in the future, a convention will be held, either in conjunction with the Golden Eagles or with RUEA or both. The cruise in 2010 was a complete success thanks to Gerry and Sharon Poulin, and Rich Bouska. Hopefully, the river boat cruise in October 2012 will be as successful. 2010 saw changes to the *RUPANEWS*. Bruce McLeod resigned as editor after many years of service. Not so good for us but good for him. The publishing and mailing was turned over to an outfit in Denver. Good for Cleve as this cut down the workload, but not so good for the folders and stuffers. After five years of maintaining the website, Arvid has agreed that it was time for a change. Those of you who are regular visitors to the website will notice a new look. Hopefully it will attract new viewers and new members to RUPA.

In 2011, the biggest and most controversial change of all was the merger of UAL and CAL. The jury is still out on whether or not this is good or not so good for RUPA. The new pass policy took away two items that retirees have valued very highly. Date of hire and BP6 passes. CAL's retiree pass policy improved considerably while UAL's pass policy diminished. Despite the criticism, the policy will go into effect on 01/01/2012. I have been assured that after one year, another survey will be taken and the policy will be improved. I have volunteered to continue to meet with Ms. Towle whenever she schedules a meeting of the retiree groups.

As of Sept. 1st, Phyllis Cleveland became our first female President of RUPA. She is ably assisted by VP Jon Rowbottom and Sec/treas. Leon Scarbrough. I met Phyllis at one of the Retiree meetings in Chicago and I can assure you that RUPA is in good hands. I have known Jon for quite awhile and I can assure you that he will give the job his fullest attention. What can I say about Leon? He has been a workhorse throughout my tenure. He has done an outstanding job handling our financial affairs and has been tireless in his efforts to recruit new members. Welcome aboard and I hope you all have as much fun as I had.

Stay active, *Ron*

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) know if you'd like to come. Hope to see you there. We had a great time last year! *Jan*

Do not send money here, letters only, please
RUPANEWS Editor--- Cleve Spring ---E-mail: rupaed@gmail.com

OR

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

Telephone: (650)349-6590

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

ABOUT THE COVER

Again, we thank Bob Burns of NASA for his picture of the departure of the Boeing 787-8 Dreamliner from this year's Oshkosh Air Show. Thanks again, Bob, *Ed*

Boeing rolls out first 787 to enter revenue service with All Nippon Airways

Boeing, over the first weekend of August, rolled out the first 787 Dreamliner that will enter revenue service. The first revenue flight will occur this month, September, with United's Star Alliance partner All Nippon Airways.

Air Transport World reports that after certification the aircraft, the eighth built by Boeing, will be used on a charter flight in September from Tokyo to Hong Kong. It will then fly on several hour-long excursion flights from Tokyo-Narita (NRT).

All Nippon will initially place it into regularly scheduled service on flights linking Tokyo-Haneda (HND) with Hiroshima (HIJ) and Okayama (OKJ).

Eventually this 787 will become a fixture on All Nippon's short-haul international routes, particularly to new markets.

"We intend to use the Dreamliner to expand our business, particularly our international routes," Sr. Exec. VP Mitsuo Morimoto told *Air Transport World*.



A MESSAGE FROM RUPA'S NEW PRESIDENT

Dear RUPA Board Members: Thank you for your vote as President of RUPA for the next two years. It is truly an honor and privilege to serve the United retirees and their families. Maintaining friendships with our past UAL colleagues and continuing the camaraderie through our lunches, cruises, and other get-togethers is what I treasure most about RUPA.

Now that we have an open dialogue with United and with the combined efforts of the three United retiree groups working in unison on the major issues, we will continue to work to improve the proposed travel pass issues and the retiree ID issues. We will continue to interact with the three Continental retiree groups as well. Obviously we will be exerting our efforts concerning our lost United travel benefits, the only tangible benefit we have left!

I am still working part-time and from home as an Aviation Analyst for CSSI out of Washington D.C. I certainly enjoy the aviation work and the supplemental income! There are five other "United refugees" working for CSSI - an added bonus for me of working with former UAL/ALPA committee members again.

Again, thank you for your vote and I certainly look forward to hearing from you and working with you through-out the next term. *Phyllis Cleveland*

LEE BOTTOM FLYING FIELD SEPTEMBER 24TH ANNUAL FLY-IN

7296 S. River Bottom Road, Hanover, IN www.leebottom.com, phone 812-866-3211

Lee Bottom Flying Field is located 6 miles South of Hanover, IN and is home to the regions favorite antique & classic fly-in. Called "Wood, Fabric, & Tailwheels", the name says it all. With models like Staggerwing, Great Lakes, Stearman, Swallow, and Tiger Moths the lineup is sure to please every enthusiast.

Held the last Saturday of every September, the event is open to everyone. Intended to be a relaxed event for pilots, the gathering filled a void that your typical county airport fly-in could not. Beautiful scenery, great planes and wonderful people mixed to create something special.

Check out their website www.leebottom.com for more information

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our July 21, 2011 luncheon was again held at the Marco Polo Restaurant located in Vienna Virginia. This meeting was limited to members only. Officially starting at 11:15, we had 45 minutes to mill around and chew the fat before we started our buffet luncheon. The food was quite good and there was a generous variety.

Peter Hays, son of Woody Hays, told us a very interesting story about a Captain's Report by our namesake Eddie O'Donnell. The small print on that report instructed each passenger to pass it on to the next passenger. If they wanted a personal copy, the Captain would be happy to make another for them. Apparently this was on an aircraft with no PA so they wrote the information and passed it around. Peter also showed us a video of a barnstorming group that he is involved with. We were pleased to announce a new female member, Marty Collins.

The attendees were: Bob Aldridge, Pat Austin, Jon Beckett, Chet Cassel, John Cerisano, Hal Cockerill, Marty Collins (new member), Gary Cook, Gene Couvillion, Paul Gilson, Barbara Hays (Guest), Peter Hays (Guest), Bob Huguley, Carl Jackson (Guest), Earl Jackson, Fred Keister, Clyde Luther, Dave Malone, Lew Meyer, Ed Miller, Bill Nolan, Ralph Pasley, Herb Petitt, Bud Ruddy, Bernie Schwartzman, Jerry Shuts, Jack Sodergren, Fred Streb, and E.K. Williams.

A special thanks to: E.K. Williams for all that he does for the group. Gary Cook and Hal Cockerill for handling the check-in.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, October 20, 2011. The next luncheon will also be a buffet. Members may bring guests. *Jon Beckett*



From the left, bottom to top: Column 1, Bernie Schwartzman, E.K. Williams, Gene Couvillion
Column 2 John Cerisano, Fred Keister, Ralph Pasley, Fred Streb, Jerry Shuts
Column 3 Barbara Hays, Dave Malone, Jack Sodergren, Earl Jackson, Bob Aldridge, Pat Austin, Bud Ruddy
Column 4 Chet Cassel, Clyde Luther, Hal Cockerill, Marty Collins, Jon Beckett, Lew Meyer, Gary Cook, Ed Miller and Herb Petitt.

DANA POINT JULY RUPA LUNCHEON

Another great day at the Harbor! There were lots of passengers for the ferry to Catalina lining up on the walkway for boarding; however this didn't cause any parking problem for our group. Seems they have a 3 hour parking limit in the area close to the restaurants. They have increased the number of ferry crossings for the summer. The passengers usually get dropped off, so parking was plentiful.

The deck with new bright blue umbrellas provided a beautiful view of boats and harbor. On Deck were: Rusty Aimer, Park Ames, Carlos Bernhard, Ron Dye, Bob Fuhrmann, Jerry Meyer, Al Pregler, Bill Rollins, Ted Simmons and Bill Stewart. Several guys were missing with back problems including: Ed Krieger, Bruce Dunkle and Glen Schwarz.

Glen and Maryann Schwarz have moved to assisted living in Cerritos at 11000 New Falcon Way #221, Cerritos, CA 90703 (NE of Freeways 91 and 605 junctions).

The B-17 "Liberty Bell" accident started out some interesting talk. Headlines read "B-17 crashed and burned shortly after takeoff from Aurora, IL airport." Pacific Flyer showed a picture of the Liberty Bell after a "safe" gear down landing on a farmer's field, with just a small fire coming from the number 2 engine. The Crew had exited the aircraft and even got their bags off. They "landed" only a few minutes away from Aurora. Seems the fire trucks that showed up deemed the field 'too soft' to cross to help the B-17. The aircraft burnt up! Some lively discussion followed: "No one was hurt!" "Good landing!" "Accolades to all crew members!"

Another topic was UAL Flight 23 on 9/11 which was getting ready for T/O and was ordered back to the gate. Al Qaeda documents and box cutters were found in the luggage of four young Arab men. Was this going to be the 5th plane to be seized and what happened to the Arab passengers? Anyone hear anything?

Good to see Ron Dye at lunch. He is our youngest member on our RUPA Lunch Roster with a Jan '03 retirement date. Ninety percent of our group now has over 10 years of retirement. Ed Krieger checks in with a March '83 date. Ron is still working with his real estate business. Says he doesn't plan to ever stop working. He is deep into music, hosting small in-house concerts at his home. He even built his own home in San Juan Capistrano for the purpose of having small jazz bands as well as concert pianists to entertain.

Bob Fuhrmann has found a great place to see older classic movies on the big screen. The theater is in Anaheim. More info can be found at www.cinemacitytheatres.com. All for now. *Ted*

DANA POINT AUGUST RUPA LUNCHEON

The cool coast brought out a good turnout at the harbor for the August luncheon. We actually were concerned that maybe a jacket would be needed to sit outside when we initially arrived at the harbor. The coastal overcast was just breaking late today. But once we got our group in place the conversation rolled, the sun broke through, and we were glad that the umbrellas were up.

On deck were: Park Ames, Carlos Bernhard, Mal Brown, Bruce Dunkle, Ron Dye, Bob Fuhrmann, John Grant, Woody Grover, Rudy Haluza, Jack Healy, Rick Hofer, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons, Stefan Steinberg and Joe Udovch.

Good to see Woody and Mal made it up from San Diego. Woody brought an interesting picture that was taken at SFO airport. The picture showed Woody's graduating high school class of 1950 next to a United's Boeing B-377 Stratocruiser. At that time Woody had no idea that some day he would be flying the same routes as The Stratocruiser, or even of flying. The picture promoted a lot conversation. Al Pregler was able to give us some info on the particulars of the 'Cruiser' and of a forced water landing half-way to Hawaii.

Jerry Myer and I were able to share some of our trip up to Big Bear Airport where they had an Air Fair at the airport. bargain of the century... only a \$2 fee for parking and entrance. They had quite a few 'War Birds' and specialty aircraft. Big Bear Airport is located in the mountains to the east and north of LAX. Elevation 6,700' with a 5,800' runway.

A/C on view included: B-25, P40, P51, F4U Corsair...of interest to us was the Nan Chang CJ-6A from

China. They are available in the Experimental class direct from China. A rugged two place aircraft at a reasonable price, and can run on auto gas.

Bob McGowan related the following at the lunch on what to do on a three day L/O in BKK. I asked for a copy for this month's letter.

"During an extended BKK layover of 3 days, I decided to fly up to Chiang Mai to seek an elephant trek. I hired a limo driver to take me 40 miles north of the city to an elephant training camp in the jungle to a primitive Chiang Dao. The camp owner's daughter offered me a two Lisu village for \$40 dollars. With a mahout sitting behind the large elephant's head and another leading with a 30 foot rope, I sat strapped into the chair/platform with the beautiful guide and off we went right through the dense jungle. A jungle known to have very poisonous tree snakes. Along the way, the elephant spied a bunch of small wild banana trees that were down a steep slope. He ignored the commands and proceeded almost head first in to eat all of the trees and bananas. Then the mahout managed to back him up to the trail again. Upon arriving at the village, I saw dozens of brightly dressed children lined up next to the demounting ladder to get the candy I was carrying from the camp. After giving each child a handful of candy they thanked me in Thai with a bow and their hands clasped in a wai. Then the adults gathered around me for candy. Luckily I had brought about 10 pounds and was able to give some to everyone in the village.

The chief came out to greet me and invited me into his shelter where his ancestral bones were on display. We both greeted the bones with respect over tea. Then he took me in the back to visit a new born baby wrapped in many brightly colored bands of fabric that's believed to ward off evil spirits. As we departed the whole village was waving and shouting goodbye to us in their tribal language."

All the best, *Ted*



LOS ANGELES SOUTH BAY LUNCHEON

There were nine of us men in the bar at the Hacienda hotel yesterday. Al Pregler was a surprise guest as he lives in Orange County. Marcene and Doug Rankin were there faithfully, representing the Valley and the regulars, Loyd Kenworthy, Dick McKay, Trudy Buck, Norm Marchment, Walt Albright and me.

We missed Don Krueger as he is having some medical problems. Al reported that he had seen Gary Meermans and he was not doing well.

I signed a contract for the Holiday luncheon on December 8. Same place, same food, same price and same lame jokes from your rep. More details will be presented later. *Rex*

SEATTLE GOONEY BIRDS

Fifteen loyal members gathered for the monthly luncheon, minus the host, who had a date with his dermatologist. Chuck Westpfahl was kind enough to fill in and take the roster. He said that Capt. Dave Gardner's recent passing was the main topic of discussion with input from Neil Johnson, who had attended the memorial service.

In attendance: Chuck Westpfahl, Jim Chilton, Fred Sindlinger, M. R. Randall, Dick Wiesner, Ray Hanson, Dave Carver, Jim Barber, Herb Marks, Eric Malm, Howard Holder, Al Teel, Gere Pryde, Jack Brown, and Neil Johnson. *Bill Brett*

RUPA has a new updated Website

www.rupa.org

It's still a work in progress, but there is a lot of good information on it



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



1943 - For "Excellence in Training Army Mechanics" Army Air Forces Technical Training Command.

In Oakland, the 1940 contract for the training of over 5,000 Army Air Corps Aircraft Technicians & Mechanics was completed by mid-summer 1943. This training earned the United Air Lines Training Center the Army's "Certificate of Service Award" in recognition of meritorious service rendered during WWII.

Meanwhile, United had contracted to train Mechanics for the Naval Air Transport Service. In September 1943, on-the-heels of the last Army trainee, the first class of "bluejackets" arrived at the Oakland center. In the first year of this program more than 500 Mechanics were graduated into active service with NATS squadrons. In 1944, the Navy training program consisted of a 16-week course in technical and practical instruction in the Maintenance of Navy aircraft.

Army Line & Radio Mechanics and Flight Control Officers were trained at United's New York, Chicago, Denver, San Francisco, Oakland and Seattle stations; Flight Radio Operators were trained at the Oakland Training Center. The Radio Mechanics, all graduates of Army technical schools, were given 90 days of on-the-job instruction by United personnel.

Flight Control Officer trainees, who had received six weeks' preliminary training prior to their assignment to United, obtained practical training in the company's Dispatch offices and classrooms for eight-week periods.

Flight Radio Operators received a one-month course of classroom work in Code, Meteorology, Flight Principles, Radio Direction Finding and similar subjects as well as actual radio practice in mockups of airplane radio compartments under simulated flight conditions.

United's Communications Laboratory (the Radio-Electric section of the Engineering Department) devoted nearly 100 percent of its facilities to various types of military work.

After WWII began, numerous personnel on "military leave" from United Air Lines served in the Armed Forces. Additionally, many United employees were "loaned" to the government to advise and assist in specific military tasks such as the organization of Maintenance work, Radio development, establishment of Food-service aboard military planes and the organization of other Aviation-related Training.

Compiled by Marvin Berryman DENTK Retired, from "United Airlines New Supplement". The photo is from the UAHF archive's 1943 United Air Lines Annual Report.

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

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

It was a glorious day on the 8th – the date not the hole! The Sun finally broke out and bathed Edgar's patio in warmth with just a slight breeze now and then. Golfers practiced their shots and putts around us while we dined alfresco. Those who enjoyed the ambience of our August luncheon was Dave Mackie, John Houston, Diane Emerson, Connie and Beth Ege, Pete and Donna Walmsley, Milt and Sunee Jines, Diane Ellis, Brett Morris, Lee and Nancy Casey, Paul and Brigitte Olson, Robert and Mary Gifford, Richard Myer, Carlos Quintana, Will and Fran Blomgren, and me! It was quite a crowd in a lovely setting and in near perfect weather. Thank you Pete and Donna for arranging our feast!

We talked again about those who might be interested in a private Big Sur Lighthouse tour. I'll be getting some optional dates and will notify everyone if enough people sign up and what day is most popular with the group. Pete briefed the group about the November 14th RUPA Golf Day (our second annual) to be followed after the 18th hole by liquid refreshments and hors' d'oeuvres' - for both the players and fans. (Please contact Pete directly at either (831) 624-7786 or at kiwigolf@sbcglobal.net for information and reservations.)

We all sang a rousing, if not tuneful, "happy birthday" to Diane Ellis – who is nudging 39 again - and looks terrific for a nudged 39! Dave shared a story about his long time British friend, William Walker (who is now 98) and flew Spitfires in the Battle of Britain (with 2½ kills), survived the war, and retired as President/CEO of a British brewery! Richard had no magic for us but shared a recent obituary concerning Col. Arthur "Kit" Murray (1918-2011) who had set a Bell X-1A rocket plane altitude record in **1954** of 90,000 feet - at nearly twice the speed of sound! The Bell tumbled out-of-control for 22,000 feet after setting the altitude record, but Kit was able to stabilize the aircraft and safely land it receiving the Distinguished Flying Cross for saving the X-1A.

I was very pleased and humbled to announce being elected President of RUPA for the 2011 - 2013 term. Jon Rowbottom was elected Vice President and Leon Scarbrough was re-elected as Secretary/Treasurer! Very quickly we were dubbed the "West Coast Mafia!" Milt drafted up an impromptu "Congratulations" sheet signed by everyone! (Uncle Miltie is responsible for getting me to run for Vice President two years ago! Hum . . .). Jon and Jane were in North Star enjoying the various recreational activities and Leon had hoped to attend our lunch but was detained in the Bay area.

Our new RUPA website should be up within the week! It has been completely re-designed and up-dated, and will provide numerous links, information, and membership news. Beth graciously brought name tags for us – since too often names are slow to be remembered but faces are not – thank you Beth!

Next gathering will be Monday September 12th – again at Edgar's at Quail Lodge in Carmel Valley! Please repondez s'il vous plait by the Friday before! *Phyllis Cleveland*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

While we San Francisco Bay Area Ruparians sympathize with our brethren sweltering in the record high temperatures in East and Midwest this summer, we felt blessed to finally have a summerlike day for the August Luncheon. The pleasant, sunny weather added to the festive air as we gathered at Harry's Hofbrau in Redwood City. I guess that good summer weather had an effect on the number of members who attend, as we only had 24 this month.

Along with the "usual suspects" we welcomed Sec/Treasurer, Leon Scarbrough, from the North Bay. He and I talked about our new updated website. It looks just great and I think the membership will get a lot out of it. It is still a work in progress. Check it out at www.rupa.org. I'm sure you will enjoy it.

In attendance were: Bob Ahrens, Rich & Georgia Bouska, Bob & Roz Clinton, Dick & Jeri Johnson, Bob Lawrence, Bessie McEachern, George Mendonca, Ken Miskow, Jay Plank, Jerry Quitney, Walt & Mary Ramseur, Norm Rupp, Leon Scarbrough, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol Walter, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be Sep. 13, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

THE CLEVELAND CRAZIES

Cleve: Have included several Cleveland Crazy gatherings as I forgot to do it sooner...and as the grand daughter of a dear friend remarked to him "Grampa, you are fast approaching your 'use before date' " and the memory , is the second thing to go.

The annual Cleveland Crazies Summer affair, in June, was a grand success if I do say so myself, and was well attended by old friends and family. Several of our CLE F/As were able to come as well as a number of old pilots. The weather was exceptionally warm (for us), although we were able to utilize both indoor and outdoor facilities. A cornucopia of edibles appeared as if by magic and we all dined well in addition to the flowing beverages which served a multitude.

In the photo in no particular order, are: Rick Ogden, Dick Orr, Phil Jach, George Bleyle, Rick Dubinsky, Richard McMakin, Don Karaikos, Vic Popelars, Rip Curtiss, Bob Lang, Jack Heiszek, John Pinter, Drew Steidinger, Joe Getz, Harv Morris, and Dan Seiple.



We missed several old friends and comrades, saddened by their absence, and carried on. Having gone well into the evening, we left with the promise that we would do it again next year. Professor Higgins agreed though he did spend time looking for treats.

The July luncheon at TJ's in Wooster was a very small affair with Dick and Joanne Orr, George Bleyle, Ken Wheeler, Harv Morris, and myself. Just enough to enjoy Kenny's outrageous stories, George's railroad tales, and Joanne's "Round Engine F/A stories". It was a very hot day and the promise of more kept many home though we enjoyed the time together, and will meet again in on the 18th August at 1pm.

Regards, *Richard*

Frank and Ernest/Bob Thaves



THE COLUMBIA RIVERS GEEZERS LUNCHEON

Another, fun get-together yesterday, July 20, at the Clackamas Macaroni Grill: Clockwise in the photo, starting from the left: Sam "Gordy" Richardson, Mac McCroskey, Ray Reed, Ken Sandine, Ron Blash, Benno VyFvinkel, Bill Englund, Tony Passannante and Ron Lyall.



Sam Richardson from Charbonneau, OR and Ken Sandine from Bend, OR were first time attendees and had some great stories to tell. Ken Sandine and yours truly (Ron Blash) go back many years to the early 1980s when both Ken and I were peddling, in Portland, United's equivalent of the Fed EX Mail products, UAL's attempt at getting into the "box" business. Many of you may recall that UAL used pilots in certain cities to promote its new product, thereby preventing another pilot furlough. Ken and I had a great time staying home and not commuting down to SFO to fly for many months. Ken now passes the time working on his small ranch in Bend and is currently in the final stages of building a home built aircraft. We don't remember how successful we were "box peddling" but we did our best.

Sam Richardson, still an avid aviator, keeps one of his airplanes, a beautiful yellow de Havilland of Canada DHC-1 Chipmunk, at a small airport in Hubbard OR. Sam an A&P/IA, spends time maintaining both the Chipmunk and his other aircraft, a beautiful flyable PT-19, which he keeps in Hood River, OR at the Western Antique Aircraft and Automobile Museum. Sam's lovely wife, Alison, is also a pilot, and is originally from New Zealand. They both fly together and spend the OR winters down under in NZ. Sam has another hobby and donates his time flying the Collings Foundation's B-25J, B-24J and B-17 Flying Fortress around the country giving rides in all of those aircraft. He also provides his expertise when maintenance on the aircraft needs to be performed.

Bill Englund and his wife are motor homing around and having a great time visiting their children and grandchildren.

Ron Lyall spends time teaching his son to fly and commutes from his home in Vancouver, WA to Klamath Falls, OR to mow the lawn at his mountain cabin.

Tony Passannante, from time to time, is still flying the big iron, delivering aircraft around the world. "Positive Climb!" "Gear Up!" Some of us live vicariously through Tony stories. Oh! By the way, he made it back safely from the surfing trip with the girls on the OR coastline. Well, honestly I do know he enjoyed some great walks at the beach.

There will be more info regarding others in the next RUPA newsletter.

We all, for 2.5 lunch hours, enjoyed each other's company and traded many stories about our flying the one time "Friendly Skies of United."

Our next get together is scheduled for 1100 at the Macaroni Grill in Clackamas on September 21, 2011. Keep the Blue side in your back pockets. *Ron Blash*, and of course *Tony* too.

THE INTREPID AVIATORS OF SOUTHERN OREGON

Attached is a photo from our lunch today where we had 21 attend our 'gathering', but missing is Jim Jaeger who was to fill the empty chair in front.....where did you go Jim?. It was the largest group in the 17 years we've been meeting and sharing!!!!!! It was also good to see Don Parker and Rob Miller here given the recent ailments they've had to deal with. Bill Monfort from Florida with his friend Janet Russell, Scot Lee (son of Don Lee) and a buddy who has a connection to the old Pan Am days plus the rest of the usual suspects. The day was beautiful, bright, warm and even had an old car or two show up for the celebration.

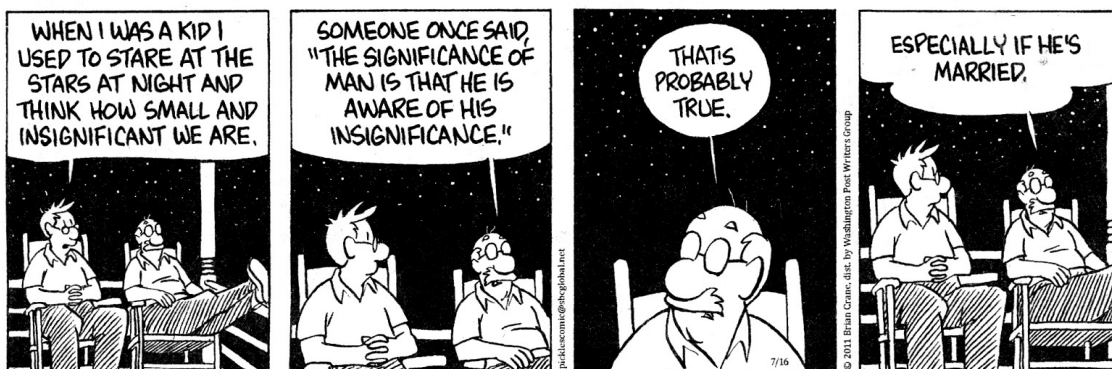


From the front left George Elliott, his daughter Catherine Dimino, Janet Russell, Bill Monfort, Scott Marmont, Steve Fusco, Leann Fusco, Marty Niccolls, Ddoris Segner, Rob Miller, Scot Lee, the two dashing guys behind Bob Niccolls and Harvey Saylor, continuing with the sitting, Michael and Carolyn Bennett, Don Parker (where did Roz go Don, she was there just a minute before?), Art and Pam Lumley and Cheryl Jaeger (again, with Jim Jaeger missing in front).

Interested in maintaining our common bond and RUPA connection? We'd love to share our little bit of Heaven with any wandering RUPARIANS, so please plan to visit, any third Thursday, noonish at the Pony Espresso in Jacksonville. Leon stopped by briefly a week or so ago, but wasn't able to connect for lunch. Perhaps next time.

PS, a note of cheer to be sent to Bob Keasbey who has been under the weather recently. And a personal note from me, it was really good to see you all, all family, all having a good time, all celebrating our common bond. And to Cleve for the *RUPANEWS*....Cheers to all, **Bob**

Pickles/Brian Crane



SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Starting off on August 3rd, with a cool 52 degree morning in beautiful downtown Sonoma and the humidity was 100%, and if I know Petaluma it was even colder! And the meeting is held at the Petaluma Sheraton, and it warmed up by meeting time. The local newspaper headlines this morning, 4 August, said that the Nation swelters, and we are chilly. And this is August.

By the time our North Bay Luncheon in Petaluma started, we had 22 in attendances with the normal (if he ever was) host Bob Donegan AWOL, taking a break for family visitors. We missed him and hope he will return next month.

Our Health and Welfare Chairman, George Hise, started off after every one had placed their food order with the news of the day, Ways to Prevent Prostate Cancer. Two items to help prevent prostate cancer; Sex and Alcohol. That met with a round of applause.

Then today's temporary host filled them in with what was going on with our Association. Two new officers were elected by the Board of Directors, RUPA President Phyl Cleveland, and a RUPA VP, Jon Rowbottom. I am staying on for another term as Sec/Tr. (Leon)

A couple other points were 1) The new website will be up and running by the time you receive this September issue. Please check it out at www.rupa.org. We hope you will use this site often. And if you see things you might like to add, or change, there is a place to add comments and then hit the submit button. 2) At the June 28, 2011 meeting in ORD with WHQHR, we were told that because of privacy rules, RUPA will not be given names and addresses of retirees, but we would be able to put a letter into the "Retirement Packet". Our helper of this nature suggested a tri fold brochure, and she did a fantastic job. Just a few kinks to work out, and then HR has to decide if the "Retirement Packet" is going to be given to the retiree from the Flight Office, or will be mailed from HR. 'Still waiting to hear from them.

The out of town visitors who showed up were Don Prestin (PHX), Marv Becker and Lee Francis flew down from the Nevada City area, with Gardner Bride picking them up and returning them to the Petaluma airport. Great to see them.

Regulars attending were: Tom Grey, Ken and Shirley Corbin, Linda Morley-Wells and Walt Wells (Walt a retired PSA/USAir pilot), Don Booker, Dick Hanna, Dan Porter, Bill McGuire, Larry Whyman, John Baczynski, George and Pat Hise, J R Hastings, Lee Anderson, Gary Webb and Galen Wagner.

From the Substitute Scribe, *Leon Scarbrough*

WHAT DOES "ZIP" CODE STAND FOR?

"ZIP.... stands for "Zone Improvement Plan" and was introduced on July 1, 1963; The originator, H. Bentley Hahn, died in San Antonio, Texas on Nov. 23, 1998 at the age of 88.

Hahn, a postal inspector in Baltimore, propounded the theory that a numbering system could guide each letter along the speediest route to any of 44,000 American post offices, stations or branches.

In June 1962, a committee appointed by Postmaster General J. Edward Day stated: "The problem was a clerk in Los Angeles could not know the proper routing for mail to Alexandria, Virginia. That meant mail had to be stopped at Cincinnati, resorted and held until the next train. Often it meant a day lost. "ZIP Code overcomes the problem by identifying the travel route so that mail is now shipped directly from LA to Alexandria.

Implementing the ZIP code system meant realignment of mail transportation routes all over the U.S. It meant a shift from rail to truck as primary land transportation. In time it meant a shift to planes as the primary carrier among major distribution points and this in turn lead to overnight delivery. There just weren't enough trains. In the 1930s there were 10,000 a day that could carry mail; in the 1960s there were about 1,150.

Today Hahn's ZIP codes speed the mail throughout the U.S. and the concept, throughout the world.

UNITED WILL BE FIRST NORTH AMERICAN CARRIER TO RECEIVE 787 DREAMLINER

CHICAGO, Aug. 17, 2011 /PRNewswire via COMTEX/ --

United Continental Holdings (NYSE: UAL) announced that the first of its Boeing 787 Dreamliner aircraft enters the assembly phase at Boeing's facility in Everett, Wash., today. In early 2012, United will be the first North American carrier to take delivery of the aircraft, marking the first of 50 Dreamliners for the airline.

During assembly, Boeing will join the forward, center and aft fuselage sections, the wings, the horizontal stabilizer and the vertical fin.

The first United 787 will be configured with 36 flat-bed seats in BusinessFirst, 63 extra-legroom seats in Economy Plus and 120 seats in Economy. The aircraft's revolutionary cabin environment and aerodynamic design allow it to fly farther, faster and more efficiently. Customers will experience improved lighting, bigger windows, larger overhead bins, increased cabin humidity, reduced cabin pressure and enhanced ventilation systems, among other passenger-friendly features.

"We are proud to be the first North American airline to receive the 787, which will be a game changer for the new United and the industry," said United Airlines President and CEO Jeff Smisek. "The 787 will be a very comfortable, customer pleasing aircraft, and with its range, fuel efficiency and superb operating economics, the 787 will allow us to enter new long-haul markets and also replace older, less-efficient widebody aircraft." United Continental Holdings subsidiaries Continental and United each ordered 25 of the state-of-the-art aircraft. The company will announce the 787 flight schedule later this year.

QANTAS PLANS MASSIVE MAKEOVER

Reuters reports that Australia's Qantas Airways will set up two new airlines in Asia and order \$9 billion worth of new Airbus aircraft as part of a makeover to recover its international business. Qantas will also cut 1,000 jobs in Australia as it shifts its focus to Asia, the world's fastest-growing aviation market.

According to Reuters, Qantas will launch a new premium Asian airline and a Japanese budget carrier, the latter in a joint venture with Japan Airlines and Mitsubishi Corp. Qantas will buy up to 110 Airbus A320s for the new carriers. Reuters also said Qantas would give up some of its long-haul routes and retire older planes as well as reduce its workforce. Reuters said the Australian government and labor unions will oppose the job cuts.

UNITED ANNOUNCES NEW PASS TRAVEL PROGRAM FOR CO-WORKERS AND RETIREES

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: Priority "A": 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.

Regular Passes: Priority "B": 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.)

Regular Passes: Priority "C": All Retirees not using Vacation Passes.

Service Charges and Fees: All co-workers, retirees and their eligible pass riders will be able to enjoy the privi-

lege 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.

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.

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.

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.

If you have questions about this information, please e-mail mypasstravel@united.com

Surviving spouses will continue to remain lifetime eligible or until they remarry.

For Better or For Worse/Lynn Johnston



2012 RUPA EUROPEAN RIVER CRUISE

I am pleased to announce the cruise for next year. While we were on the Mediterranean cruise last year, we held a meeting on board the ship and took a survey of our group as to where they would like to go in 2012. The majority of the vote was for a European River Cruise. The cruise selected was the Grand European Discovery cruise by Uniworld on the River Countess. Uniworld is an award-winning Cruise Line with honors from Conde Nast, Zagat, and Travel + Leisure. The River Countess is a relatively small river boat and can accommodate only 134 passengers. It is 361 feet in length and only 37 feet wide. It is quite low to the water so that it can pass under the numerous bridges over the rivers and it is built so that it can pass through the many locks along the way.

There are three options available for next years cruise. The first would be the eight day Danube Discovery Cruise, from Vienna Austria to Nuremberg Germany. After leaving Vienna the boat will cruise the Danube River through the scenic Wachau Valley with stops at Melk Austria, and Passau, Deggendorf, and Regensburg, Germany. Here the Danube joins the Main-Danube Canal to Nuremberg Germany, where you would disembark and transfer to the airport.

Option two would be the eight day Rhine Discovery Cruise from Nuremberg to Basel Switzerland. From Nuremberg the boat would continue along the Main-Danube Canal with a stop at Bamberg where the Rhine River joins it. From Bamberg the boat would continue along the Rhine with stops at Rothenburg, Wurzburg, Miltenberg, Nierstein, and Strasbourg Germany to Basel Switzerland. At Basel you would disembark and transfer to the airport.

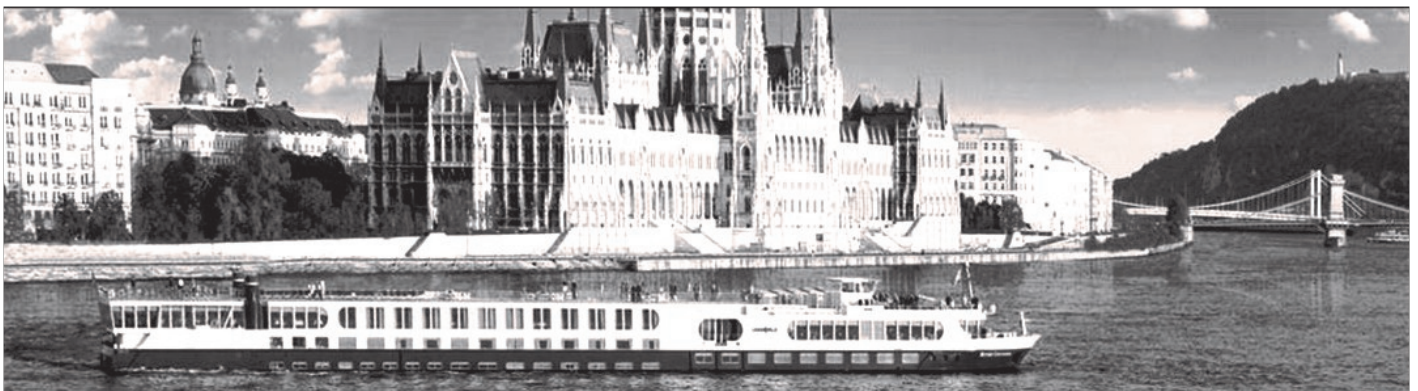
The third option is the combination of the two options above; Vienna Austria to Basel Switzerland. Along the way the boat will negotiate its way through several locks as the river rises from Austria to Germany and then back down on its way to sea level. Along the way will be a multitude of quaint towns and villages nestled beside the rivers. At each stop there will be local English speaking guides to take small groups through the villages on guided tours. Each of these guided tours will be conducted with state of the art Quietvox portable audio headsets.

The staterooms are rather small with large hotel-size beds and plenty of storage. All meals onboard are prepared using the finest and freshest ingredients which you will see boarded at each stop. Complimentary fine wines, a choice of beer, and soft drinks are served during dinner on board.

We are using the same travel agent, Jerry Poulin, who we have used in the past. He has obtained several discounts for all of the above options available to us for this cruise. The name of the game here is to sign-up early. In order to take advantage of all the discounts and reap the most savings, we have to commit early. The boat only holds 134 passengers.

You can check out deck plans, staterooms and itineraries on the Internet at www.uniworld.com. All cabins are subject to availability. Rates are subject to change until booked. If a lower rate becomes available we will rebook at the lower rate. A deposit of \$200 per person is due at the time of booking and is nonrefundable. Airfare is not included in the pricing but is available through Uniworld. This cruise is available to all friends and family at the RUPA prices. Submitted by *Rich Bouska*

For more information call: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119 (508) 829-3068 – 1-800-309-2023 ext. 33 – gpsp@aol.com



**2012 RUPA EUROPEAN RIVER CRUISE
ON UNIWORLD'S RIVER CONTESS**

There are 3 options available

1st 8 day, Danube Discovery, Vienna to Nuremberg, Oct. 21, 2012 to Oct. 28, 2012

The following discounts apply to the rates listed below:

\$100 Discount for past passengers of UNIWORLD

\$150 PP Early booking discount if booked before 11/30/2011

\$300 PP Discount if paid in full by 9/30/2011 for categories. 3, 4, and 5

\$400 Discount if paid in full for categories. 1 and 2

(NOT COMBINABLE WITH EARLY BOOKING DISCOUNT)

Prices before above discounts:

Category 5 \$2549 pp

Category 4 \$2739 pp

Category 3 \$2999 pp

Category 2 \$3224 pp

Category 1 \$3524 pp

A port charges of \$126 pp for the above option is additional

Also included is a \$100 per cabin on board credit, complimentary soft drinks,
wine and beer with lunch and dinner, and most shore excursions.

**2nd 8 day, Rhine Discovery, Nuremberg to Basel Switzerland, Oct. 28, 2012 to
Nov. 4, 2012**

THE SAME DISCOUNTS ABOVE APPLY TO THIS OPTION

Prices before above discounts:

Category 5 \$2149pp

Category 4 \$2339pp

Category 3 \$ 2599pp

Category 2 \$2824pp

Category 1 \$3124pp

A port charge of \$126 pp for the above option is additional.

Also included is a \$100 per cabin on board credit, complimentary soft drinks,
wine and beer with lunch and dinner, and most shore excursions.

**The 3rd option combines both option 1 and 2 into the 15 day
Grand European Discovery cruise from Vienna to Basel.**

The following discounts apply to the rates listed below:

\$100 Discount for past passengers of UNIWORLD

\$300 PP Early booking discount if booked by 11/30/2011

\$600 PP Discount if paid in full by 9/30/2011 for categories 5, 4, and 3

\$1,000 PP Discount if paid in full by 9/30/2011 for categories 2 and 1

(NOT COMBINABLE WITH EARLY BOOKING DISCOUNT)

Also included is a \$200 per cabin on board credit, complimentary soft drinks,
wine and beer with lunch and dinner, and most shore excursions.

Prices before above discounts:

Category 5 \$4349 pp

Category 4 \$4674 pp

Category 3 \$5274 pp

Category 2 \$5524 pp

Category 1 \$5924 pp

Prices do not include air fare – Port Charges are \$252 pp additional

If you pay in full to get the discount it is refundable up to 90 days prior except for the \$200 pp deposit.

I no longer care about air machines

By Jon Carroll—San Francisco Chronicle

I used to love airplanes. I was a bit nervous at takeoff most of the time - I'm not sure why I wasn't just as anxious when the plane landed, but I wasn't - but I loved everything else about it. There was silverware in coach, I seem to recall, and free drinks, and the captain would point out places of interest 38,000 feet down.

They had to be big places of interest. But that was during the era that we thought was reality; as opposed to a blip of prosperity that seemed perma-nent but wasn't. I can remember flying first class on a 747 - in those days, I was working for companies that sent employees top drawer all the way, hang the expense.

"I like to arrive refreshed when I reach Paris," one executive told me. "Oh, so do I," I said fervently, never having arrived in Paris in any shape in my life. And first class Air France was like a high-speed version of the court of Caesar Augustus. I expected to see a suckling pig butchered before my eyes as twinkly-eyed stewardesses (as they were called) carried jeroboams of Champagne for carousing passengers. And then everyone went to sleep for four hours. Not as refreshing as I'd been led to believe.

(One small first-class story: The 747 had and presumably still has an upstairs part of first class. Now it's just used for seating, but back in the early days it was a sort of cocktail lounge. I have seen pictures of someone sitting at a piano and playing as the fleecy white clouds rolled by. (I was up in the lounge all by myself, and the attendant was standing at the bar. "I'm fine," I said. ("That's good," she said. ("No, really, you can go do whatever you need to do." ("As long as you're up here, I have to be up here. And that's just fine with me." She nodded and I nodded. An understanding had been reached. We both read magazines as Missouri passed under our wings.)

But then the great airplane desolation began creeping across the land. Tiny seats, tiny tasteless meals, over-booked bathrooms, the whole deal. Companies weren't paying for first class anymore. Airplanes became less of a lark and more of a chore. And I got mad at everything in aviation.

When planes were late and crowded, when ticket agents suddenly turned surly (nursing private grievances, I figured) and passengers became impatient and testy, there was no fun to be had. Then they put televisions in the waiting rooms, and cattle-call seating, and one foil-wrapped pretzel for your chewing pleasure - it was a bad scene.

The entire day of travel itself was no fun at all - rides to and from the airport over crowded superhighways, hotels that did not seem aware of one's existence, meals at haphazardly picked restaurants - or, worse yet, business meetings with old bagels and stale water.

I would complain bitterly in the evening, having finally settled down only long enough to have to get up and go find some food, and I was told that I was powerless over these events, and I said I'd always been powerless; it just didn't seem that way before. And I'd rant and mutter and generally just be an ideal traveling companion. It's a wonder I'm still married.

On Sunday, I flew from Burbank to Oakland. The plane was delayed, of course, and every seat was taken. I chose an attractive middle seat between two people who didn't look like conversationalists. We took off, we landed, that was it.

It was like an old love affair. Once airplanes and I had been torrid, with me looking forward to our next meeting, our next trip to the moon on gossamer wings. Then she began behaving badly, and I in turn developed my own issues. We said nasty things about each other, or anyway I said nasty things. We pledged to have nothing to do with each other, but necessity drove us back together, hair ruffled and cheeks flushed.

Now: nothing. It reminded me of the old saying that the opposite of love is not hate; it's indifference. As long as I reach my destination in as many pieces as I left it in, I am indifferent. Bring on the humiliation; as long as I no longer find it humiliating, it can't touch me.

Sure was fun while it lasted, though.

LETTERS

ROSS "Rusty" AIMER—San Clemente, CA
Greetings Cleve and RUPAerians, I always hated traveling especially as a passenger in an aluminum tube! I get sea sick on a boat except when I am jumping the waves on my surfboard.

Good thing is that I live in San Clemente, perhaps with the best weather pattern on earth! I don't need to travel much. Two years has gone by at high Mach numbers. At my age birthdays go by like a roll of toilet paper nearing the end!

Since "Greedy" Glen needed my pension more than I did, I am still flying for food at the tender age of 67! I was able to find a -135 Operator out of nearby Orange County (KSNA Airport) that lowered their standards far enough to hire an old fart like me. We fly Embraer Phenom Jets to destinations throughout the West. The

other good thing about the "mini jet" is its short range matching my small bladder. Lots of fun when the weather is good and the runways are plenty.



There are a couple of other airline refugees like myself here who could not qualify for that coveted greeter's job at WalMar! :-). I am also fortunate to hang out with a swell bunch of RUPA folks who take the Dana Point luncheons very seriously. It is a great way to stay connected and informed or solve the country's problems while enjoying each other's company and scenery around us. I encourage all pilots to make your local RUPA meetings and keep the memories alive.

Another check for the next two years dues and a little more for an adult beverage is in the mail. If I make it for another two years with all the original parts still attached, I'll consider it money well spent!

Thanks for doing the hard work and keeping us informed.

Ross "Rusty" Aimer LAXFO
2004 Alumni Rusty787@me.com

DARREL ANKENY—Rogers, AR

The letter section in our publication seems to get smaller each month. I don't like that. You guys have too much to say, too many great stories and they're too humorous to NOT SEND THEM IN! I don't know most of you but I love reading your stories. I don't care how old you are, write it or have someone else write it and send it along to the rest of us. We're losing too many of you too soon and we don't want to miss out!

Every month I read how many of us (I am one) read this publication from cover to cover. OK so we have 2,200 or so members who have email. Let's entertain, inform each other and expand the number of letters to read and enjoy.

Just turned 70 and want to give a shout-out to two guys with whom I shared the cockpit one month long ago and far away, Gerry Baker and Charley Shuckart. We discovered one day on a 727 that we not only were the same age but we shared the same month and day. That's right 9/7/1941 and we were all in the same cockpit. Unfortunately, I was the junior guy but guess what? I had the third best job anyone could have and was proud to be there. Hope you two are doing well. Happy 70th!!

On another note, although there is always a ton to complain about, I like Bill Eads approach to life.....read his book "When Flying Was Fun." It's a blast. Bill and I flew together in DEN, played tennis together and even though he was Navy ADs and I was AF F4s he took Trish, my wife, and I to SAN, Coronado Island to some of his favorite Navy haunts to have a couple cool ones. He also did my Capt. Check out on the 747 Rope Start. Bill's attitude has always been positive no matter what happens to you in life. Hope all is well Bill.

Every month I read the lunch reports from the various cities. I live in Rogers, AR but spent most of my flying life in DEN. The DEN "Good Ol' Boys" are headed by Ted Wilkinson. One day, again when I was a fairly new S/O and Ted was F/O on the 727, he turned to me during preflight duties and asked if I would give him a BA237 (I think that's correct Ted). I had absolutely no idea what a BA237 was, but since I was fairly new and embarrassed because I didn't have any idea what a BA237 was, I told him I would get one from maintenance. It turned out the BA237 was the aluminum foil water proof bag used for trash. There were always three or four stored in

the S/O table but I wasn't aware of that so the maintenance guy brought me a handful more to store there. Once I saw what the maintenance guy had brought to the cockpit I was careful to not let him see I had a whole supply in the table. Ted and I flew together many times after that including when he was Capt and I was F/O on the 727 and we always had a good laugh at that incident.

Another thing I've read in the RUPA letters is that you/we had no choice about the year we were born. Some guys had it great and some didn't in their careers. I was always tail end charley... Hired on near the end of '69, furloughed for 7+ years, got the shaft with ESOP, retirement, etc. etc. etc. The bottom line for me was this: The bad news was when I retired, believe it or not, I was flying floater reserve.....remember that wonderful status? The good news was that it was on the -400 in HNL. Life was good!!

This year I just want to say to all of you RUPA guys, thanks for the memories, be thankful for what you have and enjoy it to the fullest today...it could end tomorrow.

Darrel dankenyo1@yahoo.com

DENNY BERG—San Diego, CA

Thanks to everyone responsible for the *RUPANEWS*. It's nice to be able to count on keeping up to date on current events and old friends.

No changes here. Twelve years have gone by rapidly since the final landing at LAX.

Fortunately, our health is still totally med free and we're enjoying the carefree years with the majority of our time spent in the tranquility of southern Baja.

Three families from San Diego, with homes in Todos Santos, have partnered a fishing boat which we will launch in San Felipe in October, (northern Sea of Cortez) spend a month or so fishing, diving, and exploring the islands all the way down south past La Paz. The boat will be kept close to where we live and be used for fishing and diving trips as well as remote area surfing.

Nancy and I will be celebrating our 40th anniversary in August with an Alaska Inland Passage cruise.

Our son is beginning his second year of med school in Los Angeles at USC and is doing very well.

Regards, **Denny**

JIM BOYER—Lake Forest, IL

Greetings from Lake Forest, IL. Corrinne and I are still trying to stay ahead of "Senior Sickness", which is wallowing in our usual aches and pains. We are still continuing our three days a week tennis and some golf and trying to keep up with all the grandkids and their activities.

We celebrated our 55th year of wedded bliss this year and I have to give Corrinne credit for her staying ability. She has kept the home fires burning during my 35 plus years with UAL, raised 5 children, numerous pets and handled untold household emergencies. My biggest claim to fame is my ability to not screw up the household schedule too much, and to follow her lead. I've been blessed.

We enjoyed the 20 day cruise throughout the Mediterranean. We tried to retrace some of my steps of 50 years ago during my "Med Cruise" with the US Navy. Not much the same after all that time - probably due to fading memories and changing en-

Pickles/Brian Crane



vironment. The Parthenon was especially changed. We had fun, good ship, good shipmates and especially good weather.

Our thanks to all the Ruparians who labor so long and hard to keep this organization going. All of us who have retired to the "land beyond O'Hare" really appreciate your efforts. Check is in the mail

Jim'57-'92 SFO, MDW, ORD, SFO, ORD

CHARLES COREY—Evergreen, CO

Greetings from Evergreen, Colorado. I turned 82 the 13th of August. Really does not seem like twenty two years since I walked off the Rope-start for the last time in LAX.

Emily celebrated her 80th in July. We're both in good shape for the shape we're in.

I'm serving on our church Session again, as well as the Stewardship Team. Keeps me busy.

Thanks for all the work you folks do to keep the *RUPANEWS* flying.

Check sent by snail mail.

Chuck, DEN, ORD, SFO and LAX

ED CUTLER—Denver, CO

Alas, the years slide silently past us like autumn leaves pushed by brisk winds. But as the poet advises us, "Gather ye rosebuds while ye may..." So this past year, wife Renee and I did a barge trip in France last summer and a voyage around the Galapagos Islands this winter. Word to the wise: Don't even think of planning a trip to Europe using trip passes in the summer! We spent a week trying to return from Paris in July. We did, however, spend the time walking around Paris, seeing and visiting the sights.

In December, with my son-in-law and 12-year-old grandson, I attempted to hike the 33.5 mile Milford Track in New Zealand. The other two made it the whole way but I only made 28 miles of it. Well, there's always next year, and the trek will always be there... In addition to the trek, we had a magnificent flight in crystal clear weather around Mt. Cook and vicinity. We flew in a Pilatus Porter turbo-prop plane with wheel-skis, and we landed on two glaciers: Tasman and Franz Joseph. We marveled at the splendid views of the Southern Alps - what an adventure!

Sending along "something extra" to help keep this

excellent publication going - along with my thanks to the great guys who produce it! *Ed*

NEIL DANIELS—Los Altos, CA

It has been a long time since I checked in. On the 7th of May I celebrated my 91st birthday. My son, Todd, and his family treated me to lunch one day and my daughters, Kris and Carol, did the same three days later.

I am living alone in this big old house that I bought in 1964. There were five of us then along with two poodle dogs. My wife, Jan, died two years ago from heart failure. Now, it is just me and my Kitty Kat.

Sixteen years ago I had a triple bypass surgery on my heart followed the next year with stainless steel stents. That two year warranty on parts has served me well these last sixteen years.

I am still driving my 1979 Olds Cruiser and it only has 233,000 miles on it. Maybe, when the time comes, we will both go out together. *Neil*

MRS. EMILY J. DEVINE—Cupertino, CA

Dear RUPA News Editors: Thank you for continuing to publish an enjoyable and informative publication.

I still enjoy reading the *RUPANEWS* every month, even though the only names I recognize are usually those who have "Flown West."

I would like to re-up for another year!

Best wishes, *Emily J. Devine*

(wife of S.J. "Scotty" Devine)

DON DIEDRICK—Carol Stream, IL

As we watch the UA/CO Merger proceed, and try to influence our travel pass provisions, let us hope our previous efforts to build and safeguard our former employer is appreciated with continued interest in our well being. Thanks for the continued fine efforts on behalf of RUPA-please continue to include health and comical articles in the magazine.

After most of last year off with few job opportunities, Jen has now been 10 months with our local hospital administration helping to set up a computerized account system, but once in place her future there is uncertain.

We have not managed much travel recently-our daughter has visited us-but later this month plan to

visit the San Francisco/Monterey area for a long weekend. Given the unsettled political/economic conditions, one cautiously remains close to home limiting expenses while satisfying domestic needs. I recently attended a RUPA local luncheon with reasonable attendance, and feel fortunate to be healthy when I see & read of the health problems experienced by some of our older pilots. I still participate in choir and lector duties at Church, and my home & garden efforts continue satisfactorily, with debts cleared. Recent genealogy efforts have provided interesting family background information, but wish I had done this while my parents were alive.

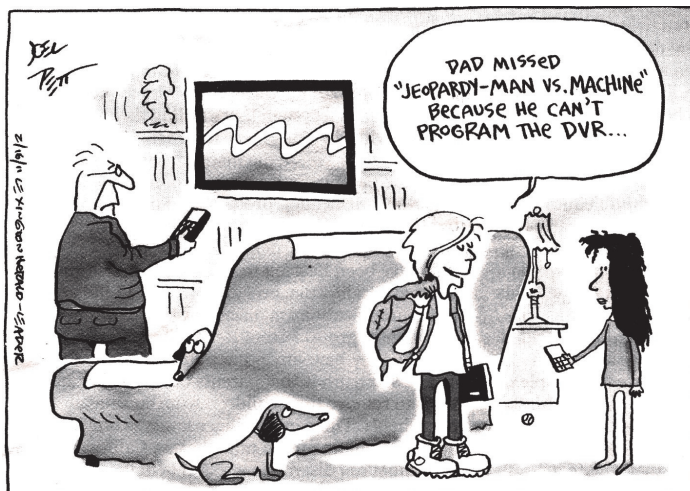
Wishing you all a healthy year ahead.
Regards, **Don** (ORD)

MRS. MARTY DUNKLE—Thousand Oaks, CA
Dear Cleve. Thanks for another year of holding the RUPA's together with the magazine. Al and I are leaving the end of August for a cruise, Venice to Istanbul. I was in Istanbul with Bill on an IOTA meeting, in the late 70s; I expect to see many changes. It's supposed to be a swinging place these days.

I think this might be my last trip abroad!!! Bill would have been 94 this month. I wonder what he would have said about that? **Marty**

MRS. JEAN ECKERT—Los Altos, CA
Dear Captain Scarbrough: I'm enclosing our check for \$25 for 2011 RUPA dues.

I'm sorry it was late, but Dick is in the middle stages of Alzheimer's and everything falls on my shoulders. I think his hire date was 26 June 1965. That was the date he reported to school in Denver. Sincerely, **Jean Eckert**



BOB GOETZ—Phoenix, AZ

I turned 71 this past birthday and know that growing old is not for wimps. The big excitement was acquiring two stents in my heart. This is the first heart procedure in 14 years when I then had angioplasty. The FAA docs then, still did not like something in my heart, so with the advice of ALPA medical I took my money and ran. The good Lord was looking out for me as I got out of the ESOP when United stock was still worth something.

These days finds my wife and I attending the various activities of our 3 grandkids that live 6 doors down from us. I also volunteer 3 days a week at what I believe is one of the best churches in the country much less the Phoenix area, Christ's Church of the Valley, where over 17,000 attend every weekend. Life is good. **Bob**

BOB GRUBER—La Conner, WA

Hey it's my birthday and here I am another year older. When I look at the *RUPANEWS* pictures of the various lunch groups around the country, I wonder where the dashing young knights in their blue uniforms, silver wings and short cut hair, piloting their dashing steel and aluminum steeds through the dark and stormy skies have gone. All I see are old retired pilots.

Hired on 3/10/43. Retired 38 years, 4 months and 9 days later. Seems like just yesterday. Flew the Boeing 247, DC-3, 4, 6, 7, 8, 10 & 747. Where has the time gone? Seems the old adage is really true. Time flies as well as pilots. On the line at PDX, then to SFO for Pacific Operations, to DEN for 33 years, Korea Operations and Vietnam, SFO and then Bingo, all over. On the beach now for 30 years.

My wife Nikki and I bought a 40' diesel boat in SFO prior to retirement. After "R" day I and three members from the Spinnaker Yacht Club of San Leandro, CA, who were along for crew and moral support, drove it up to La Conner, Washington, a small town about 60 miles North of SEA. Here we had rented moorage in the marina of the Shelter Bay Community, as we had previously purchased property there. It was a good trip. Only had one blow and managed to get a good hook in a little bay called Shelter Cove. We liked it so well here that we bought a home in Shelter Bay Community, a homeowners association located on land leased from the Swinomish Indian tribe on Fidalgo Island

next to the town of La Conner and moved there from Denver. Nikki and I made three trips to the Alaska panhandle and around most of the islands and all the way to Skagway and Haines.

In 1984 we made a trip to Colorado from Seattle and return by plane on a pass. Haven't used a pass nor been on a plane since. Not boasting or complaining just stating the facts Mam.

I lost my wife in 1995 and as it wasn't any fun cruising around by myself, so I sold the boat.

I have been thinking of all the great guys and some, not so great, with whom I have flown and had some great trips and good times. I am still kicking around, but not very high and sure have slowed down. Top speed now about ½ mph.

I haven't been much further from home than 12 miles in any direction. Get to Mount Vernon and Anacortes about once a month. Would not go to SEA unless blindfolded, gagged and hogtied. Don't miss traveling at all. Fill the tank about every couple of months, and get a haircut about the same and it doesn't usually need it. Tony the barber calls it a "Cus But." I think he means buz cut. Mow the lawn whenever and with all of our rain and a corner lot that means a lot of mowing. Starting in February as much as twice a week till July or August. Wash the car once a year, whether it needs it or not.

What do I do with my leisure time? Watch the grass grow. Mow the grass. Curse the rain. Mow the grass. Watch the Navy Jets approaching and departing Naval Station Whidbey Island next door. Not **quiet**. Sounds like these jocks use after burner during approaches. I volunteer time at our little Paperback lending library (about 1,000 volumes) sorting and shelving so I have access to about all the reading I can handle. Do a lot of Sudoku, Solitaire and Crosswords both paper and computer. Ride my Schwinn to the mailbox. Mow the grass.

Do I miss the flying? No! I was getting a little bored flying to HNL and back. I do miss all the guys I flew with, even the ones that thought I was a bullheaded egotistical idiot and a crappy pilot. There were a lot of good people in DEN. I always admired our former furloughed flight engineers who had to fight hard for their jobs, put up with crabby Captains, make it through Copilot school and then made Captains. Congrats, you guys fought a tough battle without much help from me.

This has been rather lengthy, but I am making up for a lapse of correspondence over the past several years and it could very probably be my last. As an old song says. "I don't know where, I don't know when, but we will meet again, on some sunny shore." Until then. Ciao, **Bob**

HOWARD HUNTER—Tucson, AZ

Dear Cleve, just finished my 33rd year in retirement, and the August issue of the *RUPANEWS* had no names I recognized in any of the letters, or in the Flown West section.

I still keep pretty busy here in the retirement center I live in. There's always some activity going on that I like to take part in. I still take it "one day at a time" and enjoy each one as much as I can. It's a different life than the 63 years that Katie and I had together. Lots of wonderful family memories, also of United, sorry to watch it change, glad I'm not involved!!

Thank you all for the *RUPANEWS*, it's always good reading. You all do a good job keeping it going. Check also in the mail.

Best to all, *Howard*

TED KESKEY—Lake Ann, MI

Cleve, Not a whole lot to report, we still live on Lake Ann in northwestern lower Michigan. The "kids" (in their 40's) and grand kids (15 to 31/2) are doing fine.

Every 2 years or so we save enough to go on a major trip (while we still can). When you read this I'll be 70 and retired for 10 years! This year we went on a 2 week river cruise from Amsterdam to Budapest up the Rhine, Main through the Rhine, Main Danube canal to the Danube and on to Budapest. I'm kind of a WWII buff and it was very interesting to see places like Cologne, Koblenz, Schweinfurt, Nuremberg, Regensburg, Passau Vienna and of course Budapest. There were, of course, many other cities and sites and many walking tours in most of them. Probably the most difficult thing to get used to on the ship was eating a major meal about every 2 hours!

'Till next year, *Ted & Joni*

SKIP LA ROCQUE—Hobe Sound, FL

Having just completed year 17 of retirement, I'm finding the good life peaked at age 75. Since then, things have gone down hill health wise. In October

I had cataract surgery and an implant for distant vision in my left eye. I also had an LRI (Limbal Relaxing Incision) to treat my astigmatism. It took 4 months before I was able to give positive answers during the refraction test so the doctor could write a prescription for a new lens. My left eye is my weak eye and is only correctable to 20/25.

In May I had cataract surgery and an implant for distant vision in my right eye, and the LRI procedure to treat my astigmatism. When I got the new lens for my right eye, my vision was distorted, and my reading vision was too strong. I just had another eye exam for a prescription and am waiting for my 2 new lens. I'm hoping the 3rd time is a charm. Because of my astigmatism, I still need glasses for distant vision. On top of all this, I have the beginning of macular degeneration in my left eye and glaucoma in my right eye.

I saw my dermatologist last month. I have a large squamous cell carcinoma on my left arm and a large basil cell carcinoma on my chest. The squamous cell carcinoma was removed recently, and the basil cell carcinoma will be removed in 3 weeks.

Needless to say, because of the problem with my eyes, it has affected my tennis game. Because I'm not seeing clearly at a distance, I'm picking up the ball late. Also, my stamina isn't what it used to be, so I'm only playing 2 days a week this summer. Father Time is raising his ugly head.

On the brighter side, I did spend Thanksgiving and Father's Day with my son and his family, and Christmas and the 4th of July with my 2 daughters and their families.

Hopefully, my letter will be more up-beat next year. Until then, try to stay healthy. *RUPANEWS* crew – thanks for keeping it coming. Tail winds, *Skip*

HERB MARKS—Seattle, WA

In reading the June issue of *RUPANEWS*, and of the passing of Willy Anderson, I feel compelled to get some of my thoughts of the many times I flew co-pilot for Willy. I had begun my flying career with United in May of 1952 as a DC-3 co-pilot. Shortly after that start, I had the great pleasure of being co-pilot for Willy on a trip out of Midway with something like 12 stops to Idlewild airport in New York City (Idlewild?? Yes, the former Kennedy we all love). It didn't take long on that trip that I realized that flying for Willy was never going to be boring.

Shortly before this trip someone in the corporate office decided that it would look really nice if someone of the ground pounders at each station would be equipped with ping-pong paddles and wave arriving airplanes into their gate. Willy would have none of this invasion of privileges taken away from him and generally completely ignored this unwanted help and parked his own airplane, thank you! On one of these trips we had landed toward the southwest at the airport at South Bend, Indiana. His landing put the main tires down on the numbers. Then Willy braked hard and was able to make the left turn onto the center intersection taxiway directly toward the terminal. There waiting for us was the ground-pounder with paddles raised high and waving us in. Willy applied a lot of power and stood hard on the brakes and managed to raise the tail up into takeoff position while still keeping the speed down and roared toward the terminal. As we approached the ramp the guide was sufficiently impressed and threw his paddles down and leaped over the fence behind him and ran toward the terminal while Willy swung the airplane around and parked exactly on the parking spots. Only Willy would be able to get away with this without a serious trip to the flight

Speed Bump/Dave Coverly



office.

If anyone fit the description of 'A Pilot's Pilot', Willy fit it. When he sat in that cockpit seat, put his hand on the control wheel, feet to the rudders and a hand on the throttles, the airplane became a part of him. United had a pilot. Whatever became of United???

Well, then was then and now is now. I'm finishing twenty four years of retirement and if your addition is still working it means I've been on this planet for eighty four years. I retired with a fairly decent retirement income but over those twenty four years of small COL increases it has been whittled down to about the equivalent of 60% of the original amount. I'm reluctant to give PBGC a lot of credit for taking over our retirement fund and re-establishing our retirement program. It's pretty evident that if the current ALPA people were to do anything that would be of real benefit to their current pilot retirement program, it would be to definitely include a cost of living provision.

I am finishing the first year following the full replacement of both my knees. My recovery has been nothing short of miraculous. I was on the golf course about a month after the surgery. My game didn't improve a whole lot, but the important thing is that at least I can get out to play and there is no longer any pain when I stand or walk, even short jogs when necessary. I had about two months of physical therapy at our local clinic which contributed greatly to the rapid recovery. They were very helpful in getting the joints' movement back to near normal in that short time.

Another of the replacement of parts on the old body is the new hearing aids that I started wearing recently. In spite of the fact that I complained often that I didn't need them, it became obvious after a short time that I'd been missing out on a lot. I'd forgotten that sweet sound of birds chirping in the trees and the roar of gasoline racing down the fuel line to the engine in our motorhome. Wife, Ruthann, is pleased that she doesn't have to yell things to me twice. But I have found out how to turn them off when it's to my advantage.

My compliments to the people on the *RUPANEWS* staff for their ardent work keeping us all part of the airline pilot memories. Good work, Cleve.

Keeping the blue side up, cheers, *Herb*

JOHN MATOL—La Valle, WI

I am approaching 5 years of retirement and am grateful for those years. I missed the age increase by a bit and it would have added to the retirement bottom line, but I am glad I was "forced" out at age 60. I see many of my friends who retire at 65 or older and then are too sick or worse to enjoy the luxury of not having to answer to anyone other your spouse.

Janice and I enjoy living on Lake Redstone in Wisconsin in the summer and like our winters in the Rio Grande Valley of Texas. Our seven children live from coast to coast and we get around visiting them.

Enjoy reading the "*RUPANEWS*" even though I don't recognize many of the names. It is inspiration for the journey ahead. *John*

DON MC GANN—Lakewood, CO

Dear Folks: My birthday was yesterday (7/25/11) after we returned from a ten day river cruise in china (Viking River Cruise). We had a magnificent time an learned much about China.

Pardon my tardiness, but I am truly grateful to the RUPA team for their magazine.

Fondest regards and Thanks, *Don*

KATJA MITCHELL—Laramie, WY

Hello to all. My computer is down, so I hope my handwriting will work.

All the Mitchells are doing well: Cliff, a conductor at Burlington Northern, living in Montana and flying our Cessna. His wife, Nettie, is an RN in Miles City. Tamara is a radiologist in Houston, and Doug is driving eighteen wheelers and racing motorcycles. The grandson works as a mechanic, and the granddaughter is in nursing school.

I still live in the big house on the ranch. No more horses, only my Australian Shepherd, Smoky. I'm expecting company from Sweden and Germany in August and all of us will have a wonderful time.

Thanks to all who contribute to the *RUPANEWS*. Doug used to read it from head to tail, and I do it now.

My best to all, *Katja*

PETER MOYER—Gilbert, AZ

First of all thank you to all of those dedicated to keeping the RUPA monthly magazine viable.

Another year has passed far too quickly. I wonder how one can show any signs of aging when the birthdays come so fast. I have done some travelling on the friendly skies, and it seems far more stressful than what it once was. There are so many amongst us who were so dedicated to the success of the friendly skies that deserve better, but it seems that that is no longer a factor once you are a retiree as opposed to employee.

Over fifty years ago I was flying an F-86, a wonderful airplane that will be a classic forever. Last year I was invited to sit in the cockpit of an F-86 that had been restored and I found that everything was there and in the right place, exactly as it was years ago. There was only one thing that was not the way I remembered, and that was that I was far more confined in the cockpit than I remember being in the past. I made this comment to the aircraft owner and in a very polite manner I was told that there were several changes made to satisfy the FAA to make the aircraft airworthy, but the cockpit dimensions had not been changed at all.

I moved to Arizona to escape the California property tax and state income tax, and those issues are better here. I was told that eventually I would get used to the summer heat, and it has been two years now that I have been waiting, and so far with no success. The summer heat is just as oppressive as it was two years ago and has not changed for me at all.

Last year I mentioned that I had a million dollars worth of memories that I would like to share but it would take volumes to do so, so you will get them one at a time.

In the late 70s I was at the gate in SFO when an LA manager entered the cockpit and said he would have to ride in the cockpit to LAX because there was no cabin seat available. There was some small talk and then he asked me how long it had been since I had an efficiency report put into my file. I said "I think it has probably been a year", and he mentioned that they like a report put into the personal file about every six months, and then he asked who is your supervisor. I told him you are, and he said he was sorry that he had so much work that he did not get to know his people better. He gave me a good report.

Best regards to all of you who helped me to enjoy every day I went to work, and made the friendly skies a wonderful place to be for so many years.

Peter

BOB NICCOLLS—Medford, OR

Greetings to all from beautiful Southern Oregon. Another year, and completed all too quickly! Little to report this year as we've been forced to stay close to home with Marty's several medical issues.

We spend some time at both the Brookings, Oregon beach house and the Chetco River camp but no major travel. Scotty is back flying with Alaska Airlines and based in LAX for now after the 14 month furlough and happy to be back to work. Had a great few days trout fishing with grandson #2 and then several days at camp with all the good stuff there when his brother went to Boys State. Good times all..... The campfires roared each morning and evening with some great 'smores' along the way.

If the travels bring you this way, please give a call. Also, the third Thursday of each month is our RUPA lunch at the Pony Espresso in Jacksonville, Oregon. If you can squeeze that in, noonish is the gathering time.

Cheers to all, *Bob* '61-'94

MIKE PHILLIPS—Dover, DE

Dear Cleve, It's been almost four years since I planted one on at Dulles on my final flight as a United Pilot. I am incredibly proud of my time with United (not so much with my last landing however). The outstanding professionals I had the pleasure of flying with are a major part of my almost forty years of wonderful aviation memories. After twenty years of Air Force flying you would have thought that I should have known everything there was to know about flying. On the contrary the men and women I flew with at United taught me something new on almost every trip. Guys like Jody Kraly, Mike Gallagher, Bob Eccles, and Mike Perry are wonderful professionals who made my time at United so memorable as well as educational. I apologize for any names I've left out.

The most significant event in our lives since I wrote last was the death of my father this past March. A member of that "Greatest Generation" Tom Brokaw wrote so eloquently about, he was 89 years old. He had survived having his ship sunk at the battle of Savo Island in 1942 and numerous other attacks by Kamikaze and other Japanese threats. I was fortunate to have been able to be with him the last weeks of his life and that he maintained his wits and sense of humor (entertaining the nurses with jokes about Viagra and rectal thermometers) right up until the

end. We buried him at Arlington National Cemetery in June. The Navy did a marvelous job in providing him much deserved military honors. We miss him a great deal.

My wife's health continues to limit our travels so I have little experience with the latest changes to United's travel policy. From what I read I'm not sure I'm missing much. My health continues to be far better than I deserve.

My spare time is spent repairing and rebuilding aircraft at the Air Mobility Command Museum out at Dover AFB. We are currently restoring a CG-4 Waco glider. When we received it from a farmer in Pennsylvania it was nothing more than a metal frame with a thousand wooden parts to reassemble. We've been working on it for over a year and it will probably be another year or more before it is complete.

Anyone passing through Dover, Delaware should make it a point to stop by the museum. It is amazing the variety of aircraft we now have to see and walk through.

Cleve, I want to thank you for all of your efforts on the behalf of our retired pilots. I look forward to reading the *RUPANEWS* each month. I know it must take an incredible amount of work to put the magazine together. Thanks so much.

Mike, 1992-2007 JFK and DCA

MIKE RAY—Murrieta, CA

Hi Cleve ... and all my old airline Friends.

Frequently people ask me if I miss flying. Who'd think that an old pilot would find "flying" a flight simulator and staring at some stupid monitor an enjoyable pastime if I didn't! Flying the flight sims is a little like watching a moving picture album of all those exotic places we used to visit, only the layover is longer. *Mike*



STAN RUDEEN—Arvada, CO

The last 15 years since retirement went like a "snap" in time! What really bothers me is in another "snap", my age will be _____. Now that's getting up there. But in reading these letters in *RUPANEWS*, many of you are doing fine at that age.

Betty and I are both well and staying active. I had another shoulder repair last winter, so the golf game took six months off. The shoulder is fine, but the golf game is still where it's always been--right at 100 +/- 5. Missed only two months of playing the trombone in a brass ensemble. (It was not the slide shoulder.) Betty keeps the family together, all 19 of us, plays tennis, and her main hobby is quilting. Our family is still within an hour's drive. Four grandchildren are at CSU in Ft. Collins, and in another year, it will be five. Then the next five will start college somewhere. Our oldest daughter, Karen, has been busy this year engineering the releasing of water through dams, tunnels, etc., after a record year of snow in the mountains of Northern Colorado.

We just returned yesterday from a trip to the Naval Academy where my Navy roommate in our first squadron, RADM (Ret) George Strohsahl, was buried. He had an interesting career including Air Boss on the NIMITZ, F-18 Program Manager, Director of the Pacific Missile Test Center at Pt. Mugu, and Vice Commander of Naval Air. The Navy likes traditional ceremony with a band and firing of cannons. Got a couple goosebumps.

We take a few trips each year and with monitoring loads and 1964 seniority, it goes well. That may change when we switch to 32 years of service, I'm afraid. My IRA is bleeding this week, but as long as the PBGC does not default, we'll be OK. The greatest blessings we have will never be taken away.

Until next time, *Stan & Betty*

THOMAS SMITH—Bonney Lake WA

Hi Leon, It's interesting what comes to mind when you think of people you worked with years ago.

Other than the fact that I always enjoyed flying with you, two things came to mind and they both involved wine. I remember a crummy layover somewhere in the mid west where we all went to dinner at the motel restaurant and you ordered zinfandel. After the waitress assured you that they did have

zinfandel, you and I both knew what it was that you were going to get. Yes it was white. You settled for some nondescript red.

I also remember your quick problem solving mind. On a Vancouver layover we had just been served when I realized that we had just broken the twelve hour rule. You thought for a second then assured me that it was okay because we had ordered before we were inside the twelve hours. I felt much better. A toast followed.

Leon, thanks for the hours you spend working for all of us. It is greatly appreciated. *Tom*

LEE SWOFFORD—Coppell, TX

A few days ago a friend was reading my WWII story that I had written for my children. He suggested that I send a part of it to you for printing in the magazine. You may use it in any way you chose.

I arrived in England the second of January 1944 and served with the Eighth Air force until late July. I flew thirty missions, half of them as squadron lead pilot. That meant that I led twelve airplanes and my bombardier did the aiming for the formation.

A formation is made up elements of three planes. The center section is six planes and then there is an element of three planes that fly above and to the right and three planes that fly lower and to the left. A group is made up of three squadron stacked up from left to right with the center squadron leading. With every one tucked in tight it was a formidable target to attack, each of the thirty six airplanes having ten fifty caliber guns. The German pilots were not stupid; they only attacked a loose formation.

This happened on my fourth mission and the first deep penetration for my crew. At the preflight briefing, I was assigned the right wing of the high right element. Unfortunately the person flying my lead did not know how to lead an element. As the leader turns you are supposed to move back and forth across over the center so you do not have to adjust your speed much. Instead he just stayed out there and I had to firewall the throttles or close them. It was hard work for me.

Our target was near Berlin. After bomb drop the formation turned right which caused me to have to slow down and then they turned to the left and descended five hundred feet. This left me high and dry. I was about one hundred yards behind, and that

is when the ME 109s attacked. On the first pass I was hit with two twenty mm shells. One hit the center of the tail turret and one hit behind number three engine. I don't know if we were hit with anything else. Engine number three quit and I feathered it.

When the tail turret was hit it blew off the back of the turret. The gunner found himself on his back inside the plane. At the back of the turret there is a piece of armor plate about eighteen inches square and the bullet had hit the dead center of it. He told me later that he thought he was dead, but looking around he found that he was not touched. He climbed back in the turret for the second pass by the fighters and found he had lost the elevation but could still shoot and had the traverse function. He knew that he could not hit anything but the gun flashing might worry the 109s.

After the second pass one of the fighters stayed just off the left wing. There is an area there where no guns could get at him. When the chaos on the intercom died, I got the message that he was out there, I dropped the right wing so the top turret could get a shot at him but he just flipped over and dove away. I am glad that he left us for the number four engine just died away. I think that the throttle cable had been cut, I just feathered it and we were in Big Trouble, two engines on one side and six hundred miles from home.

I set up METO power on the two engines and kept the ship at its best speed. There was no way that I could keep up with the formation, so we were all alone and feeling very vulnerable. We stripped the ship as much as we could, and slowly lost altitude until we reached thirty five hundred feet. I used all of the rudder trim and with some pressure on a rudder pedal and a few degrees of wing down I could keep the plane straight. I next had the flight engineer transfer as much fuel from the right side to the left in case we might be leaking from the right hand tanks.

We were a long way from England and I didn't know what to do. The thought of becoming POWs was not appealing to any of us. We talked briefly about going to Sweden, as it was a lot closer than England. It also wasn't too far to Switzerland. I finally decided to just follow the route back to England and see how it would come out.

I felt so naked. Crossing enemy territory at

3,500 feet didn't seem like a good idea, but as long as no one bothered us we would just keep on trucking.

We were watching our fuel flow and trying to estimate how far we could get. If we did not have enough to make it across the North Sea when we reached the coast, then we would have to turn south and go as far as possible into France. Ditching in the North Sea in February is almost unlivable. We had been told that life expectancy in the cold water is about twenty minutes.

As we approached Holland we caught up with three B17s. Each had one engine out. I thought I would get in the center and go home in style. It was not to be for they were going so slow that I couldn't stay with them, so I just pulled off and left them. I often wondered what they must have thought seeing us leave them on only two engines.

When the plane leveled off at 3,500 feet we found ourselves on top of a cloud deck. However, when we hit Holland we were in the clear, and this gave us a good ground speed check. The Navigator figured that we had enough fuel to cross the one hundred twenty miles of the North Sea Plus Eight minutes.

As we approached the coast of England there was a layer of clouds below us. I stayed on top as I did not want give up any altitude.

When the navigator told me we were over the coast, I went down through the clouds and broke out at 600 feet right over an airport. I turned left towards a runway and called for the gear down. I didn't care which way the wind was blowing, I just wanted a runway. Then we found that we had not hydraulic system. We circled the field as the crew was cranking the gear down. On the downwind leg I had to descend below a line of B17s landing at a nearby airport. As I turned on base leg another engine quit. Fortunately, there was a small field ahead of me. I pushed the plane through the tops of some trees so I could get in as short as possible. All this time I was shouting Crash Landing over the intercom. The man in the bomb bay heard in time to dive for the flight deck. He made it just as we hit the ground. If he had remained on the cat walk he would have been killed. The main gear was down but nose wasn't. About the middle of the field, there was a ditch

across our path. When we hit it, the nose dug in and the right gear started to fold. I had aimed for a tree on the far side of the field. My idea was to hit the tree with the number two engine to prevent our hitting a big hedge row. As soon as the right main gear folded the wing came down and caused the plane to turn to the right and the number one engine hit the tree. It broke the wing, but we stopped okay well short of the hedge row.

I climbed out the top hatch and looked for the crew. They were all together about one hundred yards away and shouted that they were all there.

We were really lucky. We could have been interned in Switzerland, walking south in France, ditched in the North Sea, prisoners of the Germans or dead.

I learned a lot from that day. One thing, I never let myself be put in a vulnerable spot again. *Lee*

MRS. OLIVIA TANNER—San Juan Capo, CA
No exciting news. I do enjoy reading your monthly edition and hearing what is going on within the system. I do still recognize names of some of the pilots who were flying when John was.

I started the year by having a knee replacement and figure I should be ready to make my yearly trip to Bangkok in the late fall to float a wreath out to sea in John's memory. Bangkok and the Oriental Hotel was always our last stop in our travels. We celebrated many birthdays and anniversaries there (35). This will be #36 and hope to take our two daughters.

My best to all, *Olivia*

IN MEMORIAM

PAUL HUFFMAN

Paul Huffman, 79, of Palm Harbor, FL died July 29, 2011.

Paul had been a Colonel in the U.S. Air Force, and graduated as the top cadet pilot in the country in 1954. He served as a flight instructor during the Korean War, and flew missions in Vietnam during the Vietnam War. He was a pilot with United Airlines for 27 years.

He loved to golf. He is survived by his beloved

wife of 54 years, Jessie; two sons, a daughter, nine grandchildren and 6 great-grandchildren.

A gathering of friends (was) held at Curlew Hills in August. In lieu of flowers, donation to the Hospice of the Florida Suncoast are appreciated.
<http://www.thehospi ce.org/>

JOHN RICKLOFF

John Rickloff, age 76 years from Erie, PA died on August 5, 2011 at his home from Pancreatic Cancer.

John is a Retired Lieutenant Colonel from the Air force with an outstanding flying career of 37 years, who also served in Vietnam. He is also a retired 757/767 Captain from United Airlines having served 28 years. He enjoyed taking trips in their RV and golfing.

John is survived by his loving wife, Jacqueline Rickloff; five children and nine grandchildren.

A local celebration of his life will be held in Ocala Florida at a later date. In lieu of flowers the family has asked you to consider donations to the Humane Society of Marion County, Inc. 701 NW 14th Rd. Ocala, FL 34475

EDWARD POWELL WILLIAMS, SR

"Powell" (Age 70) Of Burke, VA passed away peacefully on Saturday, July 16, 2011 surrounded by his loving family.

Powell was born in Columbus, Georgia on October 28, 1940. He attended high school at Columbus High and went onto complete four years of college at Emory University in Atlanta, Georgia. It was there that he met and fell in love with his late wife, Elizabeth "Beth" Felton Williams. After he graduated from Emory, he enlisted in the U. S. Navy to become a naval aviator. Upon his discharge from the Navy, he accepted a position as a pilot for United Airlines and moved to Fairfax, Virginia, where he would reside for over 40 years. Powell has lived with his children in Apex, NC and Charlotte, NC while treating his leukemia.

Powell is survived by: two daughters, a son and eight grandchildren.. In lieu of flowers, memorials



can be made to St. Stephens Preschool, memo: "Gordon-Williams Scholarship Fund," 9203 Braddock Road, Burke, VA 22015 or to the Humane Society at www.humanesociety.org.

WILLIAM C. "Bill" WHIPPLE

Bill was Born May 27, 1915 in Beloit, Wisconsin and passed away July 7, 2011 at his home in Port Ludlow, WA.



Bill worked at Beloit Iron Works during and until shortly after he graduated high school. At 18, he learned to fly from his older brother, Stiles. After just seven lessons for a total of three hours, Bill did his first solo. He soon taught flying lessons, where he met Betty Thiele, his wife of 70 years. He was hired on with United Airlines as a pilot in 1940 and was stationed in Seattle from 1940-1950. He then transferred to the Chicago base for four years before returning to Seattle in 1955. Bill remained based in Seattle until his retirement in 1975. During World War II, he flew soldiers and supplies up to Alaska for the military. In 1968, Bill flew to Vietnam, again with soldiers and supplies, the route he stayed on until his retirement in 1975.

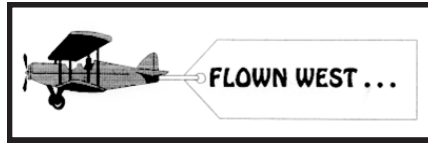
Upon retirement, Bill and Betty sailed their boat on a two-year trip to the South Pacific and back. In 1977, they bought a home in Maui, Hawaii, and lived there for four years before returning to live in Edmonds, Washington. In 1982, they built a home in Port Ludlow and lived there to this present day.

Bill was commodore of the Corinthian Yacht Club, involved with the Cruising Club of America and active with the Port Ludlow Amateur Radio Club, Northwest Boaters Net and Pacific Seafarer's Net.

Bill was an avid sailboat racer, adventurer, true captain and a great man. He had a dry sense of humor, a world of patience, tremendous love for his family and inspired many.

He is survived by his wife, Betty; three sons, two nephews, and many grandchildren. He will be deeply missed.

Remembrances can be sent to the Port Ludlow Fire Department.



Wiley D. Craig	May 02, 2011
*Richard H. Deitz	May 03, 2011
*Hugh L. Monteith	May 06, 2011
William J. Drake	May 07, 2011
C. Howard Gallion	May 20, 2011
E. Powell Williams, Sr.	Jul. 16, 2011
Duane H. Harrison	Jul. 22, 2011
Paul Huffman	Jul. 29, 2011
John H. Rickloff	Aug. 05, 2011
James J. Mennella	Aug. 10, 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



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RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

Tucson Toros (Jan. 24, 2012)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

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)—*Location to be announced—Please RSVP* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC* - 760-480-7420

San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA, 650-349-6590

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) - 561-756-4829

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

Oregon

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

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574