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# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message	Page 3	Articles	Page 9-20
Vice President's Message	Page 6	Letters	Page 24-33
About the Cover	Page 4	In Memoriam	Page 33-34
Local Reports	Page 7-12	Calendar	Page 36

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## PRESIDENT'S LETTER

RUPA's purpose is to maintain the camaraderie we enjoyed as pilots while flying for UAL. Through this magazine, our new website, your local get-togethers, conventions, and our every two year cruises, RUPA provides the means and opportunity for members to keep in touch. We share information from various sources and attempt to keep the membership informed on retiree issues in general and UAL retiree issues specifically. Our Editor, Cleve Spring, also includes historical articles, current events, and humor to broaden our enjoyment. Monthly articles from the various regional RUPA groups provide additional news about individuals and events that helps keep our connection with our friends and colleagues open and informed. Through these local get-togethers we continue to enjoy our shared friendships and interests - something I personally look forward to each month. Now that the age "65" pilot group is reaching their respective FAA mandatory retirement birthdays, we welcome their participation into RUPA to enjoy the camaraderie and simple pleasures of sharing time with fellow retirees.

The retiree groups *up close and personal* era of *open dialogue* with UAL, which began in February of this year, is certainly over – at least for now! In UAL's 85 + year history, 2011 was the first time UAL reached out to the three UAL retiree groups (RUPA, RAFA/Clipped Wings, and RUAEA). With the airline merger the three Continental retiree groups were also included in these sessions. (Continental has had a dialogue with their retiree groups for years). UAL actually appeared to pursue a two way dialogue between themselves and the retiree groups. However, after two meetings in Chicago with the officers of the six retiree groups, at UAL's invitation, the open dialogue with the HR Department has gone from an open exchange of concerns, ideas, and discussion, to an attitude of "this is it – like it or not" stance! The planned October meeting, the third that would have been held in Chicago, has been cancelled by the company. UAL see's no point in further discussion to "re-hash" the retiree travel pass issues. The promised travel benefits, or as the company apparently sees it, "the pleasure of their gift offer" stands "as is" and there will be no further discussion or other considerations to change their new policy. They dangled the carrot of a possible meeting after the first of the year if they see the need for it.

Benefits long promised and part of each retiree's "employee package" has been discarded. The retiree groups' officers have acted jointly and in unison throughout this "open dialogue" era. Unfortunately we have no real leverage. The only clout may be through the legal system – and that looks doubtful. We live in an era of little corporate ethics or integrity – promises to employees do not have to be honored. Surveys take the place of corporate decision making there by passing the buck to the "survey" results.

Our dropped travel benefits represent minimal expense to the company – this is purely a matter of a change in policy regarding seniority and empty seats on an airplane and how those seats are filled by employees and retirees. While this issue is considered closed by the company the retiree groups consider it "open" and we will continue to advocate for our "promised" benefits. I hope current employees understand that what is promised today by the company will not be honored tomorrow. UAL has repeatedly demonstrated they do not honor their benefit packages or promises. I wasn't on the property at the time of "Blue Skies" but I did experience the legacy of it! Management personalities have changed but the company culture has not.

We will continue to pursue UAL retiree IDs, since Continental retirees have their IDs. We can only wait to see if UAL will accomplish a "retiree ID" program before January 1<sup>st</sup>, 2012 when the new travel pass procedures begin.

RUPA is the UAL pilot's association for continued camaraderie with friends and colleagues. That it what I treasure and I'm proud to be associated with it! *Phyllis Cleveland*

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

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

**RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**



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## ABOUT THE COVER

### MARTIN JRM MARS FLYING BOAT

*A few of us old retired pilots (Known as the Nini's Niners) meet for breakfast every Saturday morning at 0900 at a small restaurant in San Mateo "Nini's." One of the group is a 96 years young Navy Pilot who was the last CO of MARS Squadron VR-2. I asked him to write something for our magazine about the aircraft, which follows. Ed*



The JRM Mars was a beautiful seaplane. Larger but patterned after the original 3 China Clippers, also built by Martin. The Mars had a double deck, bedrooms, nice spiral staircase and was powered by 4 Pratt and Whitney 4360 corn cob engines. Due to the scarcity of the 4360 they were eventually replaced by the Wright 3350 which at times required a jato assisted take-off. The Navy ordered 5 of the aircraft which were produced between 1945 and 1948 and delivered to Squadron VR-2 based at Alameda, CA. One, the *Marshall Mars*, was lost in 1950 near Hawaii due to an engine fire. The crew escaped unharmed. The remaining 4 flew record amounts of cargo and passengers between San Francisco and Hawaii. En route flight time was 14 – 15 hours. I was the last squadron commander. After retirement in late 1950, the 4 Mars were purchased by a consortium of fire fighting companies in Canada. As fire fighters, on a fast taxi they can scoop up and repeatedly deliver over 7,000 gallons of water to a fire. Two of them are still fighting fires. *Ned Broyles*

#### Information about the JRM Mars from Wikipedia

The Glenn L. Martin Company effectively scaled up their successful PBM Mariner patrol bomber design to produce the prototype XPB2M-1 Mars. The XPB2M-1 was launched on 8 November 1941, after a delay caused by an engine fire during ground runs, the aircraft first flew on 23 June 1942. After flight tests with the XPB2M between 1942 and 1943, she was passed on to the Navy. The original patrol bomber concept was considered obsolete by this time, and the Mars was converted into a transport aircraft designated the XPB2M-1R. The Navy was satisfied with the performance, and ordered 20 of the modified JRM-1 Mars. The first, named *Hawaii Mars*, was delivered in June 1945, but with the end of World War II the Navy scaled back their order, buying only the five aircraft which were then on the production line. Though the original *Hawaii Mars* was lost in an accident on Chesapeake Bay a few weeks after it first flew, the other 5 Mars were completed, and the last delivered in 1947.



**U.S. Navy service:** Named the *Marianas Mars*, *Philippine Mars*, *Marshall Mars*, *Caroline Mars*, and a second *Hawaii Mars*, the 5 production Mars aircraft entered service ferrying cargo to Hawaii and the Pacific Islands. The last production airplane (the *Caroline Mars*) was designated JRM-2, powered by 3,000 hp (2,200 kW) Pratt & Whitney R-4360 engines, and featured a higher maximum weight and other improvements. On 4 March 1949, the *Caroline Mars*, set a new world passenger load record by carrying 269 people from San Diego to Alameda, CA. On 5 April 1950, the *Marshall Mars* was lost near Hawaii when an engine fire consumed the airplane after her crew had evacuated. The remaining "Big Four" flew record amounts of Naval cargo on the San Francisco-Honolulu route efficiently until 1956, when they were beached at NAS Alameda.



**Civilian use:** In 1959, the remaining Mars were to be sold for scrap but a Canadian company Forest Industries Flying Tankers (FIFT) was formed and bid for the four aircraft and a large spares holding. The company represented a consortium of British Columbia forest companies and the bid was accepted and the sale was completed in December 1959. The four aircraft were flown to Fairey Aviation at Victoria, British Columbia for conversion as water bombers. The conversion involved the installation of a tank in the cargo

bay and retractable pick-up scoops to allow uploading of water while the aircraft was taxiing. The scoops allowed 30 tons of water to be taken onboard in 22 seconds. Later some of the hull fuel tanks were replaced with water tanks.

The *Marianas Mars* crashed near Northwest Bay, British Columbia on 23 June 1961 during firefighting operations; all four crewmembers were lost. Just over a year later, on 12 October 1962, the *Caroline Mars* was destroyed by Typhoon Freda while parked onshore. The *Hawaii Mars* and *Philippine Mars* had their conversions to water bombers accelerated and entered service in 1963. They appeared at local air shows, demonstrating their water-dropping ability. Flying Tankers Inc. also flew the water bombers to other hot spots around the province when a need developed, such as in August 2003, when a large forest fire threatened the city of Kelowna, British Columbia.

On 10 November 2006, TimberWest Forest Ltd. announced that they were looking for buyers of the Mars. A condition of this sale was that the purchasers would have to donate one back to Port Alberni when they were retired, as a historical attraction. The Maryland Aviation Museum and British Columbia Aviation Council have initiated a joint effort to preserve the aircraft, one in Maryland and the other at their current location in Canada. On 13 April 2007, TimberWest announced the sale of both aircraft to Coulson Forest Products, a local forestry company in Port Alberni, British Columbia. The two surviving tankers are operated by Coulson Flying Tankers and are based and maintained at Sproat Lake near Port Alberni.

Based on historical data, each plane can make a drop every fifteen minutes. Working in tandem, this equates to 7,200 US gallons every seven minutes and each drop can cover an area of up to 4 acres. The aircraft can also carry up to 600 US gallons of foam concentrate for gelling the load drop. They are used to fight fires along the coast of British Columbia and sometimes in the interior.

### **General characteristics:**

**Crew:** four (with accommodations for a second relief crew)

**Capacity:** 133 troops, or 84 litter patients and 25 attendants

**Payload:** 32,000 lb (15,000 kg) of cargo, including up to seven jeeps

**Length:** 117 ft 3 in (35.74 m)

**Wingspan:** 200 ft 0 in (60.96 m)

**Height:** 38 ft 5 in (11.71 m)

**Wing area:** 3,686 ft<sup>2</sup> (342.4 m)

**Empty weight:** 75,573 lb (34,279 kg)

**Loaded weight:** 90,000 lb (40,820 kg)

**Max takeoff weight:** 165,000 lb (74,800 kg)

**Powerplant:** 4 × Wright R-3350-24WA Duplex Cyclone 18-cylinder radial engines, 2,500 hp each.

### **Performance:**

**Maximum speed:** 192 knots (221 mph, 356 km/h)

**Cruise speed:** 165 knots (190 mph, 305 km/h)

**Range:** 4,300 nautical miles (5,000 mi, 8,000 km)

**Service ceiling:** 14,600 ft (4,450 m)

### **Pickles/Brian Crane**



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## RUPA VICE PRESIDENT'S LETTER

I am honored to be elected as the RUPA VP. I look forward to working with our President, Phyllis Cleveland, our Sec/Tres, Leon Scarbrough, and our Board, to continue the proud tradition that United Pilots have built.

I began my pilot career in 1968 with the U. S. Navy. I flew P-3's and instructed in T-28's. In 1975, I traded my cockpit view for a desk. I spent 3 years working for Dean Witter as a Retail Stock Broker. My United career began in 1978. I remember Day One at TK when I was told the sky was the limit and I would be a Captain in three years. Well, in 1981, three years later, I was furloughed. It was an early introduction to our crazy industry.

During the furlough, I was fortunate to be selected by SFO Chief Pilot Pat Nugent to be the Operations Manager. It was a big pay cut, but, I avoided the unemployment lines. I worked hard and got to meet many SFO pilots as I helped them with their problems. I felt like my time in management allowed me to make the line pilot's life a little better. I was recalled in 1983.

In 1985, we went to war. SFO LEC Chairman Pat Flanagan asked me to be the PR Comm. Chairman. We all remember those times, and at SFO, we won the PR war. I will always be proud of what we tried to do for our profession.

I retired in 2006, 13 months prior to the age 65 five year reprieve. That's the way it goes! Fortunately, I was hired by Boeing as a 747/777/787 Instructor. It was a challenging second career and I enjoyed working with many pilots from Boeing's customers. I totally retired in 2010.

Jane, my high school sweetheart, and I have had quite an adventure over the past 43 years. 7 years of active duty, 13 in the Navy Reserves and all those years with United. We raised 2 children and now have 4 grandchildren. We are enjoying our time together spending time with our grandchildren, golfing, skiing, hiking and just relaxing.

When I look back on my career, I remember always planning my flight conservatively, putting my crew as Number One and after that, being on time. I would do the same thing today. One of my early 727 Captains, Dave Mackie, taught me how to be a Captain and I never forgot it. On my first solo 727 Captain leg from ORD to ROC in a snow storm, I asked myself what Dave would do. We all benefited from those mentor Captains, First Officers and Second Officers and that is why we were able to successfully move up in our careers. We shared our knowledge and encouraged career development in addition to building all those memories.

Along the way I was proud to be an LCA as a 727 S/O, 727 Cap, DC-10 Cap, 747 Cap and 747-400 Cap. I never yearned to work at TK, but, I always enjoyed sharing my knowledge with fellow pilots to help them transition to their new seat. I have such good memories of shaking a new S/O, F/O or Cap's hand when they successfully qualified for their new seat.

RUPA is in transition. We have not had any retirements since 2007. Our effort will be to welcome our pilots as they turn 65 and show them we still have a bond. We have all been abused in one form or another, but, we have that common bond of flying together. In the end our memories will outlive whatever prior managements have tried to do to knock us down. My hope is that as our fellow pilots retire, we will welcome them, encourage them and show them what life after "the line" is. If we all welcome them to their new life, our RUPA Family will flourish.

*Jon Rowbottom, SFOFO Retired 2006*



**Retirement is the best medicine.**





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## RUPA SECRETARY/TREASURER LETTER



Hey Leon, what's up? Not much, other than a complete right shoulder replacement on 24 August, and I cannot drive or start physical therapy until the first week of October. Being right handed, I can only use my left hand, so very slow typing, eating, etc, but I have a great nurse. No physical problem or accident to cause this surgery, just degenerative osteoarthritis, which led to bone on bone in both shoulders. Right shoulder hurt the worst. Last fall, one of the surgeons looked at me and said, "Leon, it's easier to do at 71 instead of 81." I heeded his advice, and had the surgery done at California Pacific Medical Center in SF. Great hospital, best shoulder surgeon in the Bay Area, one Dr Tom Norris.

State of the Association. Our two new incoming officers, Phyllis Cleveland, President, and Jon Rowbottom, VP, are going to be two active hard working VOLUNTEERS for RUPA. RUPA is financially sound and hopefully will continue to stay that way. Our recruitment drive this past spring was not as successful as hoped for, and the "new" HR folks from CO will not (privacy issues) be helpful in giving us names of the new retirees starting in Dec of 2012. Plan B is to place a brochure in the retirement packet, along with sending brochures to the Domiciles.

I cannot give enough kudos to our IT specialist, Nicole. Nicole brought our data base into the 21st Century, saving me hours of work, making the data base give me information that would otherwise have taken many hours. Nicole then took on the job of changing the Website into something we can all be proud of. If you have not checked it out, what are you waiting for? [www.rupa.org](http://www.rupa.org). And of course, comments and suggestions are welcome, just use the Contact Us box.

We still need help by some computer savvy types, so if interested, let me know. Your location is not a problem.

RUPA is a social and recreational organization, so go out, meet and greet old friends. If there is not a Luncheon group in your area, meet for coffee. You need names of those in your area, let me know.

*Leon*, Sec/Treasurer

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## THE SAN FRANCISCO BAY-SIDERS LUNCHEON

Just a hint of Fall weather brought us a really good turnout for the Bay-Siders September luncheon. We were especially pleased to welcome longtime members, Neil Daniels and Bill Hartman, both 91 years young. As is always the case, "A good time was had by all."

On a sad note, when we arrived home after the luncheon, we received a call advising us that another longtime member and also a RUPA Board member, Howard Jundt, had passed away from lung cancer after having been diagnosed about a month ago. It was just three months ago that we lost Howard's wife, Pat. Both Howard and Pat will be greatly missed, and our thoughts and prayers are with his family.

In attendance were: Bob Ahrens, Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Sam & Billie Cramb, Neil Daniels, Bob Ebenhahn, Rich & Cyndi Erhardt, Carol Gillett, Barry & Ginny Hamley, Bill Hartman, Karl Kastle, Norm Marshall, George Mendonca, Ken Miskow, Bob & Craig Norris, Norm Rupp, Cleve & Rose Spring, Jerry & Krista Terstiege, Gene & Carol Walter, Larry & Pat Wright.

I was asked to make a couple of announcements to the membership. The Hiller Aviation Museum in San Carlos, CA is looking for volunteers to act as Docents. If you are interested, please call or email Rick Smith, Telephone 650-654-0200 or e-mail [rick@hiller.org](mailto:rick@hiller.org).

The Flight 93 Memorial is looking for donations. The website is; [www.honorflight93.com](http://www.honorflight93.com).

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

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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Hey Guys.....it's taken a little bit of work and dedication, BUT our Treasure Coast Guys are keeping it going during the Summer months and I might add - with 'Minimum Staffing.' (Y'all remember that term from your flying days, right?) As you can imagine, with So. Florida Summers being what they are, a good number of our Members (Regular Attendees) are up North enjoying the 'cold' WX. Yeah, right.....but NOT this year. Anyway, we're Gettin' It Done. Actually, we've taken advantage of the opportunity to try a few new venues so that we have choices when our Northern Brethren return for the Fall and Winter (aka, The Season).

Among the places that we've tried have been Shrimper's (once again); Manatee Island Bar and Grill; Cowboy's and Finz. All of them are quite close together (convenient) and the food and service is GOOD as well. We'll be in good shape for the Season.

Our June 14th Luncheon was attended by Del Gartner, Ted Osinski, Jack Boisseau, Jim Dowd, Jim Morehead, Dick Starita, Skip LaRoche, Paul Andes and Bob Langevin.

The July 12th get Lunch was attended by Ted Osinski, Del Gartner, Dick Starita, Jack Boisseau and Bob Langevin.

Finally, our September Luncheon was attended by Ted Osinski, Dick Starita, Paul Andes, Del Gartner, Jack Boisseau, Bill Northup, Frank Guglielmino and Bob Langevin.

Our numbers are not important but our togetherness is, along with fellowship and laughs and good times. Needless to say, much of our conversation continues to be about the Pass Travel Policy, ZED fares and how 'wonderful' the UAL/CAL Management Team is taking care of our Retiree Group. BTW, has your watch arrived yet for your many years of dedicated service? I've been retired for 8 1/2 years and I check my mailbox every day.....awaiting it's arrival. Something about it being on 'back order' or whatever. ?? 🤔 ?? Maybe my 'TIME' will come by the time I write my report for next month. Sure it will. 🤔

Anyway, we are looking forward to the return of our Northern Members and friends and hopefully they will start returning in the next few weeks so that they can join us for our October Luncheon which will be on Tuesday, Oct. 11th at a TBD location.

We hope that you've all had a Safe, Healthy and Happy Summer and that you are looking forward to the beginning of the Football Season like I am.

Best Regards from The Sunshine State, *Bob Langevin*

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## SEATTLE GOONEY BIRDS

Eighteen friends and senior aviators gathered at the SEATAC Marriott for lunch and conversation on Thursday August 18th. The mood was lively and everyone seemed to be having a good time.

There was no earthshaking news to discuss and fortunately no obits so the mood remained festive as Bob Howard told a good joke followed by one by the host.

Hope to see you all next time, and if you haven't been to one of our monthly luncheons for awhile come on out for the next one.

In attendance: Dave Carver, Gere Pryde, Howard Holder, Jim Chilton, Bob Howard, Mark Gilkey, herb Breivik, Fred Sindlinger, Al Teel, Al Haynes, Chuck Westphal, George Brown, Herb Marks, Jack Brown, Ray Hanson, Ken Case, Dick Anderson and *Bill Brett*.

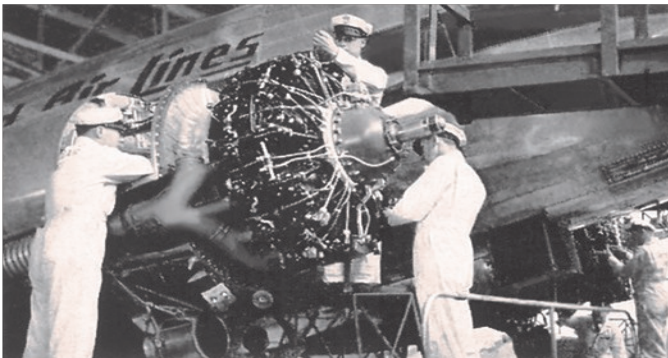
The RUPA website has been completely updated  
Check it out at — [www.rupa.org](http://www.rupa.org)





# United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



In 1942, United Air Lines Cheyenne Maintenance Base (top) began military aircraft modification work. This maintenance base had operated for many years and represented a large amount of aircraft maintenance experience. The U.S. Army provided additional buildings at the Cheyenne airport and approximately 1,600 of United's 6,000 WWII era employees were engaged in making installations and alterations on U.S. Army Air Corps bombers.

In the meantime, the maintenance of United's domestic fleet continued to comply with the Civil Aeronautics Administration's standards. United planes were inspected after each trip and a thorough examination of parts took place after 50 hours and again after 125 hours of flight time. Before each trip engines were given a ground-test by a qualified mechanic. After 725 hours of operation the engines were removed and replaced with newly overhauled engines. In 1942 the average scheduled plane usage was 10 1/2 hours per day. United was able to meet Federal policy with respect to priorities on other replacement parts and the continued maintenance of its flying equipment.

The May 1942 completion of United's San Francisco Service Hangar & Repair Depot and the new Office Building enabled even more efficient handling of domestic operations and also made important contributions to the company's war-time activities for the Army.

*Compiled by Marvin Berryman DENTK Retired, from the 1942 United Air Lines Annual Report.*

Please mail your tax-deductible \$ contributions and donations of **United & Continental** Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Website at: [www.uahf.org](http://www.uahf.org)

## Pickles/Brian Crane



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## SAN DIEGO COUNTY RUPA AUGUST LUNCHEON

Dear Cleve- Well, if "two's company and three's a crowd," then we had a mob at the August luncheon with FOUR flyers present. Don Kile from Phoenix, Don Trunnick, Bob Bowman, and myself.

There are no two human beings exactly alike, but many of us have commonalities. Don Kile and I were both Navy submariners before we were aviators with extensive experience in seaplanes and amphibians. (also skiplanes for me) Bob Bowman also flew some seaplanes as well as Grumman Avengers. Don Trunnick was an Air Force man, and flew many interesting types of planes including the P-40. It's amazing how we can recall details of many years ago, but forget more recent things at times.

Good lunch, good conversations, and the good feelings being with nice people, all made possible due to the continuance of RUPA. For some reason, we don't see any "newbies" join. Perhaps they are too busy with their Smart phones, Facebook, Tweet, Twitter, Linkedin, etc. (*The biggest reason we don't have any "newbies" is that they now retire at 65. Ed*)

## SAN DIEGO COUNTY RUPA SEPTEMBER LUNCHEON

The San Diego Ruparians met as usual on the second Tuesday at noon, September 12. There were 4 of us intrepid airmen present. "Admiral" Bob Bowman, "General" Bill Pauling, Private First Class Paul Whitby, and me, Apprentice Seaman Bob Harrell.

The talk was jolly, and we ate outside on the patio and it was great weather, spoiled only by a half dozen female town criers that assumed they must yell to each other while laughing like deranged hyenas.

No big news, but it was good to see Paul again, as he had been out a while and now looks and feels like his old self.

Best wishes to you and the rest who keep RUPA going. *Bob Harrell* EWR-LGA-JFK

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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

It was supposed to be a record-setting hot day but was really only about 101, but we had a good turnout for our September 8th luncheon at Mimi's.

The nineteen who braved the heat were: Denny Fendelander; Claude Giddings; Larry Lutz; Mike Herriott; Doug Bielanski; Jack & Joyann Moore; Doug and Marcene Rankin; Tom & Mary McQueen; Eugene Bis-cailuz; Don McDermott; Lon Carson; Russ Maddox; Rex May; Joe Vallejo; Ray Engel; Dick Unander.

Don McDermott got our attention and gave us a quick update on UAL saying that the first 787 Simulator apparently was to go to Houston.

Next Doug Bielanski spoke of the ongoing activities of the Pilots for Justice group, and also said our SFV RUPA Flower Fund was up to \$143. Fortunately we have not had to use any of it. He passed around print-outs of information pertaining to the crashes of Air France's A-330 & A-340, noting that there were similarities in both accidents. Then there was discussion regarding health insurance availability for retirees prior to 2003.

Denny Fendelander gave us information about United having enough funds leftover that they had to give some back to the PBGC.

Don then called on Claude Giddings for a joke and then Mike Herriott for the latest on traveling Space Available.

Rex May announced that the Christmas Luncheon at the Hacienda would be Thursday, December 8th, and again, Clipped Wings and Flight Attendants are invited to attend.

Our Flower Fund 50/50 drawing was won by Doug Rankin.

The next Luncheon at Mimi's will be Thursday, November 10, 2011. See you then.

*Doug & Marcene Rankin*



## LOS ANGELES RUPA HOLIDAY LUNCHEON



You are invited to the annual Holiday luncheon at the Hacienda Hotel on December 8th.

There will be a no host bar at 1100 followed by a buffet at about noon.

The hotel is located at 525 North Sepulveda Blvd. in El Segundo which is i mile south of LAX.

The price is \$27.00 per person payable in advance. Please make the checks payable to me, Rex May.

DO NOT MAKE OUT CHECKS TO RUPA, PLEASE.

My mailing address is 6677 Vista Del Mar, Playa Del Rey, CA 90293-7545.

I have to pay in advance so I need your checks by December 3rd.

All RUPA members, active pilots, former or active flight office personnel former or active flight attendants, widows, widowers spouses and friends are invited.

We are again extending an invitation to Clipped Wings AFA Retired.

Parking is \$3.00 with validation.

## DANA POINT RUPA LUNCHEON

Great day in the Harbor for our monthly lunch. Weather was great and we could enjoy the outdoor seating under new jumbo size blue umbrellas.

New to our group is Bill Lucius, from north San Diego (Carlsbad). Bill retired in September 2000. He was in Dana Point to pick up some new Scuba equipment in preparation for a diving trip to Fiji. Glad to see you Bill...drop in any 2<sup>nd</sup> Tues of the month and bring Bob Bowman and the rest of the Guys from your San Diego group.

Others on Deck were: Ed Ahart, Park Ames, Barney Barnhouse, Bruce Dunkle, Bob McGowan, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons and Bill Stewart. Rusty Airmen was missing...he sent an Email saying, "I am on call at my job today. I'll try to make it if I can. Denny Giese (LAXFO Ret.) would like to be added to the list, please! His phone # 714-832-7388, [denngies@aol.com](mailto:denngies@aol.com)."

Al Pregler retaliated about his recent visit to Edwards Museum of Flight. He found it to be of great interest. He mentioned the very large Drones on display. The 'pilots' of the Drones get a pilot classification and 'flight' pay.

Some discussion about the Cirrus Aircraft Company's recent sale to China. China bought the whole company! Then the Air Force Academy bought 25 Cirrus Aircraft (SR20) back from China? This Cirrus 22 Parachute System (CAPS) can lower the whole aircraft back to the ground. China is on the move in aviation. Last year they bought all of Continental Motors. This was an 80 year old Co.

Much talk of "9/11" from all! We all will remember forever where we were on that terrible day for Aviation and the Country.

Everyone enjoyed the great service and food. All for now, *Ted*





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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

As is the custom, the North Bay RUPA group met for lunch at the Petaluma Sheraton's Tolay Room, on the first Wednesday, September 7th, to enjoy a nice lunch with some fine company.

The meeting opened with a moment of silence, both for the victims of September 11th, as well as to mark the "Flying West" of several of SFOFO's finest.

A get-well card was passed around to be sent to our founder, Leon Scarbrough, recovering from surgery at home. We miss you, Leon, get back soon! Several signed a "Thank you for your service" note to be presented to a WWII veteran, being honored by an Honor Flight Group. A note to all from retired dispatcher John Brown, saying "Hi" to all, also was passed about as well as some handouts regarding the EEOC lawsuit, and the excellent Lisa Wirtham article in the Denver Post re UAL, and it's treatment of retirees. A copy of Captain Bill Eads book, "When Flying Was Fun" was perused by all, as well.

Health and Welfare Chairman, George Hise, really outdid himself with reports on preventing Alzheimer's, and the many, and varied uses, of that most versatile vegetable, the cucumber!

Norton 1, (Rick Saber), brought the group up to date on his continuing travels, and adventures, particularly in the Middle East. Dick Lammerding announced that our waitress, Wendy, would be leaving temporarily, for maternity reasons. Wendy was given a solid round of applause, and best wishes!

A brief review of retiree benefits, PBGC (in audit), (again?), ended the "business" side of the meeting.

In attendance: John Baczynsky, Jules Lepkowsky, Dan Bargar, Deke and Merle Holman, Dick Hanna, Donald Booker, Larry Whyman, Galen Wagner, Don Madson, Gardner Bride, George Hise, Barney Hagen, Norm DeBack, Lee Anderson, Bill McGuire, Dick Lammerding, Rick Saber, J. R. Hastings, Tom and Joyce Grey, Ken and Shirley Corbin, *Bob & Doris Donegan*.

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## THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all from RUPA's Southern Oregon area group. Another beautiful Oregon day greeted us as we gathered in August at our usual haunt, The Pony Espresso in Jacksonville for sip, sup and yak time....and, hopefully, we succeeded in all three areas.



Attached is a picture from lunch and the 'usual suspects' around the table. Starting left front are George Elliott, his daughter Catherine Dimino, Leann and Steve Fusco, Scot Lee, Bob Niccolls, Rob Miller, Bill Monfort, Harvey Saylor, Art Lumley and Bob Keasbey.

We're a long running group, having met for some 16 or 17 years now, and while the numbers ebb and flow it is good each month to meet and renew our special bond.

We invite any and all when in the Rogue Valley to please stop by, the third Thursday of each month, noon-ish, at the Pony Espresso in Jacksonville. Cheers, *Bob*

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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

September 12<sup>th</sup> was perfect weather – finally! The patio was ideal! The food was great – when we finally got it! It was a lovely afternoon and probably one of our last at Edgar’s. Those who shared the experience was Milt and Sunee Jines, Will and Fran Blomgren, Connie and Beth Ege, Diane Emerson, Lee Casey, Mike Donnelly, Barrie Nelson, Diane Ellis, Brett Morris, Carlos and Judy Quintana, Jon Rowbottom, Pete and Donna Walmsley, and me!

Pete (a member) was officially notified that Edgar’s at Quail Lodge will be closing in November through April 2012 – despite our golf tournament on the 14<sup>th</sup>. So the planned post golf enjoyments may be moved to another locale. Standby for further clearance! Quail Lodge is for sale. Apparently amenities are being slowly withdrawn. We are back on the hunt for a restaurant that will handle us – private room or separate area, easy parking, good food, separate tickets, open menu, and will take our reservation for 20+ people once a month. Ideas accepted!

I started the lunch with a moment of silence in remembrance of the pilots, flight attendants, passengers, and so many others who lost their lives on 9/11. We shared some personal 9/11 stories and remembered some of those who suffered other difficulties post 9/11.

I advised the group that UAL has cancelled the October retiree group meeting (would have been the third meeting) that was scheduled in ORD since, according to UAL, the retiree travel pass policy is set in stone and that UAL will not “re-hash” the retiree issues any further. There may be a meeting next winter. UAL’s policy is “this is it – live with it!” We hope UAL is at least actively working on the UAL retiree ID procedures!

Pete believes we have 12 golfers to date for our tournament – 20 slots were reserved. For information or reservations contact Pete at (831) 624-7786 or at [kiwigolf@sbcglobal.net](mailto:kiwigolf@sbcglobal.net).

Nine members were interested in the Big Sur Lighthouse private tour. I’ll check with my Rotary colleagues and see if we can get a large enough combined group to make the tour worthwhile. Date and cost to follow.

Our next MRY gathering will be on Monday October 10<sup>th</sup> – at Edgar’s at 11:30 a.m. – probably our last lunch there for the foreseeable future. New restaurant TBA. Please RSVP the Friday before. Thank you!

*Phyllis Cleveland*

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## Observations On Growing Older

~Your Kids are becoming you...and you don't like them...but your grandchildren are Perfect!

~Going Out is good.. Coming Home is better!

~You Forget names ... But it's OK because other people forgot they Even knew you!!!

~You realize you're never going to be really good at anything .... Especially Golf.

~The things you used to care to do, you no longer care to do, but you really do care that you don't care to do them anymore.

~You sleep better on a lounge chair with the TV blaring than in bed. It's Called "pre-sleep".

~You miss the days when everything worked with just an "ON" and "OFF" Switch..

~You tend to use more 4 letter words ..... "what?"..."when?"... ???

~Now that you can afford expensive jewelry, it's not safe to wear it anywhere.

~You notice everything they sell in stores is "sleeveless"?!!!

~What used to be freckles are now liver spots.

~Everybody Whispers.

~You have 3 sizes of clothes in your closet .... 2 of which you will never wear.

~~~But Old is good in some things: Old songs, Old movies, and best of all, OLD FRIENDS!!

## UA AND CO COMBINE FLIGHT SCHEDULES TO MAKE PASS TRAVEL PLANNING EASIER

Co-workers, retirees and early-out participants can view all of their pass travel flying options in one location through combined UA and CO flight schedules now available in employeeRES.

In addition to the combined schedule, you will continue to see passenger booking totals (PBTs) and the number of spaceavailable pass riders listed, so you can make informed decisions about your pass travel plans.

The combined schedule is an interim step until we introduce our integrated Pass Travel program, which will coincide with our single Passenger Service System (PSS) starting next March. (See *United Daily* – Aug. 11, 2011, for information about PSS.) employeeRES will serve as the foundation for booking pass travel in 2012. You can continue to use WebList during this transition.

To access the combined flight schedules, go to the employeeRES link available under Travel Tools on the Flying Together home page. You also will find questions and answers and other information under ePass News and Announcements on employeeRES.

## UNITED'S FIRST BOEING 787 MOVES TO POSITION 3 ON FINAL ASSEMBLY LINE

Our first Boeing 787 moved from assembly position 2 to position 3 at Boeing's facility in Everett, Wash. Earlier this month, Boeing completed joining the major body sections and installed the landing gear. Now in position 3, Boeing will install the aft galleys, lavatories, closets and floor panels.

Boeing will hang 17,500 pounds of ballast where the engines will eventually go. These concrete blocks provide weight and balance for the airframe during this phase of assembly.

"The airplane is really starting to come together," said New Airplane Development Sr. Manager Pete Hendrickson. "Next up for our airplane is its first power-on. While this is a significant step in the assembly process, much work remains before the aircraft is ready for first flight and ultimately delivery."

The B787 assembly line does not move continuously at a few inches per hour like the Boeing 737 line. Since the B787 comes together in larger pieces, there is no need for a continuous move. Instead, it "pulses" through four positions.

United will be the first North American carrier to fly the B787, and we expect to place our first B787 into service in the second half of 2012. We have 50 state-of-the-art B787s on order.

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PS Form 3526, September 2007 (Page 2 of 3)



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## SHOULD I REALLY JOIN FACEBOOK?

E-mail from Unknown writer

"I dream of painting and then I paint my dream." Vincent Van Gogh A good laugh for people in the over 60 group!!! Also for those who know people like us.

When I bought my Blackberry I thought about the 30-year business I ran with 1,800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, 13 grandkids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twirl, Twitterfon, Tweetie and Twittererific Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting world.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-ulating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then if I made a right turn instead. Well, it was not a good relationship.

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them in with me. Now I toss it back to them. When they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, "No, but I do toot a lot."

### CABBAGE, ANYONE

#### **All you Need to Know about Government Bureaucracy:**

|                                                  |              |
|--------------------------------------------------|--------------|
| ** Pythagorean theorem:                          | 24 words     |
| ** Lord's prayer:                                | 66 words     |
| ** Archimedes' Principle:                        | 67 words     |
| ** 10 Commandments:                              | 179 words    |
| ** Gettysburg address:                           | 286 words    |
| ** Declaration of Independence                   | 1,300 words  |
| ** US Constitution with all 27 Amendments:       | 7,818 words  |
| ** US Government regulations on sale of cabbage: | 26,911 words |

**SORT OF PUTS THINGS INTO PERSPECTIVE, DOESN'T IT?????**

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## 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](http://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](mailto:gpsp@aol.com)



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

**There are 3 options available**

**1<sup>st</sup> 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.

**2<sup>nd</sup> 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 3<sup>rd</sup> 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.**



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## NON-BINDING PROMISES

### Retirees fight to keep corporations from taking back benefits that they earned

By Lisa Wirthman, :Published in The Denver Post 9/4/2011

Not just a day for picnics, Labor Day was born from the ranks of organized labor as a day to air grievances and improve working conditions. In 1887, Colorado became one of the first states to officially recognize this holiday honoring the American worker.

So perhaps this is both the appropriate place and time to question whether retirees should be able to count on promised retirement benefits from their companies.

Retirees of United Airlines — DIA's largest carrier — are protesting newly merged United Continental Holdings' plan to take away their earned travel benefits in 2012. Travel is the only retirement benefit left that United hasn't slashed for retirees (like my father) who have already lost wages, 401(k) plans, and pensions during a decade of labor turmoil.

United retirees are fighting back with a class-action charge of age discrimination accepted by the Denver office of the Equal Employment Opportunity Commission in August.

"I thought United had done just about everything they could do to ruin my retirement, but I was wrong," says retired United Airlines 747 Captain Russell Kellum. "It's a real slap in the face."

For airline employees like Kellum, travel benefits are uniquely significant. Airlines can offer lower salaries to employees in exchange for the opportunity to fly in unsold seats, according to their seniority. "Benefits remain an important mechanism to support business goals of employee attraction, retention and productivity," says the ninth annual MetLife Study of Employee Benefits Trends.

At United, travel benefits were defined as compensation. "Total compensation is more than just your paycheck," says a 2001 United Personal Benefits Statement, which listed compensation benefits including health, vacation time and "pass travel."

Those who worked 25 years also received lifetime travel benefits at the highest boarding priority. Many employees passed up more lucrative opportunities elsewhere to reach this goal. "Travel passes have always been the most treasured benefit of retirement," says United retiree Joan Teister. "We only have a few years to enjoy them before our age begins to limit our mobility."

Yet starting January 1, United Continental will stop awarding travel benefits based on employees' seniority. The change will let current employees — even those newly hired — board planes before retirees with 30 years of service.

With the airline limiting seat capacity to keep prices up, the change will make it nearly impossible for retirees to get seats, and thus render their travel benefits useless.

It's one thing to change the future; another to rob the past. Refusing to honor earned retirement benefits is like refusing wages for time already worked — and harms retirees who made irrevocable life choices based on company promises.

The nation's highest court agrees. In May, the Supreme Court said Cigna Corp. retirees could be awarded retirement benefits the company convinced them they would receive and later took away.

The Amara vs. Cigna case represented 25,000 Cigna employees who were told in 1998 that Cigna was switching to an improved pension plan. In reality, the new plan froze the pensions of many older employees. Lower courts agreed Cigna employees were deceived by the switch, which deprived them of the chance to protest the change or find other employment.

The Supreme Court's decision could significantly impact how other benefit disputes are handled in the future. Taking away earned retirement benefits may also violate the Employee Retirement Income Security Act (ERISA) of 1974. In 2004, the Supreme Court upheld ERISA's anti-cutback rule, stating that companies cannot impose new conditions on rights to benefits already accrued.

With Medicaid and Social Security under-funded, it benefits all taxpayers for the largest generation to be as

self-reliant as possible and retain earned benefits from their companies.

Outside of Social Security, employee benefit plans are the main source of retirement assets for many people, says the American Association of Retired Persons. Thanks to the recession, 52 percent of employees are also behind schedule in their retirement savings, says the MetLife study.

With benefits at risk, employee loyalty is now at a three-year low, with one in three employees hoping to work at a different company within 12 months, the study says.

Retirees aren't taking cutbacks without a fight. In 2010, retirees from Xerox Corp. told the Supreme Court their company withheld information about how pension plans were calculated in a way that harmed employees.

Xerox is now in the process of recalculating the benefits. The Supreme Court's more recent Cigna decision could give employees solid footing to appeal the company's benefit recalculation if it's deemed unfair.

In May, more than 100 former General Motors executives also sued their company for lost pension benefits worth millions. The retirees claim GM incorrectly calculated how much of their benefits to cut when the company emerged from bankruptcy in 2009 and reduced employees' benefits. That case is still undecided.

United retirees like Kellum also took heavy losses after the airline's 2002 bankruptcy wiped out employees' retirement savings. In 2005, United also committed the largest pension default in American history, decimating what was left of employees' fragile retirement funds.

Ex-United CEO Glenn Tilton pushed for the default, yet kept every penny of his \$4.5 million pension. In 2010, Tilton's post-merger severance package included retirement compensation worth \$16 million as well as lifetime flight benefits. By 2012, the retirees who built Tilton's airline will have neither.

"The long-term effect of an employer renegeing on its benefit promise is devastating and emotionally shattering for employees and their families," writes Mary Ellen Signorille, a senior attorney for AARP.

United retiree Lynn Austin accepted early retirement because travel benefits let her care for her elderly mother in another state. At age 59, betrayed by the upcoming loss of travel benefits, she's had to find another airline job. Austin's now the oldest new-hire flight attendant for JetBlue Airways.

This Labor Day, United and other companies need to start honoring benefit promises and making loyalty count — or they may receive none in return when the job market finally improves.

*Lisa Wirthman is a freelance writer living in Highlands Ranch. She can be reached at lisawirthman@yahoo.com.*

## RUNWAY REPORT

**Airliner:** "Tower, this is United XXXX. Do you have time for a runway report?"

Newark Tower: "Yeah. Go ahead."

United: "Tell the Port Authority on this take-off, about 2,500 feet down the runway, we encountered a smooth spot."

Newark Tower: *[dead silence]*

**PICKIES/Brian Crane**



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## NEW STUDY COULD LEAD TO TREATMENT FOR DEBILITATING HEARING AILMENT

### Research points to treatment for ringing in ears

By Erin Ailday – San Francisco Chronicle

UC Berkeley scientists believe they've found a new avenue for treating tinnitus, an often debilitating ear and brain condition that causes people to hear a constant ringing or buzzing sound - and that in most cases is untreatable.

Doctors have known for several years that the cause of tinnitus is not in the ear alone, but in the brain. In research released last week, the UC Berkeley team found that tinnitus may be similar to the "phantom limb" syndrome that amputees sometimes experience - neurons continue firing in the parts of the brain associated with hearing, even though they're getting no input from the ear.

If scientists can find a way to rewire the brain so that those areas are receiving input again, the neurons could be better regulated. Or scientists may be able to find a drug that turns off the firing mechanisms.

Either way, the result could be peace and quiet for the millions of people who suffer from tinnitus, said Shaowen Bao, an adjunct assistant professor with UC Berkeley's Helen Wills Neuroscience Institute.

"We still need more research to gradually resolve this question of tinnitus," said Bao, co-author of the tinnitus study, which was published online in the Proceedings of the National Academy of Sciences. "But in a lot of ways, the bits and pieces are all there. People are just trying to put together a theory that explains it all. We did the same thing, and we think our conclusion is important."

#### Range of ringing

Bao is a tinnitus sufferer himself, although his case is relatively mild, he said, and he's able to ignore the hum in his ears most of the time. But there's a broad range of tinnitus severity, from a dull buzzing in one ear, like static on a phone, to a loud, distracting ringing in both ears that can keep people from sleeping or even thinking clearly.

Nearly 50 million people in the United States have tinnitus, according to the American Tinnitus Association, although most of them either have it temporarily or never seek help for the condition.

Roughly 2 million people have serious enough symptoms that they are disabled by tinnitus - they may not be able to work and their quality of life is seriously affected. There's no cure for tinnitus, and most of the available treatments aren't very effective, doctors and patients say.

"The tinnitus was so severe that I did not sleep more than two or three hours in a month," said Dennis Brody, 53, who retired from the Alameda city fire department three years ago when his back problems and tinnitus had gotten so bad that he couldn't work. "I went suicidal. I couldn't eat. My anxiety level was through the roof."

His tinnitus, he said, is like hearing a "high voltage electrical buzzing" in his head all the time. He's been able to relieve the worst of it with hearing aids that mask the sound, and therapy to deal with anxiety - a common problem among tinnitus sufferers. But he's hopeful for a cure someday, especially for people who can't get any relief from treatment.

Tinnitus is always associated with hearing loss, often from sustained exposure to loud noises. Usually high frequencies are lost - sometimes the frequency is so high that patients don't notice, even though they can hear the ringing or buzzing sound.

#### Theory upended

Scientists figured out a few years ago that the root of tinnitus is in the brain, and in particular, how the auditory cortex receives and interprets sensory input from the ear.

The prevailing theory at first was that after hearing loss, the brain remapped itself so that neurons that used to "hear" at a certain frequency instead started responding to different, closely related frequencies. But the neurons weren't precisely fit to respond to those frequencies, and that somehow left patients hearing odd sounds in their heads.

Bao's theory, which he tested in rats with induced hearing loss, is that the problem is exactly the opposite -



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the brain doesn't remap itself, and so the affected neurons aren't receiving any sensory input. In someone with normal hearing, input controls how the neurons fire, or communicate with one another, Bao said. Without the input, the neurons fire constantly, creating the "phantom" sound associated with tinnitus.

"This research is a substantial correction of how we think about tinnitus," said Dr. Michael Merzenich, professor emeritus of otolaryngology at UCSF, who was not involved in the UC Berkeley research. "We really need to sort out how to engage this disengaged area of the brain."

### **Training the brain**

Merzenich has studied brain remapping for years, and through his work at the company Posit Science he's been trying to train the brains of patients with hearing loss to better interpret sounds. He said that even before he saw Bao's research, he'd heard from several patients who reported that their tinnitus improved after their brain was trained, or remapped - a result that surprised him, given the earlier theories on the cause of tinnitus.

Doctors previously assumed that exposing tinnitus patients to frequencies near the ones they were no longer able to hear would actually cause more damage, by further exciting the neurons that were already reaching for new sensory input. Now, Bao is suggesting that such exposure may actually be helpful, by coaxing neurons to accept input from frequencies similar to the ones they lost.

It may also be possible to relieve tinnitus symptoms by preventing the neurons from constantly firing. That could be accomplished with drugs in the rat studies, at least two drugs were found to stop the neuron activity, but both of them had serious side effects, including blindness, that make them unsuitable for use in humans.

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## **PILOTS FLY BETTER ON FAT, MILITARY STUDY SHOWS**

By Dave Kolpack/Associated Press

GRAND FORKS, ND. Running a marathon, grab a carbohydrate bar. Lifting weights, gulp a protein shake. But climbing into a fighter jet? Butter-soaked lobster might help.

That was the surprising finding of a new military-funded study that sought to figure out what types of foods were best for pilots when missions restricted when or what they could eat. University of North Dakota researchers found that pilots who ate the fattiest foods, such as butter or gravy, had the quickest response times in mental tests and made fewer mistakes when flying in tricky cloud conditions. High-carb diets trumped high-protein in performance tests.

"We wound up analyzing the data every which way but upside down. It came out consistent every time," said psychology professor Tom Petros, who conducted and reviewed the tests.

Fat has been considered a villain by some nutritionists. Earlier research in humans and animals has linked diets high in saturated fats to mental decline and shorter-term problems with memory and learning.

Athletes and others with physically demanding jobs generally focus on a high-carbohydrate diet for improved performance. The study's researchers are not saying people should now load up on biscuits and gravy; in fact, researchers said it is hard to draw conclusions from their study because more tests are needed to figure out what is behind the results. Follow-up studies begin spring of 2010.

Researchers said the study is not aimed at weight control and noted that because the pilots are young, they are able to absorb a high amount of fatty acids for brain development.

Military experts hope the research will eventually help improve pilots' performance. National Transportation Safety Board statistics show human error caused 80 percent of civil and military accidents.

The study tracked 45 student pilots to assess how different foods affect a pilot's performance on flight simulators. Every three weeks, each pilot spent one week on four different diets: high fat, high carbohydrate, high protein and a control diet.

The menus were similar so the type of diet would not become obvious to participants. In some cases the difference was in the drinks, condiments, gravy, salad, vegetables and desserts.

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## THE LAND OF LOST BAGS

### When suitcase and traveler can't be reunited, a resale store steps in

By Scott Mayerowitz – Associated Press

SCOTTSBORO, Ala. - Welcome to the final *resting* place for lost luggage.

Along a country road next to a muffler shop and a cemetery is a 40,000-square-foot store filled with all the items that never made it home from vacation. Shoes, samurai swords, iPods, even lingerie, all available for 20 to 80 percent off.

When airlines can't determine who owns a bag, they sell it for a few bucks to the Unclaimed Baggage Center, a warehouse-size facility that would put your local PTA garage sale to shame.

Past an entranceway of world clocks and columns decorated with foreign currency, one traveler's misfortune turns into a bargain hunter's paradise.

"You never know what you may find," says Clayton Grider, a Scottsboro youth minister who often starts his day at the store. "It is a sport."

More than 2 million of the roughly 700 million suitcases checked on U.S. airlines last year didn't arrive with their owners. The vast majority were returned within 24 hours, typically on the next flight. But 68,000 never made it. After 90 days unsuccessfully trying to reunite passenger and parcel, many airlines sell the bags here.

Shoppers seem to have no qualms about buying what was once a child's favorite stuffed animal or a wedding dress that didn't get to the church on time.

"I feel sorry for the guy who lost it," says Chuck Trykoski, who bought a digital camera for \$21. "I mean, I've lost stuff on the airlines, too."

Each day, the store sets out 7,000 new items, including sweaters, jeans, golf clubs, books and noise-canceling headphones. And it's not just luggage. Plenty of belongings are left in seat-back pockets.

"It's kind of an archaeological snapshot of popular culture," says Bryan Owens, son of the store's founder and its owner since 1995.

Regulars line up each morning to get first crack at the goods. Others, like Trykoski, who was driving home to Illinois after a Florida vacation, stop out of curiosity. Local and regional church groups come by the busload. Most people hear about the store through media reports and ads in the state's vacation guide.

It's "an adventure" for the 830,000 shoppers a year, says Owens, who wears a Tag Heuer watch once found in a suitcase.

There have been some surprising discoveries over the years, including moose antlers, a parachute, a medieval suit of armor, even a shrunken head. Just don't come here expecting to find your lost luggage. Only a third of the items received make it to the racks. The rest are donated to charity or trashed.

Unclaimed Baggage was started in 1970 by Doyle Owens, a part-time insurance salesman in Scottsboro who had a friend working at a bus line in Washington. One day the friend asked if he wanted to buy lost luggage from buses. Four years later airline luggage was added. Since then, the store has expanded to car rental companies and commuter trains, and is eyeing cruises.

The airlines don't like to discuss how their customers' belongings end up here. American, Delta and United refused interviews. US Airways, JetBlue and AirTran acknowledged they sell items in bulk - sight unseen - to the store but wouldn't say how much they are paid, citing confidentiality clauses in their contracts.

"It's not something that we make money off," says Bill Race, who oversees luggage for JetBlue. "It's probably less than what you paid for lunch."

New York's MTA Metro-North Railroad is paid \$25 for each suitcase-size box of lost property. Big-ticket goods such as electronics or Jewelry are sold for 30 percent of their value. Last year, Unclaimed Baggage paid Metro-North about \$38,000 for about 5,000 items.

Other airlines - Alaska, Frontier, Hawaiian, Southwest, Spirit and Virgin America - donate luggage to charities such as the Salvation Army.

Worldwide, almost 2.5 billion bags are checked each year, and 850,000 are never seen again by their owner, says Nick Gates, who oversees baggage products for SITA, an aviation technology provider. In the U.S., those passengers are paid up to \$3,300 by the airlines. Most claims are smaller. Airlines don't consider how much it costs to replace a passenger's wares, but how much they'd be worth used.

Still, some suitcases remain a mystery. The bags lack identification tags, which can be ripped off during conveyor belt jams. Airlines inventory the luggage and use a database to match the contents with owners' descriptions. Investigators also look for other clues. "They don surgical gloves and then do an autopsy of the bags." Says Jan Fogelberg, Frontier's vice president of customer experience. Sometimes, it's as simple as a name on a prescription bottle. Other times, they track owners through store receipts left in pockets.

JetBlue once reunited two newlyweds with their bag after finding a photo of their wedding cake inside. The couple's first names were inscribed on the icing. In the background were palm trees and a pool. The airline guessed the couple had a destination wedding in Florida and matched the names on the cake with flight manifests.

Bags that reach the Alabama store are opened and the contents are prepared for sale. Laptop and iPod memories are wiped clean and 40,000 pieces of clothing are laundered each month.

Then the wet suits, rifles, coats, diamond earrings and dresses are put out for shoppers.

### 6 WAYS TO REDUCE CHANCES OF LOSING YOUR LUGGAGE

Before your bag disappears behind the ticket counter, make sure the airline's tag has your name, flight number and final destination.

Place a copy of your flight itinerary inside your suitcase with your cell-phone number and the name of your hotel in case the tag is ripped off.

If you can't live without it, don't check it. It might take days to return a lost bag. Don't pack medication or out-fits for tomorrow's meeting or wedding. Never check valuables such as jewelry or electronics.

Make your bag stand out. A bright color or print - or something tied to the handle - prevents somebody from accidentally taking it at baggage claim.

Prepare your carry-on bag as if it will be checked. You might not have planned to check your bag, but given today's crowded overhead bins many fliers don't have a choice.

If your bag doesn't arrive, file a claim before you leave the airport. If on a cruise, give your itinerary to the airline so your luggage can be forwarded to the next port.





# LETTERS

**BOB ALDRIDGE**—Leonardtown, MD

I think that this is the first time that I have ever gotten my check in before my birthday. It must be a sign of something but I haven't got the time to figure it out.

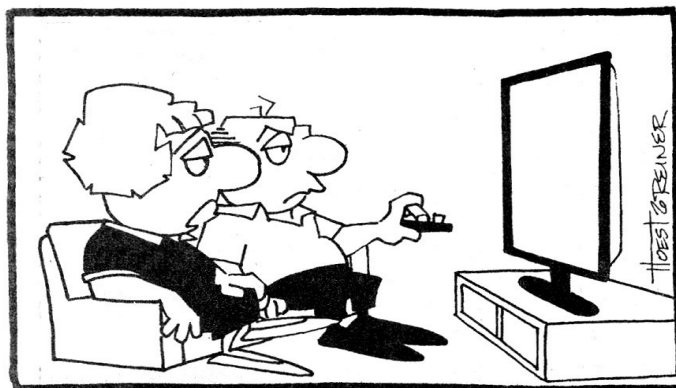
We were fortunate here on Bretton Bay in southern Maryland. Irene brought down countless trees and damaged many homes in St Mary's County, but we had no damage and only minor debris to clean up.

A few years ago, when the RUPA convention was held in Washington, I hosted one of the excursions. I have been volunteering at Sotterley, an over 300 year old plantation ever since I retired, guiding tours, leading the volunteers who maintain the gardens and serving as a Trustee. Irene took dead aim at Sotterley. While the mansion was spared, losing only the roof of the kitchen porch, we lost the roof of the Smoke House and trees came to rest on the barn and the 1830s slave cabin. We lost over 30 large trees, including one giant that, had it fallen 30 degrees to the left, would have destroyed most of the mansion. The lawn was badly torn up getting the tree debris ought of the historic core.

The Sotterley Riverside Wine Festival is our major fund raiser of the year and is coming up on the 1st and 2nd of October, giving us only three weeks to get ready. We will need a lot of luck and a lot of help. Check out our website at [www.sotterley.org](http://www.sotterley.org).

I hope the rest of you fared well in the storms and our tiny little earthquake. It wasn't much of a quake, but when they only come every hundred years, even a little one is impressive. *Bob*

## Lockhorns



"TV WOULDN'T INSULT YOUR INTELLIGENCE IF YOU'D LET ME HOLD THE REMOTE."

**JAIME ALEXANDER**—Council Bluffs, IA  
Hello to all. This year had an aggravating start when a tumble resulted in a badly torn right rotator cuff. I kept telling people it was stupidity, not age (now 77). As I think of it neither position is very strong. A good young surgeon patched me up through a "scope" and had me in physical therapy immediately. Two months out I was flying and towing gliders.

My house remains full with my daughter, grandson (18 and starting the local community college), and granddaughter (10 in 5<sup>th</sup> grade), plus two dogs. I understand the dogs.

My lady friend continues as confidante and anchor in the adult world. She sold her Skylane so my flying is now pretty much with the glider club. At least now she can't answer other guys ads for a woman with an airplane.

My son is still flying the Airbus in DEN and just bought a house. The bottom line is I'm healthy, enjoying life, and know a sense of humor helps.

Thank you RUPA volunteers for all the work.  
Best regards, *Jaime* ORD '94

**DICK ANDERSON**—Seattle, WA

Aloha from sunny Seattle! We are wondering if this heat spell will ever end!! As many of you know, Seattle and the whole Northwest had the coldest, wettest, late spring/early summer on record. The day after we returned from Maui to Seattle the sun came out and we have had beautiful sunny days ever since.

We haven't been as active as usual, due to age and health problems, but did get to spend a lot of time on Maui and also took a cruise with good friends from Ft. Lauderdale to Vancouver via the Panama Canal. It was interesting to see the widening of the canal work going on.

We have also acquired a place on Hartstine Island in south Puget Sound. Son went through a divorce so we bought the place to help speed up the process. Laurie is having a ball refurbishing and redecorating!

Again, we want to thank all of you who do so much for RUPA! *Dick & Laurie*

**MRS. LOIS BENEDICT**—Glen Ellyn, IL  
Hi Everyone, Can't believe it's time again to get a note off to you. Ross would be 87 on October 27<sup>th</sup>.

Our oldest daughter, Cheryl, had a very sad thing happen last month. Cheryl is a retired special education teacher in Wisconsin. She breeds Field Spaniels, and they're the love of her life.

Cheryl was planning to come home to be with me on the 10<sup>th</sup> anniversary of her father's death. So that she could get an early start in the morning, the night before, she took three dogs to her dear friends home to care for while she was away. In the middle of the night, she received a call that her friend's home was on fire. Her three dogs perished, along with the woman's three dogs. Sheila, the home owner was lucky to get out alive. She's not well, on strong medication and sleeps soundly. Her nephew happened to be staying with her at the time, smelled the smoke and alerted his aunt. What a sad situation, the dogs perished, but Sheila and her nephew survived, so we're all thankful for that.

Check sent to Vineburg, CA. Thanks for all the work you do to get this publication to us every month. Much appreciated.

Sincerely, *Lois*

**GEORGE BLEYLE**—Hucson, OH

Hi Cleve; Another year has gone by - and nothin's changed.

I still have my Mainship trawler on Lake Erie; I renewed my USCG 100-ton Masters license and I'm still a licensed diesel locomotive engineer on the

**Bizarro** Dan Piraro



Cuyahoga Valley Scenic Railroad.

My wife, Lady Jane, and I are both in pretty good health, so nothin's changed there, either.

Keep up the good work with the *RUPANEWS*. I read it cover-to-cover every month.

The check is in the mail this morning.

Thanks, *George*

**DICK BOSTON**—Las Vegas, NV

Another year slipped by awfully fast and was all quite good for the most part.

DNA advances allowed for testing of a small bone fragment found and recovered years ago near what was thought to be my older MIA brother's A-1 crash site in North Vietnam. On April 25, 2011, almost exactly 45 years to the day, his children were notified that the DNA was found to be a positive match to family members. Two of the children were able to go to Hawaii and escort his remains home for a burial service held at the Air Force Academy cemetery in July.

Kudos go out to the Nat'l League of Families for POW's/MIA's, JPAC personnel in Hawaii, the Air Force, Delta Airlines, and the Patriot Guard for all they did to help bring this matter to closure for our family after these many years of waiting/wondering.

I'm in the middle of my third round of treatment for leukemia. I'm in a trial study at the University of Wisconsin hospital and things are going well.

Chemo is doing its thing, side effects are manageable and I feel good for the most part so no complaints.

Family is doing fine. Nancy and I are still enjoying Las Vegas winters and Wisconsin summers.

The downside of the year would be the reading of obits and finding we have lost more of those good pilots and friends we've shared time with over the years.

Thanks Cleve as always, to you and the others who make the RUPA magazine possible for us to enjoy. You do a great job and I appreciate it.

SF, *Dick Boston*

**JOHN CAIRNS**—Medford, OR

Nothing much to report from the wilderness of Oregon, except for the weather, which has been abominably hot for the past several weeks.

October will be my 24<sup>th</sup> year of retirement and I am

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truly grateful that my memories of United are of a great company. I remember that when my father, who lived in England, was dying, United arranged First class for me, each way, on BOAC, plus a week's time off, at no expense to me. I was able to talk with him and also be a comfort to my mother. He died two days after I arrived. This was some-time in 1965.

That company is long gone and its like will not be seen again - the economy alone will probably see to that.

*John*, SFO-SFOEG-SFO

**LOUIS CARSON**—Thousand Oaks, CA  
With great interest I read the letter from Howard Holder in the June magazine. He told about carrier qualifications on the USS Monterey flying the SNJ. That was a tiny little ship with four stacks coming out of the starboard side rather than in the island as usual. There are lots of pictures of it on the web. I am still in contact with only one other person who had the thrill. He is also a retired United pilot, Mal Brown. **Are there any others of you out there?**

I was lucky in being able to fly aboard then back ashore when finished. In memory the experience is just a blur. Only two things stand out. I was so mesmerized by the experience that I made a too long main wheels first landing upon returning to the base rather than the full stall, three point we were taught. The other is how disgusted I was at the married guys who were more concerned about leaving their wives for a night than they were about the challenge. Ah, here is to young love. I went on to get a few more traps on much better ships and in much better airplanes.

In July my wife and I had a bad experience attempting to use a ZED ticket on Alaska LAX-SEA. Our only progress was to move further down the standby list each hour. Alaska has high loads on nine non stops a day plus connections through PDX. United abandoned the route to United Express. Does that sound familiar? We were finally able to find seats for sale two days later on one of their few CJAs.

Thanks to you who keep RUPA going and the Journal published. Things looked a bit scary for a while. *Low*

**BARRY DAVIDSON**—Lincolnshire, IL  
Cleve - Thanks for your continued dedication to keep us all in the loop with the magazine. I can't begin to imagine the time you still put in.

12 years now and still pretty healthy but, perhaps, not quite as energetic.

Most of our travel has been to or with family and we had two special trips this year. As we are all Harry Potter fans, we enjoyed Universal's Harry Potter Theme Park in Orlando. They did a good job with it.

My wife wanted to celebrate our 45th with all the family so we took us all to the Atlantis resort in the Bahamas. Quite a fun week and something for everyone from grandchildren on up.

Still volunteering at the hospital, church and the Museum of Science and Industry downtown with the United 727.

Check's been sent and thanks, again, to you and all the RUPA volunteers. *Barry*'66 - '99

**KENT DRAPER**—Reedley, CA  
Leon, sorry to have made extra work for you, just forgot!

I'm farming all oranges now, 120 acres. They have been good thanks to the export business. I still work some everyday.

Hope you and yours are well.

Best regards, *Kent*

**WAYNE ERB**—Lake Hopatcong, NJ  
Greetings, Add one more year to "It's a Wonderful Life" and I'm still "living and learning."

Much of the "Wonderful" part we still get to spend in my ancestral home in the six million acre Adirondacks, a marvelous place of mountains, lakes, streams, rivers and yes, people and places. Hiking and canoeing constantly restores my innate sense of joy and wonder, and reminds me of what is really important: to live in harmony with this marvelous place called Earth and all of its inhabitants! It's easy to forget this when we are continuously bombarded (if we allow it) by the news, etc. It's also nice to reflect on a career of flying, both in the US Military and UAL that exceeded all my expectations in no small part due to all of my fellow comrades, large and small.

Once again "Tally-Ho", Godspeed, and "thanks for the memories." *Wayne*



**MRS. DOROTHY GATES**—Plesantville, NY  
Still holding my own here on the East Coast, despite the bad weather.

Thanks for a great magazine, it's nice to stay in touch. I look forward to writing RUPA again next year.

Renewal check in the mail. *Dorothy*

**ROL HAMELIN**—Vail, CO

I enjoy reading everyone's letters, especially travel ones, even from those I never knew. Sad to hear Steve Church just passed away.

I'm still enjoying driving Ferraris in the Colorado mountains and Italian countryside, where it is like waving the national flag. Spending four months in Europe and six weeks in Maui, the remainder in Vail. St. Petersburg, Russia was on our bucket list this summer and it is not to be missed; just unbelievable! Azamara Cruises had great interline discounts.

Since Ingie and I normally travel separately due to her work schedule the new pass policy is pretty frustrating, to say the least! It took me ten years with UAL just to receive my first pass! And 20 years to get 30 days vacation. Now someone on vacation with 6 kids, and hired last year, goes ahead of you! And why traveling separately uses 2 vacation passes, but a family of 8 with multiple stops uses just one is beyond me! We tried twice to go to Stockholm on CO and because of this pass/seniority issue it was impossible. Going back and forth to Europe every other month may be coming to an end. Maybe they could at least leave the two airlines separate on this issue? Regards, *Rol*

**CONRAD HAMILTON**—Gulf Breeze, FL  
Dear Cleve, Please find enclosed my renewal for another year. This is my ten year anniversary of retirement. I miss the people ... I don't miss United Airlines.

I've joined the Retired United Airlines Employee Association (I think I got that right) here in Pensacola. We meet monthly at the Cubi Point O'Club Bar which is located in the U.S. Naval Aviation Museum. A few pilots, some FAs, but mostly the men and women who held it together for us Pilots. Great group and a lot of fun.

I especially like seeing Rick Herrick on this regular basis. I flew co-pilot for Rick on the DC-6, 737, and 727; all out of DCA. Rick was and still is a great guy.

Not much else to report. Still raising my 16 year old Daughter who besides my cat is my only roommate. She is a great Roomie ... not a bad life, all in all. Until next year, *Conrad*

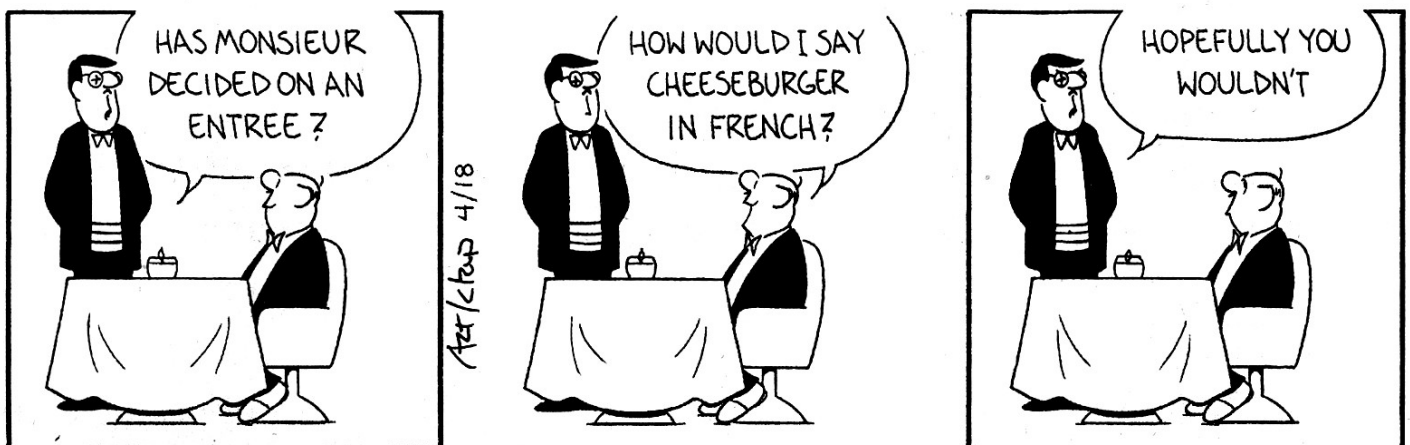
**DAVE HANST**—Huntington Beach, CA

It has been 33 years since I flew my last flight on United, in that time a whole new generation of retirees has been created.

As I read the monthly issues of *RUPANEWS* very seldom do I find any names that I recognize. I do enjoy reading the letters, and the tales of adventures of other retirees. As for me, I no longer even think about trying to travel as a nonrev on United, even though I am in pretty good physical condition, just the thought of being stuck in places like O'Hare bothers me.

My biggest adventure in recent months was a trip to the local office of the California DMV to renew my

## Born Loser/Art and Chip Sansom



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driver license, only missed one question on the written test.

I spend a lot of time at my computer where I can be selective with the news I read instead of the biased stuff the media pumps out.

Am sending a check to help with the *RUPANEWS*.  
*Dave Hanst*, dhanst@socal.rr.com

**JACK HEALY**—Laguna Woods, CA

It is past time to pay up after turning 91 in June. It has been 31 years since I flew my last flight to Hawaii in a 747. Now I am on a slow flight just around the neighborhood in my Chevy.

We visit the kids and grandkids around the country, but I haven't tried my seniority on a pass since the big merger with Continental. I get down to Dana Point for RUPA meetings to enjoy the get-together each month and keep in touch.

I enjoy reading the *RUPANEWS*.  
Thanks for all your work. *Jack*

**JOHN HEBBE**—Fairfax Station, VA

Things you didn't know and possibly could care less about. 78<sup>th</sup> arriving this month. Onset of stuff suggesting my body is becoming aware of this. Cut way back on hiking trail maintenance in the Shennandoahs west of here (No. Virginia) but still substitute teach HS about 4 days/week. This will be my 10<sup>th</sup> year. Enough churchy stuff to make me feel good.

To replace the Trail Overseer pastime, I resumed an earlier interest in another life as a (would-be) playwright. Stage stuff. You may have seen "**1440 On Your Radio Dial**". Drama. First shot. Rife with fatal flaws. [bomb burst] Followed by "**Merlin (treble-clef) Merlin, the Musical**." Still working on it after 20 years. Major project. Full blown musical with 2 acts, 14 scenes and a dozen numbers. I love it even if Broadway doesn't. A quickie in the interim called "**The 5:04 to Phoenix**." Really cute and my favorite. Saw that one, right? The most recent one is another non-musical, "**Write Outs**." Clever. All of the story lines original and engrossing (he said). Keeps the creative juices flowing after most of the others have given up the ghost.

Life insurance expires the day I turn 93. I don't want to cheat Carol out of \$100,000 so if I'm still around on the 16<sup>th</sup>, I plan on making a few laps up

and down Buck Ridge Trail. 'Experienced hikers only.' All alone. Real challenge. You get my drift.

It's always nice to see familiar names appearing in *RUPANEWS* (but not in that silver-gray box in the back, you understand).

Lots of cool people out there and we're still waiting to read your stuff!

The check is in the mail. I'm including an extra \$25 if you print this. *John*

**WARREN HEPLER**—Davie, FL

Enclosed is my check for \$25. My hired date was June 22, 1949. I was hired as an S/O, but I worked selling tickets and putting people on the airplanes for a year and a half before they put me on the pilot's seniority list and started flying in January, 1951.

Sincerely, *Warren*

**DAVE HOYT**—Westport, CT

Hi to all...Twelve years into retirement and "who'd a thunk it"!!! 50 years married to my high school sweetheart and still going strong.

We celebrated our 50th anniversary in FL last March and then a 9-day Alaskan cruise the end of August returning Sep. 1<sup>st</sup>. Absolutely terrific except for the flights from Newark through Seattle to Anchorage. Flew full fare in coach on the new Continental/United with a CAL flight number. I Don't know if the F/A's were UAL or CAL, but what a disaster. Could be the merger attitudes that I understand abound but it absolutely sucked. No leg room (standard for coach these days) and the inexcusable attitude of the cabin crew in its entirety. Not even a paper napkin for under the cup of a cold soda. Too bad. El Crapo! Return flight was on Air Canada out of Vancouver with no complaints.

I am still driving a couple of "classic" launches to and from moorings at a local yacht club. Vertical tillers on 20 and 28 footers! Sure a big difference having down-sized from the 60 footer I was last running up and down the east coast and back and forth to the Bahamas and Abacos. Delivered her to SFO to finish that gig of 4 years and am in my second season doing the launch thing.

Regards to all and the last vacation flight scenario sure makes one appreciate being involved with so many great people during the good times. *Dave*

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**LEW MEYER**—Berwyn, PA

When I hung up my hat, I sort of stayed in the 'long haul' mode. RUPA luncheons & BNO's (Boys Night Out), are both 150 miles away. (And not even free, but the company is good). And I'm still trying to see what's left, doing three or four 12/24 hour bicycle races each year. Not much competition at 76. Another good year, - no broken body parts & feel'n good.

Still enjoying doing a bit of volunteering. Speaking of volunteering, Cleve I certainly appreciate the many years of work you and your special group have put in to keep & make this organization what it is. *Lew*

**JOHN MILES**—Ophelia, VA

All is well here in Ophelia, VA following a beating by hurricane Irene.

Getting a little older, but certainly no wiser. If you don't believe me, just ask Joanie.

Doing less boating and fishing, but more golfing. My score and my age, 77, are getting closer to the same number. Is that good or bad?

I was sorry to hear that Hank Lawinsky, JFK, flew west. My note to Sheryl, his widow, was returned twice from two different mailing addresses. If anyone has her current address, please let me know - thanks.

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

**CHUCK MUHL**—Fallbrook, CA

#77 still taking chemo (dacogen) for MDS and have been told by Oncologist that I most likely have to stay on it as they don't speak 'remission.' It's a 52sm round trip to Loma Linda Medical Center, minimum 12 days per every other month now, but still see the sun (without Skyraider R-3350 propeller flicker) come up each day between trips and days off. At least I'm now Finished with my non Hodgkin's lymphoma NHL treatment.

Colonel Paul, USMC (Son-in Law) returned safely from 3rd tour to the mid-East this April. He now has to find job as a sand crab. Grandson, Joey, (18) Just soloed at [www.skysailing.com](http://www.skysailing.com) and will be taking his Private Glider License exam in 3 ½ more solo hours. He is applying to AF Academy as they have a better golf course there than on steel decks.

Someone with Gold Wings clued him in.

Three granddaughters, Veronica, studying pre-med at PLNU, Presley and Cassidy now in High school. Wife Margie still fighting Crohn's disease. 'tween the two of us we don't bother to sit inside aluminum tubes anymore.

We have a new addition to the family now that gives me great joy and reason to get up between 0400 and 0515 every morning, (as if I have a choice). An Abyssinian/

Siamese mix 23 week old kitten, named her Katarina, but Blitzkrieg would have been more appropriate as she uses our house as her own jungle gym at 30kts. Care to see her? Google 'Siamese lilac point' then select Wikipedia



and there is her picture on R/H side. Until next year, if I don't pass on due to scratches. *Chuck*

**SAM O'DANIEL**—Evergreen, CO

Hi Cleve and All, Nine years into retirement and loving every second of it!! Pretty glad I'm out of the industry now. Doesn't sound like as much fun as we used to have, but it is probably just me getting a little older and crankier!! (Do miss flying the - 400 to SYD).

All is well here in Evergreen. Just playing lots of golf this summer and also doing a little traveling to visit the grandkids in So. California and my Mom, who is in a nursing home in MEM. The other grandkids are in Highlands Ranch, CO, so get to see them a lot.

Health is good. The new knee of two years is working good, so no complaints.

After retirement from United I became an Arbitrator for FINRA (Financial Industry National Regulatory Association) and have been hearing about six cases a year. Interesting work especially in these troubled financial times.

Thanks to all who keep this publication going, Check is in "Snail Mail."

*Sam O'Daniel*, DCA, LAX, CLE, DEN, SFO, HNL, SFO- June, 1964--Sept., 2002



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**B.D. (DOUG) ORME**—Irvine, CA

This is, the real Doug Orme from Irvine, CA not Uncle Doug-- that other guy who lives in Colorado.

Isn't it funny how the further into retirement we get, the more our lives are about the kids and grandkids and the less we ourselves do anything of note? I know you don't want to hear how well our two daughters and their husbands are doing, or what smart, good looking scholar/athletes our twelve grand children are, but they are. The oldest is set to marry a rare beauty in the LDS temple at San Diego in Nov; The youngest at 20 mo., likes to do back-flips off the diving board; one, a senior this year, had basketball scouts from colleges near and far come to watch him play in summer tournaments. He has that sweet dilemma of having to decide where to play his college ball. The 4.2 GPA helps, too.

So, what can I say? The divine Miss Lana and I still live in the cottage in the rose garden across from the park. She always wants to sell and move into a mansion like the ones where our kids live, but all my memories are here along with all the things I like to do, so...no way!

It is nice of NetJets to pay me to stay away (God bless Warren Buffet), but we aren't rich. We're in good health, though. Everything still works and we still have our hair and teeth.

We travel a little, by car if possible. We fly to Hawaii a couple of times a year, and spend a few days at Coronado for our birthdays, Anniversary and around Christmas time, remembering the good old days at NAS North Island. This summer we drove to Bear Lake (astride the Utah/Idaho border) where I had been a water skiing instructor way back in 1960. Talk about nostalgia. That was so long ago that Bear Lake had a big resort instead of condos and water skiing was almost an extreme sport, at least for the summer school coeds from Utah State, especially if I was in the water with them. We stopped at Provo for 4th of July (we have 3 grandchildren attending college there.) At the fireworks display, known as the "Stadium of Fire," they almost burned down the football stadium again. It's always a thrill! But keep in mind that the nearest exit may be behind you. The other trip we took this year was to Memphis where I toured the FedEx hub (my son-in-law is a vice-president) and sat for a few reflective moments in the cockpit of a B777. I also

went to the BYU vs. Ole Miss football game. One point. Whew!

Miss Lana is still teaching 4 and 5 year olds how to be scholars and human beings before transitioning to Kindergarten. Often she also teaches them how to speak English. As for me, I go to bed when I get tired and get up when I wake up and do a little (no, actually a lot) volunteer work in the church and the community. Yours truly, *Doug*

**MRS. ELIZABETH PETERSON**—Wenatchee, WA  
Gladly sending in my renewal for the RUPA magazine that I enjoy so much.

John has not been with us for many years but I'm thankful for the *RUPANEWS* because it brings back to my mind many good memories of him. It gives me that connection to something that was very near and dear to him and his passion to fly. It's good too when I recognize a name or a story shared by someone else that brings back a memory of those days gone by. I'll hold onto these memories for as long as I'm here!

Blessings to all and my best regards, *Elizabeth*

**P. M. "MIKE" REILLY**—Pembroke Pines, FL  
I just retired again from COPA Airlines in Panama. Certainly enjoyed flying for awhile longer. Now it's time to devote some serious time to my "Honey-Do" list.

Stay well everybody! *Mike*

**MAURY ROSENBERG**—Huntington, Beach, CA  
Just finished my 8th year of retirement. Years 2010-2011 (what's left of it) have been a whirlwind for our family. Sold the home in PA and moved back to CA. Actually sealed the sale in PA in March but didn't close escrow until the kids finished school in June. We were under contract in CA when our seller started making big changes to the contract. We canceled the CA escrow and drove cross country homeless. Arrived in CA July 2 and found new digs on July 6th with a mid August closing. We got the kids enrolled in school and fall of 2010 seemed to be falling into place. When January 2011 arrived we got this hair brain idea to add a second story. Construction began mid March and was completed the second week of August. We lived in the house during the entire addition/remodel. Wouldn't advise it to anyone!! Our strong marriage and family unity held it all together and just a short month after the

ordeal finished we can look back and wonder how we did it.

On the positive side; no more winter, closer to family and old friends, kids that didn't want to leave PA now say they would visit PA but not move back. So I (think) I can really say things have fallen into place.

Regards, *Maury*, '79--'03,  
SFO,DEN,ORD,LAX,JFK

**VERLE ROTH**—Tacoma, WA

I just celebrated my 91<sup>st</sup> birthday with my kids, grandkids, great-grandkids and so now am looking forward to my 92<sup>nd</sup>.

Keep up the good work, *Verle*

**JON ROWBOTTOM**—Salinas, CA

Another year has passed without incident and that is a good thing. My check is in the mail along with a little extra.

I tip my hat to Cleve Spring for keeping our *RUPANEWS* presses rolling. It is the glue that holds us all together. Thanks also go to Leon Scarbrough for all the work he does in the back ground as the Sec/Treas. A Bravo Zulu to our Directors for their prior and continued work for our association. Bravo Zulu means Well Done in Navy lingo. Most importantly, thanks go to Phyliss Cleveland for her leadership as our President.

Jane and I had a wonderful year. We spent a lot of the winter skiing in the Sierra. It was an exceptional year for snow. At one point, I had to dig our living room windows out so we could see outside. We also spent the summer in Truckee enjoying the

warm weather, golf, hiking and some general relaxing. We managed a trip to Maui in May but were hit with some bad weather. We played golf one day in rain and very high winds which provided an excuse for my score. On top of all that we had visits all year long with our kids and grandchildren. All in all it was a fun year.

As the incoming RUPA VP, I am looking forward to helping keep our association meaningful for all our current members and future retirees. Please feel free to send me your thoughts and ideas as to how we can make RUPA even better.

*Jon Rowbottom*, SFO Retired 2006  
rowbottom0@aol.com

**DON SOBEY**—Tucson AZ

79th time around Old Sol proving once again that old age can come to those who wait for it long enough. I am still waiting however.

It seems that the Golf Goddess has looked favorably on me as I have, within the last month, been able to shoot my age or better three times. Those who play pasture pool know that us old guys are always thinking about that plateau.

On the grandfather side of old age you get to feeling it when your grandson is completing his co-pilot check-out in the KC-135 prior to deployment, and a granddaughter calls to tell you that she just got fitted for her **body armour** and she and the 'guys' are going out for a beer after a hard week of Border Patrol training. That's when solar orbits begin to take on meaning.

Can't figure out the new pass program but I'm not planning to go anywhere anyway so WTH?

Latest financial tip..."Put your money in *TAXES* which is sure to go up" SCATTA!

**HENRY SUTA**—Westminster, CO

Cleve and all Helpers. Sorry, I'm late with this check but we have had a bit of a problem. It happened when Carolyn and I went up in the Rocky Mountains for a week to celebrate my birthday. After our return home I went to pay some bills and I could not find the box of computer checks. The location in the desk was empty, no box, no checks, no nothing like they say. We determined that the box had eight hundred sixth three blank checks in it. So after searching the entire house several times, we determined that the box of checks was not here. So,



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alert the bank, after figuring out the missing check numbers, explain all over again. Go to the bank, close out that account, start a new account, order new checks, weeks later get the new checks with the old information on them. More calls, more waiting, checks sent to an old address. Finally the bank printed out some generic checks. In the mean time I have changed the locks, changed the code on the security system and found several other things missing in the house. No one tried to process the checks, we have not figured out why someone would take them. No! I am not feeble minded and put them in hiding!

Makes one very sad to think that a trusted person could do a thing of that nature for no reason. Now, no one else has a key or code to our house. Carolyn and I are both healthy, *Henry*

**JOE SVENDSEN**—Yorba Linda, CA  
I just reached 85 this August. I'm in good health and am getting by without any medication, so feel I am fortunate. Bones are getting a little creaky but still work.

I've slowed down on traveling but did get to Oregon for a jet boat trip down the Rouge River, great ride. I get to NC and visit to my granddaughter and three great grand kids a couple of times, and to Phoenix to visit my grandson and my great grandson.

I'm kind of sad though, judging by the actions of the new management. United Airlines as we knew it is about to ride into the Sunset. It was a great trip though.

Thanks to the people getting out *RUPANEWS*. *Joe*

**CHUCK THOM**—Goodyear, AZ  
Greetings, fellow Ruparians. I retired the day before 9/11 (Happy 10<sup>th</sup> Anniversary), and after a long layoff, lack of expected income put me back to work as a C172 CFI; income minimum. Fun? Oh yeah, students are few and far between, and vary from "sharp as a tack," to "dumb as a brick." Every single one wants to know "how much longer?" (Hours and dollars). Invariable answer, "depends on your motivation and progress."

Nostalgia: The legendary Rachael Wooding. I had heard all the stories, such as – A pompous first class passenger, very demanding, was lightly rebuffed by Rachael. "Do you know who I am?", says he. Rachael strode directly to the P.A. and announced,

"Ladies and Gentlemen, we have a Gentleman in first class who doesn't seem to know who he is. Can anyone help?" Of course, she thereafter lavished attention on the man, receiving a glowing letter of commendation.

I flew with her once as a B727 Captain, and sadly, did not realize who she was until she was gone. Just before pushback, from the back of the airplane she stuck her head into the cockpit and asked, "When do you want dinner?" "We don't have crew meals", says I, "We take care of the cockpit, and the cockpit will take care of the rest of us!" "But do you have enough?" "You let me take care of that." She did. THE Rachael Wooding. More nostalgia next time on legendary Ray Wood.

I have read several *RUPANEWS* letters from members, describing dreams of "wandering the concourse, looking for my departure gate", and similar stories. Go ahead and add me to the list. Freud would have a field day with us all.

My VA-25 Combat Squadron Reunion in Pensacola, November, coincides with the 100<sup>th</sup> anniversary of Naval Aviation, also in Pensacola. I wouldn't miss it for the world. A recent reunion also coincided with the 100<sup>th</sup> Anniversary of the Wright Brothers' first flight at Kitty Hawk. Wow!

ALL NAVAL AVIATORS: To view the absolutely incredible airplanes at the Museum in Pensacola, just search "Naval Aviation Museum Pensacola" and scroll to "CDSG Forms." Enjoy.

Thanks, Phyl, on your assumption of RUPA President. Your ability, drive, experience and contacts will serve us well. It was a distinct pleasure to have flown with you.

Thanks to RUPA and all its volunteers for an outstanding publication, and continuing cohesiveness within the retiree population.

Did you hear about the Captain who asked the F/O if the strobe light is on? Reply: "Yes-No, Yes-No, Yes-No..."

*Chuck* (My wife called me "Capt. Honey")

**STOKES TOMLIN**—Hamilton, VA  
Being the 20th of August, I might be a bit late posting this for September....but, I have good intentions! Dues to follow!

Had a very good summer; a bit hot for some, but the garden hasn't stopped producing. I have finally re-



tired...retired to working on the house and yard!  
I've had good luck getting to PHX to see the kids, etc. Hope that luck holds next week for the 6th reunion of the 13th FIS, Glasgow, MT, circa 1960! This time we will meet in Colorado Springs. There might not be another; most of the guys are approaching 80!

Glad to hear from old flying friends, I look forward to reading the RUPANEWS.

Thanks, *Stokes*, LGA, ORD, DCA, IAD

**DON WEBER**—Federal Way, WA

Hello Cleve; I cannot believe another year has gone by. It's now 15 years since I last flew an actual airplane. Happy to say, I'm still employed by Boeing in Seattle. It's coming up on 14 years, about half the time I was with UAL. Still active & training on the 747-400, 747-8 & 777.

We have been very busy with training of foreign carriers & some local training with Southern Air. Our simulator has been booked to capacity & now we are using the UAL 747-400 sims in Denver. Have to have a PC on every aircraft & strange as it may seem, old guys can still fly. We recently hired 4 part time instructors on the 747-400. It's not a bad deal & if you have a 747-400 rating & are interested, please e-mail me. donald.n.weber@boeing.com.

Last year we spent a fun week in Kona, with our son & wife. Sad to say, the Kona Village, which was our favorite, was destroyed by a typhoon.

We are all doing just fine in Seattle. In spite of what people say about our weather, we love it. Vicki had minor foot surgery in August but has healed nicely. Have not been on a UAL airplane since retirement. Most everything on Delta, Alaska & Hawaiian. Waiting all day to go standby doesn't seem to be worth it any longer.

Many thanks for the great magazine. Look forward to reading it every month but am saddened to see those friends who have "Flown West".

*Don & Vicki Weber*

**RAY WELCH**—St. Cloud, FL

Hi Leon, please forgive my poor note, but I'm stuck in RI without a typewriter.

Recently, while here on vacation, my wife fell and broke her pelvis and left wrist. If healing and rehab go well, we'll be back home in Florida for Thanks-

giving.

Anyway, I think my dues are early for the first time. I'll be really early for next year too.

Thanks for all your work on RUPA's behalf. *Ray*

**JOE WILDBERGER**—San Francisco, CA

Hi Cleve and all: Another year has slipped away. Not too much going on this past year.

Took a 12 day cruise in the Black Sea and then spent 4 nights in Istanbul. If you haven't been to Istanbul, you should definitely check it out. There are twenty million people there and I think we saw all of them. The Turks seem to be a happy bunch - love to bargain but have no hard feelings if you don't buy anything from them. Also great food and it's a great city for walking.

There seems to be lots of turmoil with the new pass policy but I guess we're just going to have to wait and see how it plays out. I've been to Maui a couple of times and to NYC a couple of times and haven't had any major trouble - couldn't get on the first two flights home from NY last time but then got a first class seat on the third one so, as they say, all's well that ends well.

Thanks to Cleve and all those who keep slaving away to keep us all informed.

Check is in the mail. Best, *Joe*

## IN MEMORIAM

**STEPHEN HARTLEY CHURCH**

Stephen H. Church, known as "Stevie" to his family and many friends, passed away at home on August 13, 2011, with his beloved wife, Connie, and his twin brother and sister-in-law, Larry and Michelle Church, by his side.



Stevie was well known for his quick wit, his contagious laugh and joyous outlook on life. He was born on April 21, 1944 in San Mateo, CA and grew up in southern California and Spokane, WA. He graduated from San Jose State University and then served in the Air National Guard and US Air Force before becoming a pilot for United Airlines. After completing a 34-year career with United, he moved to Hayden Lake

in 2001 to spend his summertime retirement close to Larry and Michelle. Soon after arriving in Hayden Lake, he met and married Connie. They have spent their winters in Tucson, AZ for several years.

A Celebration of Stevie's life was held at the Hayden Lake Country Club, and another Celebration will be held in Tucson later this fall.

In lieu of flowers, the family asks that donations be made in Steve's name to Kootenai Humane Society (PO Box 1005, Hayden, ID 83835), Humane Society of Southern Arizona (3450 N. Kelvin Blvd, Tucson, AZ 85716) or the charity of your choice.

*Remembrance from Peter Friedman*

We were the first groups hired in 1969. Steve was in class #1, and I was in class #4. All of us were in the Dallas Arms, which was our "new hire" housing. Lovely place. You tended to bond with guys in your class, and pick out your friends.

I actually didn't meet Steve until we were both assigned to DCA. I met Steve when we were both called out for the same trip, as 2nd officers on the 737. He got to the a/c first, even though I was called out first. Anyway, being as kind hearted as I was, I let him take the trip so I could back home and to the bottom of the reserve list with the next day off. The beer was great, too.

Steve had a great sense of humor. We became close friends in those DCA days as lowly 2nd officers on the 737 for 7 years, and stayed close for all our careers. We both ended up in LAX, Steve for the rest of his tour, and myself in DCA, and we both retired off the 777.

Anyone who knew him was in love with his sense of humor, his love of life, and taste for good wine.

We will miss him more than words can say. Have a good flight, Stevie, and we'll meet you up there later. *Peter Friedman*

**J. B. BRAD KNIGHT**

I received word from Brad's wife, Libby that he has flown west.

Brad and I were in squadron together at Andrews AFB, VMF-321. We were flying FJ4B, and F-8U aircraft. Brad was an LSO, landing signal officer, and had some time on carriers. Brad had a lifelong love of flying, the water, and owned several boats.

He had a bout with cancer in the early 80's, and lost the hearing in one ear. He was able to regain his

medical and flew until after the "unpleasantness in 1985", after which he medically retired. He moved to Wilmington, NC, and started a successful boat building business. In the last few years his health failed and he was in a nursing home when he passed.

Brad was a loving husband, a good friend and an excellent aviator.

Semper Fi, *Charlie Schwob*

**RALPH E. LARSEN**

Ralph Larsen was born June 23, 1920 and passed away Sept. 8, 2011. Ralph was born in Nebraska, and grew up in Wyoming and Idaho. Following graduation from high school in



Emmett, ID, he went to Parks Air College in East St. Louis, IL. Ralph instructed meteorology and celestial navigation in Tuscaloosa, AL, and Civil Pilot Training in Tuscaloosa, and flight at Parks Air College. He went with United Air Lines in 1944, flying DC-3's, and retired as Capt. on 747s in 1980. Ralph built his own home from the ground up in IL. He flew out of Midway and O'Hare for 26 years and out of SFO for 8 years.

Ralph was a member of Kiwanis, and Oakmont Golf Club in Oakmont, CA. He enjoyed flying light planes, water and snow skiing, riding motorcycles, tennis, golf, bridge, and friends and family.

He is survived by his loving wife, Helen, son, Ralph H. Larsen, and daughter, Carol Pierpoint, eight grandchildren, and ten great-grandchildren. He was a loving, generous Dad/Granddad and shared much wisdom with them all!

**HOWARD G. MAYES**

Howard G. Mayes (93) died on August 1, 2011, in Huntington, West Virginia, his hometown.

Howard was my neighbor in Bernardsville, New Jersey for a number of years in the Fifties. He was a great family man with his wife, Fran, and Four Daughters.

We flew many, many flights together out of Newark, New Jersey. He was an excellent pilot and he has always been a good friend for the past sixty years.

I shall miss him. *Perry Thomas*



|                         |               |
|-------------------------|---------------|
| Vernon L. Storla        | Jun. 10, 2011 |
| John S. Thompson        | Jun. 14, 2011 |
| Franklin D. Secrest     | Jun. 16, 2011 |
| *Joseph H. Mathes       | Jun. 17, 2011 |
| Robert, F. Gonia        | Jun. 21, 2011 |
| Walter E. Friske,       | Jun. 21, 2011 |
| Howard G. Mayes         | Aug. 01, 2011 |
| Fred P. Euler           | Aug. 17, 2011 |
| Ralph E. Larsen         | Sep. 08, 2011 |
| James K. "Jimmy" Carter | Sep. 13, 2011 |
| Howard W. Jundt         | Sep. 13, 2011 |
| J. B. "Brad" Knight     | ?             |

*\*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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## **From:**

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

## **RUPANEWS Deadline: 15th of Each Month**

### **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 (2<sup>nd</sup> 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](mailto:rblash@mac.com) - (H) 503 636 3612 - (C) 503-504-5324

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

#### **Washington**

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

#### **Washington D.C.**

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