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# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message  
About the Cover  
Local Reports

Page 3  
Page 4  
Page 6-15

Articles  
Letters  
In Memoriam  
Calendar

Page 8-23  
Page 25-33  
Page 33-34  
Page 36

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

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## PRESIDENT'S LETTER

Happy Thanksgiving! It is hard to believe another year is nearly gone! For those of you traveling for the holidays may you find open seats, clear skies, and tail winds!

The latest direct information from the company about our retiree IDs is the procedure is planned to be activated in the 1<sup>st</sup> quarter of 2012. Designated cities will be authorized to issue the IDs for a fee. Standby for details as those issues are finalized and released by the company. Check our website for the latest information as we receive the details.

Travel pass policy activation *may* be delayed to March 1<sup>st</sup>, 2012. Apparently the company has many details to address and organizational procedures to complete. When we have a definitive answer from the company we will post it on our website.

You have probably noticed there are more pictures being included in our magazine from the various local RUPA groups – keep them coming! Seeing familiar faces is a great connection!

October 2013 will be the 50<sup>th</sup> Anniversary of RUPA! We are discussing the possibility of a RUPA convention to celebrate not only that significant anniversary but also the opportunity to continue the face to face camaraderie of our association. We have the potential of many new members since the “age 65 group” will be retiring. This convention will be an alternate year from our planned cruises.

We are finalizing our first ever RUPA brochure! This brochure will be included with new retiree’s retirement packages and available for various meetings, conventions, and other opportunities. A big *thank you* to Vice President Jon Rowbottom for coordinating the details and the final draft!

I hope you all have a very Happy Thanksgiving! *Phyllis*

### 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.

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

OR

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**Address changes, Dues, Snowbirds & Others:**

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

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

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



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## ABOUT THE COVER

Another great cover picture taken by Bob Burns of NASA. It was taken at the Oshkosh Air Show this year. It is the American Airways Stinson SM-6000B Airliner NC11153.

*The following was researched and written by Greg Herrick Jackson, WY*

It was Century Airlines, which merged into American, that our airplane, NC-11153, worked for. In fact, NC-11153 is today the oldest surviving American Airlines airliner.

Indeed, Stinson truly deserves accolades for their pioneering role in the development of the commercial airliner, particularly in the 1920's and 1930's. This aircraft, a Stinson SM-6000-B, a/k/a Stinson Model "T", NC-11153, S/N 5021, exemplifies the role Stinson played at this important early stage.

NC-11153 was manufactured in early 1931. It was sold from the Stinson factory to Century Airlines, Inc. of Chicago on March 10, 1931. This is the month that Century Airlines began flying offering three daily round trips between Chicago, Detroit, St. Louis via Springfield and four daily round trips between Chicago and Cleveland via Toledo. Sample fares were \$15.95 to St. Louis and \$13.95 to Cleveland. On opening day the airline filled 163 seats out of 180 available. Certainly some of those passengers flew on this very airplane nearly seventy years ago! The Century Airlines "load factor" eventually settled down to 80%, a very respectable number even today and certainly so given the ever-deepening depression at the time. A report from the times states that "in the first six months of operation Century had carried 40,213 revenue passengers over 1,223,828 miles without a single injury to passengers or pilots."

On April 4, 1932, NC-11153 was sold to a new owner American Airways, Inc. The paint scheme, or airline "livery" you see the airplane in now is exactly that of when it was in service with American. While in service with American the aircraft was variously equipped to carry both mail and passengers or one or the other. It sported the very latest in avionics and equipment. An official equipment listing of the time includes the following: Two anti drag engine cowls, three electric starters, two landing lights, two three-minute flares, a two-way radio, one heater, a toilet, a water container, first aid kit, tool kit, two extra 20 gallon fuel tanks (in addition to the original 120 gallon), two mail and baggage compartments, necessary standard and blind flying instruments. This baby was loaded!

Today, NC-11153 is the oldest surviving American Airlines airliner. In 1983 American leased the plane from its owners, anointed "Flagship Texas", and took it on a publicity tour of all of American's bases in the United States. The purpose of the tour was to showcase American's growth since NC-11153 first "flew the line" and to exhibit for employees a part of the airline's history dating back to its very early years.

In late 1934, NC-11153 was sold to Chicago and Southern Airlines of Memphis, Tennessee. C&S had just changed its name from Pacific Seaboard Airlines after winning the Chicago to New Orleans mail and passenger route. NC-11153 no doubt saw a great deal of that territory slide under its wings! After WWII service was extended and even included a route to the Caribbean; in 1953 Chicago and Southern merged with Delta. As noted below, the fourth airline to fly NC-11153 was Chesapeake Airways which began in 1946 as a service connecting the Eastern and Western portions of Maryland across Chesapeake Bay. Based at Lee Anna-



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polis Airport, Edgewater, Maryland, Chesapeake was owned by Carl F. Eck and Eugene C. Marlin of Arlington, Virginia.

In 1936, perhaps reflecting the financial turmoil of the time, NC-11153 went back and forth between a group of owners including St. Louis Flying Service d.b.a. Monarch Air Service, Michael Hanratty, Harold W. Trott, R.M. Kierman and P.N. O'Carroll. Finally in December of 1943 the plane was sold to Mr: J.M.R. Lyeth, Jr. of Youngstown, Ohio. In February of 1945 Chesapeake Airline, Inc. purchased the airplane. Harold W. Major, Salina, Kansas (and later from Boise, Idaho) purchased it from Chesapeake in August of 1946. In 1951 John W. Davis of Colusa, California bought it and took it to California. Davis kept the airplane until October of 1963 when it was sold to LeMaster-Glenn Aerial Spraying in Ottawa, Kansas. In 1964 they sold it to R.P. Rice of Missouri who, in 1972, sold it to Davu Aviation/Wings of Yesterday of Florida and New Mexico. In 1981 it was sold to Gary Norton in Athol, Idaho. Evergreen Ventures, McMinville, Oregon (owners of the Spruce Goose) bought it from Gary Norton in 1990. And finally Greg Herrick's Yellowstone Aviation, Jackson, Wyoming purchased it from Evergreen in 1996.

In 1952 John Davis of California replaced the original Lycoming R-6890 engines of 215 h.p. with Lycoming 8680 E313 supercharged engines of 300 h.p. with constant speed propellers. In 1955 the plane was "metalized" which means its entire fabric covering was removed and replaced with aluminum, the original passenger door was removed and large cargo doors were installed. At this time the airplane had flown 7,352 hours since new.

The process of "metalizing" the airplane is one that we find somewhat difficult to understand today but it clearly made sense when it was all the rage back in the 1950's. That was really before the advent of the antique airplane preservation movement (which really began to come together with Bob Taylor's Antique Airplane Association founding in 1953). By the early '50's linen fabric covering for airplanes, particularly the larger transport type planes, had been replaced by aluminum. The aluminum was much more durable and unlike cotton, it didn't have to be replaced every 5-10 years. It was also the "in" thing to do after all, who wanted to be seen flying around in one of those tube and fabric airplanes!

The plane was then placed in the Restricted category for "agricultural work" and began its life as a big old utility hack. In the early 1960's: NC-11153 was even outfitted as a spray plane with booms, pumps and fittings removed from Ford Tri-motor N-8407, which had been used for the same purpose. A large tank was installed "using the original cargo tiedown rings". The booms, extending out under the wings must have been quite a site!

In 1965, RP. Rice began the process of converting NC-11153 back to standard category desiring the recertification. According to the FAA files, he desired recertification of the aircraft so that it could be used at public functions to demonstrate the progress of transport aircraft. It is the last aircraft of the type in existence; it should be preserved in airworthy condition. Indeed it should! The aircraft was returned to the "Standard - Normal" category in May of 1965.

After this, the aircraft still in its metalized covering and with its huge cargo doors, was spruced up and barnstormed around the United States giving rides and joy to all who flew in her. After barnstorming came Gary Norton and a big American Airlines tour of the US. When Greg Herrick found NC-11153 it was stored outside in Evergreen's Tucson storage yard where it had been kept for a number of years, somewhat forlorn, dirty and dusty and definitely due for a complete restoration!

**It's time to update your information for the database**

**You have until December 15th to get any changes you want made to the RUPA database that will be used in the 2012 RUPA Directory.**

**Every year after the Directory comes out members contact Leon and tell him that some part of the information in the Directory is not correct.**

**Contact Leon now with any changes you want made.**

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## DANA POINT RUPA LUNCHEON

Fine day in the Harbor for our Lunch Group. The Harbor was clear of cloud but there was a fog bank hanging just outside of the break wall, which threatened to roll in the Harbor at any time...but didn't. The harbor remained clear and sunny. The deck was quite pleasant for our group. On Deck were: Park Ames, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Rick Hoefler, Al Pregler, Bill Rollins, Ted Simmons and Bill Stewart. Bob McGowan checked in by E-mail. None of his car pool guys could make it for various reasons. Good to see Jack Healy one of our oldest members. His Hire date shows as June 4, 1940 with retirement of March 1980. Joe Udovch sent an E-mail mentioning that he was taking a treatment up in Loma Linda.

Lot of I-Pod talk and showing of pictures taken by several member. Jack said he needs to get one for himself!

Bruce brought his Book 'To Conquer the Air' Which changed hands again and led to quite a bit of how it was before 'our time.'

Of interest in this vain was the Army's entrance into flying the mail. On May15, 1918, they set up to have mail flown from Belmont Park New York to Washington DC and at the same time have another Curtiss bi-plane from a polo field in Washington DC. They planned a relay at Bustleton Field in Philadelphia. The South bound out of NYC took off on time without minor hitches. But the North bound Curtis out of DC had problems. The first of which was when the Jenny failed to start. After some time it was discovered by a mechanic that the gas tank empty. President Wilson was heard to say "we are wasting valuable time here." Unfortunately the novice pilot then took off, but in the wrong direction and about an hour later landed in a cow pasture in Maryland.

Meeting ended with jokes, one of which came from none other than Park Ames, to wit..

This 90 year old guy married a 17 old high school girl. When asked what could the two of them have in common... "well, we are both Seniors." Best to all, *Ted*

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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Roy Rogers, The Lone Ranger, Gene Autry and I could go on and on. What a pleasant and unexpected surprise we (The Treasure Coast Sunbird RUPA Luncheon Group) got when we tried out another different Restaurant in the Stuart area for our October luncheon. COWBOYS, that's right.....here we are in (rather deep SE Florida and we end up having a 'hoot' of a time at Cowboys. Who would have thunk it? Not me, that's for sure. As previously reported, while a goodly number of our Stuart RUPA guys are still up North, (they should start coming back soon).....those of us who pretty much stay down here year round (somebody's got to do it) have been investigatin' some new restaurants to have our future lunches at during the 'Season'. Well, it looks like we might have found a very serious CONTENDER!

The menu had a ton of GR8 choices; I heard nothing but kudos from all the guys about how terrific the food was. The service (provided by Energetic and Elegant EMILY) was outstanding and the GM (Fletcher) was VERY attentive to our table and really 'worked the room' as they say. He spent a LOT of time with us, making sure that we were happy and satisfied and told us all about the Cowboy's Frequent Customer Club which we all joined. I would be very remiss if I didn't mention our Bar-friender, Corrina. Oh yeah!! She saw to it that our Adult Beverages (commonly referred to as 'AB's') showed up on time, and often and I can assure you (personal experience here) -- she was very generous with her portions of The Malibu that she added to the Coke Zero. Oh yeah, Jimmy Buffet is my new hero.....thanks to Corrina. I just might have to go back to Cowboys before (Nov. 8th) next month's meeting date to make sure that what I/we experienced was not a mirage or an oasis in the middle of our South Florida Desert (not to be confused with The Everglades). Anyway, after the calf roping contest was over (incidentally, won by Jack Boisseau).....we had a terrific time and it was unanimously agreed that we needed to return to the scene of the crime and come back to Cowboys again next month, which we will do.

The Range Riders that attended were: Ted Osinski, Jack Boisseau, Dick Starita, Bill Northup, Paul Andes,



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John Pinter (welcome back John who Summers in Ohio and is a CLE Crazy), Don Jefferson and myself, Bob Langevin.

So, meanwhile back at the Ranch, we'll be waiting for our Northern 'gauchos' to return to the Florida Ponderosa en mass starting later this month and in early November, in time for our next Luncheon on Nov. 8th.

If any of you Prospectors are roaming around the South Florida countryside on Nov. 8th, stop on in at Cowboys and join us for a good ole fashion feast at our new Chuck Wagon. We'd love to have you and you won't be disappointed.

Y'all Come on down now, ya hear.....Sincerely, *Bob Langevin*

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### S.E. FLORIDA GOLDCOAST LUNCHEON

The first meeting of the fall season was held on Thursday, the 13th of October in Pompano Beach. For the October meeting we had a great turnout, as many of our members are still up North for the summer.

Since our last lunch in April, several members have passed on. Billy Moss was the last to leave us in September. What a colorful guy he was. We also lost Duane Harrison and Jimmy Carter after lengthy illnesses. In addition, Stan Blaschke is in a rehab facility in Plantation. Dick Bodner has had several health issues for about a year now, but he came to our meeting with both his sons, Michael and Charles. It was great seeing him and his family.

Present on October 13th were; Joe Jenkins, Ham Oldham, Murray Warren, Dave Dryer, Ralph Rodriguez, Bill Garrett (recovering from driving his motorcycle off a cliff in Kentucky. He didn't look too good, but he never looks all that great, Jim Morehead, Bob Beavis, Art Jackson, Ed Wheeler, Ralph Bartlett, Dick Bodner and sons Micheal(B747 Capt Extraordinaire), Charles Bodner from Costa Rica and me.

Our next get together will be at 11:30 on November 10th. I will be on the Panama Canal on that date, so I will miss it.

See you in December, Jerry Bradley for Lyn Wordell and Ned Rankin.

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### HAWAIIAN ONO NENE'S RUPA LUNCHEON

Aloha, The Oahu Ono Nene group met on Thursday, September 22, 2011, at Mid Pacific Country Club. It was a typical Hawaiian day. Clear skies, balmy breezes, temperature in the 80's. The colors of the ocean as we rounded the bend into Lanikai were spectacular.

A lively conversation about the adventures we had since our last get together ensued. There was a brief discussion on the new pass policy. The general consensus was that only time will tell what effect it will have on all of us.

We had a great lunch and enjoyed the camaraderie. In attendance were: David and Adele Crooks, Yuz and Yasuko Morita, Richard and Clarita Kaapuni, Larry and Diane Becker.

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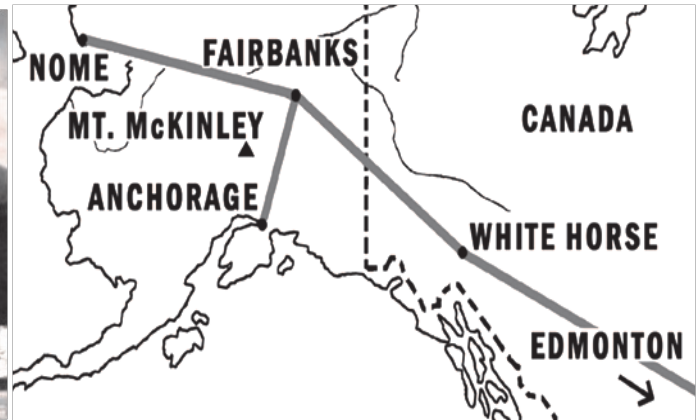
### Pickles/Brian Crane





## United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



During WWII 36 of United's 69 DC-3s were turned over to the Government's Air Transport Command and were soon painted in Armed Forces "war-time livery."

Late in 1941 the U.S. Airlines were warned by Edgar Gorrell, president of the Air Transport Association, that in the event of war they would be "taken-over" by the government if they didn't join together and create a plan for their war-effort. Gorrell wanted to be able to offer the plan to President Roosevelt thereby preventing the complete seizure of the nation's airlines for the duration of the war. Immediately following the attack on Pearl Harbor, Gorrell and General "Hap" Arnold, chief of the Air Force, were called to the White House. Gorrell and Arnold convinced F.D.R. that by following the airlines plan for an Air Transport Command they would be able to begin flight operations immediately, whereas a government seizure would take weeks to organize.

In April 1942 following the Japanese naval movement into the Northern Pacific area, Gorrell asked Pat Patterson to make a "survey flight" to Nome, Alaska. The flight originated in Salt Lake City and onboard were United pilots R.T. Freng, Bert Lott, R.J. Johnson, United weatherman Henry T. Harrison, SLC station manager Ted Johnson and some expert communications technicians. This survey crew flew over 7,000 foot mountain passes flanked by lofty peaks (including Mt. McKinley). While finding the available maps inadequate and landing fields few (and short) they discovered the radio navigation aids were better than expected. As a result of this flight, United proposed an ATC route from Dayton, Ohio to Calgary to Whitehorse to Fairbanks and Nome.

United ATC crews launched operations between Dayton and Alaska on May 15, 1942. The Japanese attacked the Aleutian Islands of Attu and Kiskadee on June 3, 1942. A second route between Ogden, Edmonton and Alaska started in early June 1942. By mid-June 41 planes flown by six airlines rushed troops and supplies to Fairbanks and Anchorage using the most rapid turn-around schedules possible.

*Marvin Berryman DENTK Ret. from United Air Lines Annual Reports & High Horizons Frank J. Taylor.*

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

### ***I NEVER NEW THAT!***

Q: Why do men's clothes have buttons on the right while women's clothes have buttons on the left?

A: When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right-handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! And that's where women's buttons have remained since.



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## NEW YORK SKYSCRAPER OCTOBER LUNCHEON

Over 50 people attended our semi-annual luncheon for NY-area retired United pilots, held at the Assembly Steak House, a few miles north of the George Washington Bridge. I've appended the list of those who attended, and those who sent their regrets.

Coincidentally, NY Council 52 was holding their monthly council meeting there too, led by Council Chairman Mike DeSantis, a terrific guy who many of us had flown with years ago. He came up after the meeting and shmoozed with us.

To view our luncheon photos, taken by Mike Severson and Pete Sofman, click on:

<https://picasaweb.google.com/nyskyscrapers> (Then click on the 2011 Fall Luncheon.)

Thanks to Bob Lawson and Vince Ciriello, who volunteered to man the check-in desk; and to the following raffle-prize donors: Ken and Nancy Ernst: Liberty wine; Skip and Billie Fairman: 2 baskets of award-winning garlics from their farm; Jim Lattimer: Bushmills Irish Whiskey; Don and Carole Matheson: Ice Wine; Vince Ciriello and Mike Severson: Martini wine and Jameson Irish Whiskey; Pete Sofman: postcards and cartoon decals of United aircraft and United stationery.

Bud and Mary Berlingeri are moving soon to Oregon, so this might be their last luncheon with us for a while. Our luncheon and raffle proceeds allow us to send a \$400 donation to the United Airlines Retired Pilots Foundation; also, Pete Saeger has sent us his personal donation to be forwarded to the Foundation.

Finally, I hope you all will join me in wishing Augie and Margaret Miller, and Ben Conklin Sr congratulations on their 90th birthdays, which will be celebrated this coming winter. Wonderful people and great role models for all of us.

That wraps it up until our next luncheon in June 2012. We'll be in touch.

Please contact me if you'd like to be included in our mailing list for luncheon notifications.

Pete Sofman [psofman@gmail.com](mailto:psofman@gmail.com) 203-322-0724

Those who attended: Ray and Sharon Amato, Howie Aronson, Bob Beavis, Bud and Mary Berlingeri, Frank Calderaro, Vince Ciriello, Ben Conklin Sr and Jr, Jan and Patti Conover, Ed and Ona DeChant, Ron Denk, Wayne Erb, Ken and Nancy Ernst, Skip and Billie Fairman, Bob Falco, Mike Gallagher, Jim Haeni, Jack and Glinda Hill, Bill Horrigan, Chuck and Nancy Hughes, Peter and Judy Kohlsaat, Jody Kraly, Jim Lattimer, Bob Lawson, Hank Lopez-Cepero, Don and Carol Matheson, Augie and Margaret Miller, Al Mitchell and daughter Susan, Rip Minger, Gerry Nindorf, Mike Perry, Jim Pifer, Charlie Pocher, Tom Purrington, Ned Rankin, Mike Severson, Chuck I. Smith, Pete Sofman, Barbara Weir, George Williams, and Lyn Wordell.

Those who sent their Regrets: Ray Bernosky...new hip, but he's sick, George Bleyle, Bob Burns... out of town, Bob Carey... working for his son, Ray Cicola: on a tour of South Africa, Jim Colligan...in France, cruising on one of Ed DeChant's boats, Drew Duerwald, Bob Eccles... in Florida, Wes Erbe... medical appointments, Bob Fiedler...attending a family birthday party, Ray Furlan, Jim Gardner, Dorothy Gates, Joe and Cherie Guccione, Pat Harben... out of town, Barney Higgins... at Cadet reunion in Branson, MO, Joe Holub... busy with local Library Building Committee, Doug Horne... in Branson, MO, visiting family, Ron Jersey... visiting grandkids in Texas, Koop Koopmann... living in Colorado, Matti Kosonen... in Portugal, Harry Lloyd: will be in Tampa, Mac and Janet McFarland..., Neil O'Malley... lives in the Pacific Northwest, Denny Morell, Jim Nolan, Dave Ormesher..., Gene Peterson, Ken Perkins: out-of-town visitors, John Rains: off to Italy, Pete Saeger, Leon Scarbrough... lives in California, but also had shoulder surgery, Lou Schueler... reads to inner city 12-year olds on Wednesdays, Bob Scott: in Italy, Bob Seits, John and Linda Stewart, Watts Waddell, Jay and Kay Weeks, and Morrie Wiener.

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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

The day started balmy and very warm in the sun, within minutes it was overcast with a very cool breeze off the golf course. The patio at Edgar's proved to be too cool so we moved inside and enjoyed a wonderful lunch and great conversation in the dining room. Those joining in were Jon and Jane Rowbottom, Richard Myer, Lee and Nancy Casey, Barrie Nelson, Phil McClain, Will and Fran Blomgren, Milt Jines, Diane Emerson, Dave Mackie, Beth Ege, and yours truly.

Our next meeting is our second annual RUPA Golf Day! Because Quail still couldn't commit to whether Edgar's will be open for lunch - or not - on November 14th, look for an email from me about where lunch will be! We will make plans for a "rain out" as well as post golf enjoyment - possibly at Baja Cantina. For golf information and reservations please contact Pete Walmsley at 831 624-7786 or at [kiwigolf@sbcglobal.net](mailto:kiwigolf@sbcglobal.net).

The December meeting will be our third annual Holiday Luncheon at the Monterey Peninsula Country Club's *Beach House* hosted by members Carlos and Judy Quintana. Every year this has been a wonderful setting for a marvelous lunch with RUPA friends. Look for detailed information soon. This is a "repondez s'il vous plait" only catered affair, prepaid, and a pre-select menu.

Depending on Quail's management decisions, our January meeting may be moved to another restaurant or, if Quail makes a commitment, we may remain at Edgar's but meet on the second Wednesday of the month. Watch for further details.

I shared some of the latest news from the company on retiree IDs and the actual activation date for the new travel pass policies. Dates and details are not final - according to the company!

Dave returned last month from a tour of Israel sponsored by radio commentator Dennis Prager. Dave shared his very interesting experience of flying on an El Al (B-777), visiting the major cities and historic sites, attending lunches with local political leaders, and his experience of meeting with the local people and hearing their views on the U.S. and the Palestine, Israel, and Arab issues.

Thank you Beth for again bringing name tags!!!

Next gathering is the RUPA Golf Day and luncheon - November 14<sup>th</sup> at Edgar's at Quail Lodge. Watch for an update email concerning the lunch location in case of a restaurant change and post golf rendezvous spot!  
*Phyllis Cleveland*

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## SAN DIEGO COUNTY RUPA LUNCHEON

The San Diego area luncheon was as usual on the second Tuesday at noon. Since I was attending a funeral of an old friend and Bill Pauling couldn't make it, only Bob Bowman and Don Trunnick were present.

Bob and Don never lack for interesting conversation, but if this poor attendance keeps up, some day there will be nothing left to talk about. However by then, perhaps our memories will be so dim, that we can start all over again. Problem solved!

Best to you, Cleve, and all the workers that keep this publication afloat. *Bob Harrell*

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## LOS ANGELES SOUTH BAY LUNCHEON

We met on Thursday, October 13 in the bar at the Hacienda Hotel for our normal gab fest and buffet lunch. Bill Horn brought a bunch on interesting photos of the first air mail pilots. Also photos of the pilots who trained in Tracy, California in the early 1940s.

Those attending were; Don Krueger, Walt Albright, Bill Meyer, Dick McKay, Arvi Von Nordenflycht, Trudy Buck, Norm Marchment, Marcene and Doug Rankin, Bill Horn and me. Best wishes, *Rex*

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## OHIO CLEVELAND CRAZIES

Thursday the 15th of September, was not only the last day of the Wayne County Ohio Fair, but our luncheon at TJ's in Wooster, Wayne County.

Well attended by; Bob Olsen, George Bleyle, Vic Popelars, Dick Orr, Phil Jach, Ken Wheeler, Bill Christie, Jim and Monica Burrill, Richard and Carol McMakin, and Don Karaiskos, who brought along friend Gene Champe.

It turned out the extra addition added so much extra class to the affair that it was not surprising to discover that he was an Army Helicopter Pilot with two RVN tours. With the two ladies present, and the influence of Army rotary wing aviation, it was a very respectable luncheon. Bill Christie recovering well from his stairway ballet, Kenny with his never ending humor from his computer, and a lively discussion of the new pass policy kept things going smartly.

The snow birds will start moving away for warmer climes although John and Joann Pinter have said they will be having their (what used to be) annual Christmas Gathering in Vermilion, Ohio this Year on the 10th of December. E mail John for more information at [jpinter@foldedwings.org](mailto:jpinter@foldedwings.org).

We always meet on the third Thursday of the month at TJ's and welcome the extra talent.

Regards, *Richard*

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## THE JOE CARNES NW ILLINOIS RUPA LUNCHEON

The Joe Carnes NW Illinois RUPA Lunch group gathered at 31 North (the old Warsaw Inn) on Tuesday Sept. 13, 2011 for another session of hanger flying and lies and of course good food.

Mike Hepperlen gave us his recollections of his venture to Alaska and back in his RV 8. It included reading Robert Service's poem "The Cremation of Sam McGee." Thought Mike would be able to do it from memory by now.

We had Eastern Retiree Bob Shipner and Marty Gallagher's son (Delta) in attendance.

In Attendance were: John Anderson, Leroy and Eva Bair, Jim Boyer, Ben Burford, Jim Downing, Jerry Drommenhausen, Allan Englehardt, Thomas Franklin, Marty Gallagher, Wright B. George, Jim Gesler, Don Gregg, Ed Gunderson, Vince & Dana Hammond, Dave Harris, Tom Helm, Mike Hepperlen, Jim Higbea, Buck Hilbert, Flo Tabbitt, Milt & Ina Jensen, George & Jacquie Mathes, Dean May, Rob McCutcheon, Ralph Mikulich, Dick Murdock, Will Murray, Claude Nickell, Ken Petersson, Bob Shipner, Weldon Smith, Terry True, Ron Wilson, Gail Wood and Tom Workinger. *Claude Nickell*

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## SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

While we are aware that, theoretically, it isn't *Indian Summer* until after the first frost, we here on the Left Coast call the spates of really hot weather we get in September and October *Indian Summer*.

Our October Bay-Siders RUPA Luncheon fell on one of these extremely hot and humid days. Although some of our regulars had scheduling conflicts, 25 intrepid Ruparians gathered at Harry's Hofbrau in Redwood City to exchange pleasantries and complain about the outside temperature. Rich Bouska updated us on the 2012 cruise information, and we were all overjoyed to hear that Floyd and Charlene Alfson's third grandchild, Madison Meloni, had been born that very morning. Apparently, our suggestion that the 7lb 5oz "bundle of joy" be named "Rupa" was overruled. We were happy to have Dennis Dillon join us for lunch as we hadn't seen him for quite some time.

In attendance were: Bob Ahrens, Rich & Georgia Bouska, Bob & Roz Clinton, Sam Cramb, Dennis Dillon, Barry Hamley, Bill Hartman, Bob Kallestad, Bill Klett, Bessie McEachern, Bruce McLeod, Jan McNaughton, George Mendonca, Ken Miskow, Jerry Quitney, Walt Ramseur, Cleve & Rose Spring, Jerry Terstiege, Isabell Traube, Gene & Carol Walter, Al Wilcox.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be Nov. 8, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*



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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 10/31/2011 for categories. 3, 4, and 5

\$400 Discount if paid in full by 10/31/2011 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

**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 both of the above options 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 for both of the above options.

**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 10/31/2011 for categories 5, 4, and 3

\$1,000 PP Discount if paid in full by 10/31/2011 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, everything except \$200 pp is refundable up to 90 days prior to the  
date of the cruise, no matter what method of payment you choose.**

**The above discount dates may be extended. Due to the closing date for the RUPANEWS articles  
the latest discount information may not be available to publish.**

**Call Jerry for the best available prices.**

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## **SAN FRANCISCO NORTH BAY RUPA LUNCHEON**

The October gathering of the North Bay RUPA Luncheon was held at the Petaluma Sheraton's Tolay Room on the first Wednesday, October 5th. Early season rain showers were moving thru the area, but the atmosphere inside was most inviting. Announcements were brief as little activity has been noted on PBGC/FICA issues lately.

A sample handout of the form used to sign up for the EEOC case was passed out, and there was discussion of the "new" training procedures being instituted on the line recently. Our Health and Welfare Chairman, George Hise was absent, so the group was urged to follow his sage advice. "drink wine, and be healthy!"..Deke Holman observed that the many attending seemed to be following this plan scrupulously.

In attendance were: Barney Hagen, Deke and Merle Holman, Woody Lockhart, Dick Lammerding, Norm DeBack, John Baczynski, Al Milotich, Bill McGuire, Sam and Mickie Orchard, Gardner "Bones" Bride, Tom and Joyce Grey, Ken and Shirley Corbin, Jules Lepkowsky, Dick Smith, Bob Grammer, Bob and Doris Donegan.

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## **SEATTLE GOONEY BIRDS LUNCHEON**

Sixteen gooney Birds met for lunch on a lovely day-cloudy but no rain, even though we need it. The Host, Bill Brett, had to stay home to nurse a sore neck. Chuck Westpfahl filled in as host and took the roster.

Conversation was lively at the two tables of eight members. It was noted that those present covered a span of about twenty five years and we were pleased that there were no Flown West announcements this month. The meeting broke up when Chuck had to return home to attend to his wife.

In attendance: Al Haynes, Herb Marks, Al Teel, Ken Case, Verl Roth, Jack Brown, Jim Chilton, Hank Kerr, George Brown, Dave Carver, Jim Barber, Gerry Pryde, Howard Holder, Fred Sindlinger, Dick Anderson, and Chuck Westpfahl.

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## **THE ANNUAL GUPPY GATHERING**

The Guppy Gathering-A meeting of pilots and flight attendants and spouses from the late '60's and early '70's who flew together out of SFO, and because of the stagnation of the airlines, flew together for months and months on end, thus becoming one big family. This gathering, as those in the past were different from the average family get together as with the family gathering, you would see a relative that you wanted to stay away from. NOT happening here. One of my greatest pleasures is seeing a person's face light up when seeing another friend that they have not seen for many, many years.

Attendees were Grant Adams, Bob and Kathleen Billings, Donald Booker, Jim and Carol Brennan, Gardner and Sheila Bride, Bob Chaber, Sam Cramb, Bob and Doris Donegan, Mike Donnelly, Al and Linda Fink, Lee and Shirley Francis, Ter and Lynn Garrison, Brian and Beth Graver, Tom and Joyce Grey, Dick Hanna, JR Hastings, Ernie and Mary Henderson, Wayne Heyerly, Deke Holman, Doug Howden, Gary Koverman, Steve Laurance, Bob Lawrence, Jim and Annie Mansfield, Steve McBride, Tom and Annie McGee, Bill McGuire, Bruce McLeod, George Mendonca and Jan McNaughton, Lew Meyer, D.G. "Mitch" Mitchell, Bill Monfort and Janet Russell, Barrie and Sharon Nelson, Shari Pitt, Leon and Vicky Scarbrough, Pat Sheehy, BS Smith, Bill Smith, Cleve Spring, Dave and Vivian Stolp, Lynn Strom, Tom and Jane Taber, Ellen and Ken Thompson, Wally Tweden, Gene and Carol Walter, Walt Wells and Linda Morley-Wells, Jan and Bill Wheadon.

First, let me give a big Thank You to Jan Wheadon for doing all the e-mail work letting folks know when and where, and then again to Jan, Vicky, Joyce and others unnamed who brought goodies and again to Vicky who brought a cake. It was a lunchtime meeting and you brought your own sandwich.

Last year's notable first time appearance at a GG was Joyce Lopez, a retired F/A from BWI, and she was unable to make this year's GG. Joyce, we missed you, and please plan on coming to the GG next year.

Lew Meyer wins the prize for traveling the farthest, as he came from eastern PA, and I am trying to figure who lives the closest, and the answer would be a few blocks if Gary and Suzanne Davis had been in town.



Next for long distance travel were Wally Tweden and Doug Howden from PDX, and Steve Laurance from Redmond, OR.

Otherwise, Leon and Vicky Scarbrough, Bob Chaber, Tom and Joyce Grey, Lynn Strom, Ter and Lynne Garrison, Dick and Carol Hanna, Wayne Heyerly, Don Booker, youngsters Brian and Beth Graver, and Gary Koverman represented Sonoma.

Sea Ranch-Ellen and Ken Thompson, Linda Morley-Wells and Walt Wells.

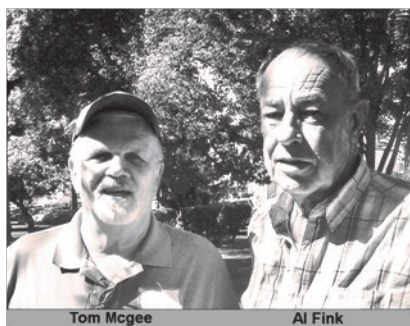
We also had some from Petaluma, Santa Rosa, San Rafael, Napa, St Helena, and down the peninsula way-Grant Adams, Sam Cramb, Cleve Spring, Bruce McLeod, Pat Sheehy, Bob Lawrence, Jim Hastings, Bill Smith, Bob and Kathleen Billings, Gardner and Sheila Bride, Deke Holman, Tom and Annie McGee, Bill and Jan Wheadon, Bill McGuire, Jim and Annie Mansfield, Mitch Mitchell, and from Scotts Valley were Barrie and Sharon Nelson, and Mike Donnelly, who also brought Shari Pitt. East Bay was represented by B S Smith, and Ernie and Mary Henderson.

Coming in from the valley and foothills of CA were Al and Linda Fink, Lee and Shirley Francis, Jim and Carol Brennan, Dave and Vivian Stolp, and just over the hill from Reno were Tom and Jane Taber.

Flying in from San Carlos was George Mendonca, bringing Jan McNaughton along. This was not their first flight up here, so guess George has not scared her too badly. George gives Young Eagles (an EAA program for young teenagers to get them interested in flying) flights in his homebuilt KitFox 4.



Al and Linda Fink Deke Holman Bill McGuire



Tom Mcgee Al Fink



Bruce Doris Bob Bob McLeod Donegan Lawrence Donegan



Kathleen Lew Gene Bones Leon Billings Meyer Walter Bride Scarbrough



Bill Bob Tom Larry Lew Bones Bill McGuire Donegan McGege Wright Meyer Bride Smith



Bill Wheadon Ernie and Mary Henderson



Gene Walter Dick Hanna



Ken and Ellen Thompson Shirley & Lee Francis Linda Morley-Wells Vicky Scarbrough



Annie and Jim Mansfield

I hope that we covered the bases, and mark September 26, 2012 for the next Guppy Gathering.  
*Leon Scarbrough*

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## CONVENTION REPORT

In the past year, I have attended two conventions. In May, Marie and I attended the RUAEA convention in Portland Oregon.

On October 7 and 8, we attended the Golden Eagles convention in Houston. We had a wonderful time at both. The Folks at both conventions made us feel right at home. The Golden Eagles' convention was a two day affair. A golf tournament was held on the first day. My team finished fourth thanks to two long birdie putts that I made and one birdie putt by the President of the Golden Eagles. A business meeting and a banquet were held on the second day. The entertainment was very good. A Frank Sinatra impersonator and a Dean Martin impersonator had us all up dancing to some of their greatest hits. A total of 134 people were in. As many of you know by now, RUAEA's next convention is in Washington DC next October. The Golden Eagles' convention will be in Las Vegas next October. I would encourage you to try to attend one or the other.

What about RUPA conventions you ask? Our current President has reminded me that our 50th anniversary is in 2013. She has suggested we try to have a convention to celebrate RUPA's anniversary. Hopefully with the working pilots reaching age 65 in 2012, we will have a bunch of new members. The BOD has been asked to consider having a convention and selecting a site. Stay tuned.

Stay active, *Ron Jersey*  
Conv. Comm. Chairman

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## LETTER FROM THE PRESIDENT OF RUAEA

As the merger of United and Continental, reportedly a merger of equals has moved forward, it is apparent that it really is a takeover by Continental but keeping the name of United. Continental Air lines has, and had, little regard for its retirees. Now that culture has permeated the new United Airlines, since most of the new management is from Continental Airlines.

Over the past ten years, United and its retirees had a good relationship and on many occasions, the retirees were able to help the company with grass roots efforts with the likes of new international routes, legislation that might be detrimental to the company and many volunteer opportunities. The new management apparently sees no need for such support in the future as they denigrate the retiree community. The new management knew they had a problem with two very different pass travel programs. They disbanded a successful advisory committee and issued a highly slanted survey. Thousands were excluded from the survey because they either did not have a computer or were not proficient enough to use one for this purpose. Even so, close to 80,000 employees/retirees responded and a very high percentage claimed they were satisfied with their current program. In spite of that, substantial changes were made to the detriment of retirees. Now with the new program to go into effect, thousands again will be left in the dark. Why, because the only way an employee or retiree can find the details is via the internet, specifically Skynet or whatever the new website will be called.

The Director of Employee Pass Travel, Laura Motelet, to her credit, has tried to answer the multitude of questions and concerns about the new pass travel policy. A lot of the answers are simply to support what the survey told the company. We are told that retirees only make a couple a trips per year on average, so that is why there are only eight one-way vacation passes. Also, they say not many retirees use the companion/buddy passes. But the answer as why retirees will not get these passes is that these passes would cost the company money. If that is the case why do 80,000 co-workers get them? Lately, the responses have been we should be glad we are getting what has been announced. We should also be excited about all the new routes that will be available. The new policy will go into effect in phases between January and March 2012. No specifics as of yet ... check Skynet!

We have also been told that any further discussion on this issue will be fruitless. Donna Towle, VP-HR Employee Relations, began what was to be a quarterly gathering of the leaders of the different retiree organizations, RUAEA, RUPA, RAFA, Clipped Wings, ARECA and the Golden Penguins. There have been two



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gatherings and another was scheduled for October. After we questioned the tone and substance of the responses from Laura, the next gathering has been postponed until after the first of the year. Again, we have been told that no further discussion about pass travel is necessary! But the good news is RUAEA, RUPA, RAFA and Clipped Wings have forged a closer relationship that should work well for the future.

So where are we? Several months ago, an anonymous group calling themselves, United Retirees for Action, circulated an online petition that reportedly was given to Mr. Smisek at a meeting in Washington. That group has been rather silent until just recently. Dale Whitaker, a retiree living in Colorado, has filed an age discrimination complaint to the company and the EEOC. Now a Herbert Woods has developed a website [www.unitedretired.com](http://www.unitedretired.com) where he is encouraging retirees to join in the complaint. Just to clarify ... this is a complaint, not a lawsuit. RUAEA's position on this complaint is neutral. We believe that it is up to each retiree to decide what course of action to take. During the bankruptcy, it was determined that RUAEA has no legal standing to represent all retirees in such actions. Lastly, there was an article in the Denver Post on Labor Day, highlighting retiree frustration with the new pass policy. This may not make any difference but certainly it is not good PR for the company.

On another issue, for several years RUAEA has been fortunate to have the company provide us with the names and addresses of new retirees on a quarterly basis. We had to sign off on documents that this data would only be used to solicit membership in RUAEA as well as the local chapters. We have stayed faithful to that agreement. Continental retiree organizations were not as fortunate. Now with the new management, that agreement has been terminated. We have been told that the new retirement packages will have information about RUAEA and the other retiree organizations.

One more comment on Medical Insurance. As mentioned last month, the company is required to offer medical insurance to all that retired prior to July 1, 2003. Questions about medical insurance came up at the Portland Convention. We were told at that time that there were to be no changes for 2012 but they could not or would not comment on 2013 and beyond.

In closing, RUAEA is making every effort to keep the benefits we have from United and to make improvements. We want to thank all who continue to support us in these difficult times. Your emails and phone calls are appreciated. Ron Bertacini President- RUAEA

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## **United Airlines' First Boeing 787 Dreamliner Rolls Out of Factory**

United Airlines today announced that Boeing completed the final assembly of the airline's first 787 Dreamliner Wednesday evening, October 12, finishing the first major step in the aircraft's production. United will be the first North American carrier to take a 787 delivery, with plans to introduce the first of 50 Dreamliners into revenue service in 2012.

While in final assembly, the aircraft moved through four factory positions, including the final aircraft body join, landing gear installation, weight-on-wheels testing and installation of interior components and systems. Over the next several months, the aircraft will move to the next phase of completion, which includes final cabin configuration, installation of engines and painting.

Boeing will configure United's first 787 with 36 seats in BusinessFirst, 63 seats in Economy Plus and 120 seats in Economy. The aircraft's use of light-weight composites, together with more electric systems, modern engines and improved aerodynamic design, allows it to fly farther, faster and more efficiently. Customers will experience greater comfort with improved lighting, bigger windows, larger overhead bins, lower cabin altitude and enhanced ventilation systems, among other passenger-friendly features.

United Continental Holdings' subsidiaries Continental and United each ordered 25 Dreamliners. With expanded range capabilities, greater fuel efficiency and superior operating economics, the 787 will allow United to target new long-haul markets and replace older, less-efficient widebody aircraft.





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## United puts iPads in cockpits for 'paperless flight deck'

United Airlines is joining the “paperless flight deck” revolution, announcing that it is distributing 11,000 iPads to United and Continental pilots to replace bulky paper navigation charts in the cockpit.

The announcement gives further momentum to a movement underway since spring, when the Federal Aviation Administration authorized pilots to use iPads running the Jeppesen Mobile TC navigation app instead of paper maps. FAA spokesman Les Dorr told *Macworld* on Tuesday that about a dozen airlines—including, perhaps most famously, Alaska Airlines—have made the switch to iPad-based charts.

United and Continental will use a different app—the new Jeppesen Mobile FD application. United said that pilots typically carry 12,000 sheets of paper to chart their course during flights; the introduction of the iPad should save the airline 16 million sheets of paper and, thanks to the reduction in weight, 326,000 gallons of jet fuel per year.

The fact that an airline cockpit has required so much paper might be surprising when you consider how mechanized most flights are these days, with computers in control of most in-flight duties. “About 75 to 80 percent of a flight is done using the autopilot, in conjunction with the flight management system,” Kevin Hiatt, executive vice president of the Flight Safety Foundation, told AOL Travel last year.

iPads won’t completely eliminate paper charts from the cockpit, the FAA’s Dorr said: Like passengers, pilots aren’t allowed to use electronic devices below 10,000 feet—and that includes the iPad. And the iPad charts will only guide pilots while their planes are within a 50-mile radius of their originating and destination airports, he said. The charts for the in-route portion of a flight are still too complex to be displayed well on any electronic device, Dorr said.

While iPads are increasingly used in the workplace, they’re also well-known for their entertainment value—providing access to movies, games, and videos. But Dorr said there’s little risk that pilots will be distracted by an in-flight game of Angry Birds.

“Every airline will have, probably spelled out in detail, what they can or can’t do,” he told *Macworld*. “We issued a reminder last April that any cockpit distraction can be a safety risk—and that includes electronic devices. We would say that would be a cockpit distraction.”

Dorr added: “We really don’t expect that to happen. I don’t believe, in the evaluations we’ve seen, that’s been an issue at all. Most pilots are dedicated professionals.”

Dorr said the FAA is giving airlines an initial six-month period to evaluate the use of iPads in the cockpit, after which permanent authorization is expected to be granted.

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### WE’LL ALL BE ON SAME (HOME) PAGE SOON

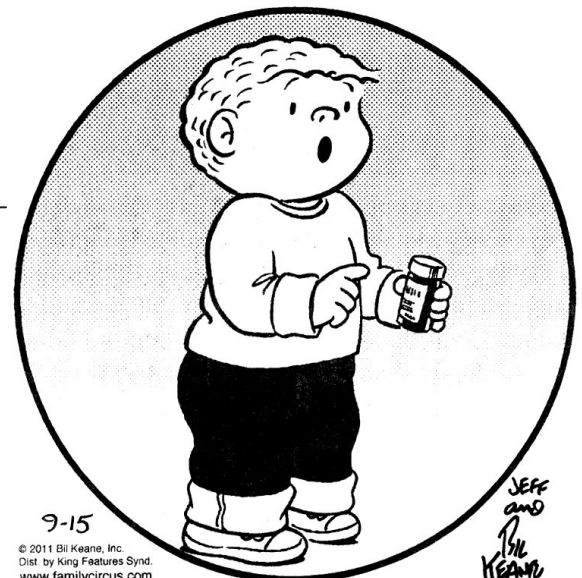
Flying Together will be the common intranet homepage for all coworkers starting in October, marking another level of integration at the new United. All the tools and information you need from InsideCOair and SkyNet will still be accessible, but now directly through Flying Together.

The enhanced homepage will offer better navigation, customization options and a comprehensive search tool to find information throughout our intranet. Stay tuned for more information about Flying Together in the coming weeks.



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### Family Circus/Bil Keane



9-15  
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Dist. by King Features Synd.  
www.familycircus.com

“How does this childproof cap know how old I am?”

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## FLYING'S GLAMOUR FADING FOR PILOTS, ATTENDANTS

By Jenalia Moreno, Houston Chronicle

An evening stroll past the Eiffel Tower isn't typically on Continental Airlines Capt. Mike Jones' itinerary when he flies to Paris. He prefers to go directly to his hotel room to sleep.

After 24 years of flying for Continental, Jones knows it takes him exactly 24 minutes to get out of bed, dress and walk out his hotel room door. He's a professional traveler, and to him the life isn't that glamorous.

ABC television's new show Pan Am tries to capture the excitement of air travel in the 1960s. While such Hollywood productions often portray the lifestyles of pilots and flight attendants as exciting, most who actually do those jobs say they focus more on getting sleep and grabbing a quick meal between takeoffs than on partying.

Years ago - in the period when Pan Am is set and even later, when Jones started his commercial flying career - a pilot's life was closer to the glamorous Hollywood portrayal, he said. "I got to go to a lot of places that most people only get to read about," Jones said. "There was a lot of camaraderie with the crew. We'd go out to dinner as a group and just have fun. The mood was different then. But changes in the industry have made it a lot less fun." The same changes that have drawn complaints from customers - including airport security and the consolidation of carriers - have also affected flight attendants and pilots.

With fewer carriers and planes in the skies, fewer seats are available today than even a decade ago. That makes planes more full for paying passengers, and makes it harder for flight attendants and pilots to find available seats during their time off, so they have less chance to use their free travel benefits.

"I almost never travel on my days off," said! First Officer Justin Maximov, who on occasion has arrived at the Houston airport with his bags packed for a vacation only to return home after learning no seat was available. And even if pilots can find a free seat to a destination, there's no guarantee of one for the return trip. When Jones went to Phoenix on his last vacation, he bought his own ticket.

The lives of flight attendants have changed since the 9/11 terrorist attacks, said Christine Diaz, who began working as a flight attendant for Continental less than a year before the attacks.

In addition to traditional unpleasant tasks like cleaning up after passengers with airsickness, flight attendants now learn how to restrain someone with handcuffs, and how to block the path to the cockpit with a beverage cart. Diaz recently broke up a fight between two male passengers over who would get off the plane first.

"There's no glamour in that," she said.

What pilots find most grueling is the ever-changing schedule. "You have to keep a bag packed. You never know when you'll be called to do a 40-minute flight to the next state over or you're on a flight to London or Paris. You have to be flexible," Maximov said.

And then there's the strain on family life. Pilots miss weekends, holidays and birthdays with their families. Many pilots have been divorced more than once. Jones is on his second marriage and has four children.

"Each one has said, 'I hate the airlines,'" Jones said, after he missed a milestone in their lives.

Still single, Maximov finds it difficult to date because of his job, and he doesn't plan to have children because he works a schedule that changes every week. "I guess it's no different than any other profession that has crazy schedules, like doctors or lawyers," he said.

What governs pilots' schedules - indeed, their entire working lives - is seniority. Seniority figures in where pilots can live, because it determines where they're based. Pilots who have more years with a carrier are more likely to get the vacation, schedule and routes they want, and to fly the kinds of aircraft they prefer. They also make more money. "Every element of our work experience is based on seniority," said Maximov, who likes to fly to Los Angeles, where he can visit his 5-year-old nephew. "When we make a selection of the carrier, we are permanently hitching our wagon to that carrier. We want to make sure the carrier is successful. We just can't up and leave because we are starting all over." Jones can spend more time with his teenage son now because he has accrued enough seniority to have weekends off - but that means someone who hasn't been with the company as long is stuck with the Saturday and Sunday flights.

Still, there are plenty of benefits to the job. "We never bring the work home with us," Jones said. And they still enjoy flying. "I never get tired of seeing a sunrise from the cockpit," Maximov said.

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## AUTOMATION IN THE AIR DULLS PILOT SKILL

By Joan Lowy—Associated Press

Pilots' "automation addiction" has eroded their flying skills to the point that they sometimes don't know how to recover from stalls and other mid-flight problems, say pilots and safety officials. The weakened skills have contributed to hundreds of deaths in airline crashes in the last five years.

Some 51 "loss of control" accidents occurred in which planes stalled in flight or got into unusual positions from which pilots were unable to recover, making it the most common type of airline accident, according to the International Air Transport Association.

"We're seeing a new breed of accident with these state-of-the-art planes," said Rory Kay, an airline captain and co-chair of a Federal Aviation Administration advisory committee on pilot training. "We're forgetting how to fly."

Opportunities for airline pilots to maintain their flying proficiency by manually flying planes are increasingly limited, the FAA committee recently warned. Airlines and regulators discourage or even prohibit pilots from turning off the autopilot and flying planes themselves, the committee said.

Fatal airline accidents have decreased dramatically in the U.S. over the past decade. However, The Associated Press interviewed pilots, industry officials and aviation safety experts who expressed concern about the implications of decreased opportunities for manual flight, and reviewed more than a dozen loss-of-control accidents around the world.

Safety experts say they're seeing cases in which pilots who are suddenly confronted with a loss of computerized flight controls don't appear to know how to respond immediately, or they make errors - sometimes fatally so.

A draft FAA study found pilots sometimes "abdicate too much responsibility to automated systems." Because these systems are so integrated in today's planes, one malfunctioning piece of equipment or a single bad computer instruction can suddenly cascade into a series of other failures, unnerving pilots who have been trained to rely on the equipment.

The study examined 46 accidents and major incidents, 734 voluntary reports by pilots and others as well as data from more than 9,000 flights in which a safety official rides in the cockpit to observe pilots in action. It found that in more than 60 percent of accidents, and 30 percent of major incidents, pilots had trouble manually flying the plane or made mistakes with automated flight controls.

A typical mistake was not recognizing that either the autopilot or the auto-throttle - which controls power to the engines - had disconnected. Others failed to take the proper steps to recover from a stall in flight or to monitor and maintain airspeed. The airline industry is suffering from "automation addiction," Kay said. In the most recent fatal airline crash in the U.S., in 2009 near Buffalo, NY, the co-pilot of a regional airliner programmed incorrect information into the plane's computers, causing it to slow to an unsafe speed. That triggered a stall warning. The startled captain, who hadn't noticed the plane had slowed too much, responded by repeatedly pulling back on the control yoke, overriding two safety systems, when the correct procedure was to push forward. An investigation later found there were no mechanical or structural problems that would have prevented the plane from flying if the captain had responded correctly. Instead, his actions caused an aerodynamic stall. The plane plummeted to earth, killing all 49 people aboard and one on the ground.

Two weeks after the New York accident, a Turkish Airlines Boeing 737 crashed into a field while trying to land in Amsterdam. Nine people were killed and 120 injured. An investigation found that one of the plane's altimeters, which measures altitude, had fed incorrect information to the plane's computers. That, in turn, caused the auto-throttle to reduce speed to a dangerously slow level so that the plane lost lift and stalled. Dutch investigators described the flight's three pilots' "automation surprise" when they discovered the plane was about to stall. They hadn't been closely monitoring the airspeed.

Last month, French investigators recommended that all pilots get mandatory training in manual flying and handling a high-altitude stall. The recommendations were in response to the 2009 crash of an Air France jet flying from Brazil to Paris. All 228 people aboard were killed. An investigation found that airspeed sensors fed bad information to the Airbus A330's computers, and that caused the autopilot to disengage suddenly and a stall warning to activate. The co-pilot at the controls struggled to save the plane, but because he kept point-



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ing the plane's nose up, he actually caused the stall instead of preventing it, experts said. Despite the bad air-speed information, which lasted for less than a minute, there was nothing to prevent the plane from continuing to fly if the pilot had followed the correct procedure for such circumstances, which is to continue to fly levelly in the same direction at the same speed while trying to determine the nature of the problem.

In such cases, the pilots and the technology are failing together, said former US Airways Capt. Chesley "Sully" Sullenberger, whose precision flying is credited with saving all 155 people aboard an Airbus A320 after it lost power in a collision with Canada geese shortly after takeoff from New York's LaGuardia Airport two years ago. "If we only look at the pilots - the human factor - then we are ignoring other important factors," he said. "We have to look at how they work together."

The ability of pilots to respond to the unexpected loss or malfunction of automated aircraft systems "is the big issue that we can no longer hide from in aviation," said Bill Voss, president of the Flight Safety Foundation in Alexandria, Va. "We've been very slow to recognize the consequence of it and deal with it." The foundation, which is industry supported, promotes aviation safety around the world.

Airlines are also seeing smaller incidents in which pilots' waste precious time repeatedly trying to restart the autopilot or fix other automated systems when what they should be doing is "grasping the controls and flying the airplane," said Bob Coffman, another member of the FAA pilot training committee and an airline captain. Paul Railsback, operations director at the Air Transport Association, which represents airlines, said, "We think the best way to handle this is through the policies and training of the airlines to ensure they stipulate that the pilots devote a fair amount of time to manually flying. We want to encourage pilots to do that and not rely 100 percent on the automation. I think many airlines are moving in that direction."

In May, the FAA proposed requiring airlines to train pilots on how to recover from a stall, as well as expose them to more realistic problem scenarios.

But other new regulations are going in the opposite direction. Today, pilots are required to use their autopilot when flying at altitudes above 24,000 feet, which is where airliners spend much of their time cruising. The required minimum vertical safety buffer between planes has been reduced from 2,000 feet to 1,000 feet. That means more planes flying closer together, necessitating the kind of precision flying more reliably produced by automation than human beings. The same situation is increasingly common closer to the ground. The FAA is moving from an air traffic control system based on radar technology to more precise GPS navigation. Instead of time-consuming, fuel-burning stair-step descents, planes will be able to glide in more steeply for landings with their engines idling. Aircraft will be able to land and take off closer together and more frequently, even in poor weather, because pilots will know the precise location of other aircraft and obstacles on the ground. Fewer planes will be diverted.

But the new landing procedures require pilots to cede even more control to automation. "Those procedures have to be flown with the autopilot on," Voss said. "You can't afford a sneeze on those procedures."

Even when not using the new procedures, airlines direct their pilots to switch on the autopilot about a minute and a half after takeoff when the plane reaches about 1,000 feet, Coffman said. The autopilot generally doesn't come off until about a minute and a half before landing, he said.

Pilots still control the plane's flight path. But they are programming computers rather than flying with their hands. Opportunities to fly manually are especially limited at commuter airlines, where pilots may fly with the autopilot off for about 80 seconds out of a typical two-hour flight, Coffman said.

But it is the less experienced first officers starting out at smaller carriers who most need manual flying experience. And, airline training programs are focused on training pilots to fly with the automation, rather than without it. Senior pilots, even if their manual flying skills are rusty, can at least draw on experience flying older generations of less automated planes.

Adding to concerns about an overreliance on automation is an expected pilot shortage in the U.S. and many other countries. U.S. airlines used to be able to draw on a pool of former military pilots with extensive manual flying experience. But more pilots now choose to stay in the armed forces, and corporate aviation competes for pilots with airlines, where salaries have dropped.

Changing training programs to include more manual flying won't be enough because pilots spend only a few days a year in training, Voss said. Airlines will have to rethink their operations fundamentally if they're going to give pilots realistic opportunities to keep their flying skills honed, he said.

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## UCLA on Alzheimers

Excerpted from Jean Carper's newest book: "100 Simple Things You Can Do to Prevent Alzheimer's"

"The idea that Alzheimer's is entirely genetic and unpreventable is perhaps the greatest misconception about the disease," says Gary Small, M.D., director of the UCLA Center on Aging. Researchers now know that Alzheimer's, like heart disease and cancer, develops over decades and can be influenced by lifestyle factors including cholesterol, blood pressure, obesity, depression, education, nutrition, sleep and mental, physical and social activity.

The big news: Mountains of research reveals that simple things you do every day might cut your odds of losing your mind to Alzheimer's.

In search of scientific ways to delay and outlive Alzheimer's and other dementias, I tracked down thousands of studies and interviewed dozens of experts. The results in a new book: 100 Simple Things You Can Do to Prevent Alzheimer's and Age-Related Memory Loss (Little, Brown; \$19.99). Here are 10 strategies I found most surprising.

**1. Have coffee.** In an amazing flip-flop, coffee is the new brain tonic. A large European study showed that drinking three to five cups of coffee a day in midlife cut Alzheimer's risk 65% in late life. University of South Florida researcher Gary Arendash credits caffeine: He says it reduces dementia-causing amyloid in animal brains. Others credit coffee's antioxidants. So drink up, Arendash advises, unless your doctor says you shouldn't.

**2. Floss.** Oddly, the health of your teeth and gums can help predict dementia. University of Southern California research found that having periodontal disease before age 35 quadrupled the odds of dementia years later. Older people with tooth and gum disease score lower on memory and cognition tests, other studies show. Experts speculate that inflammation in diseased mouths migrates to the brain.

**3. Google.** Doing an online search can stimulate your aging brain even more than reading a book, says UCLA's Gary Small, who used brain MRIs to prove it. The biggest surprise: Novice Internet surfers, ages 55 to 78, activated key memory and learning centers in the brain after only a week of Web surfing for an hour a day.

**4. Grow new brain cells.** Impossible, scientists used to say. Now it's believed that thousands of brain cells are born daily. The trick is to keep the newborns alive. What works: aerobic exercise (such as a brisk 30-minute walk every day), strenuous mental activity, eating salmon and other fatty fish, and avoiding obesity, chronic stress, sleep deprivation, heavy drinking and vitamin B deficiency.

**5. Drink apple juice.** Apple juice can push production of the "memory chemical" acetylcholine; that's the way the popular Alzheimer's drug Aricept works, says Thomas Shea, Ph.D., of the University of Massachusetts. He was surprised that old mice given apple juice did better on learning and memory tests than mice that received water. A dose for humans: 16 ounces, or two to three apples a day.

**6. Protect your head.** Blows to the head, even mild ones early in life, increase odds of dementia years later. Pro football players have 19 times the typical rate of memory-related diseases. Alzheimer's is four times more common in elderly who suffer a head injury, Columbia University finds. Accidental falls doubled an older person's odds of dementia five years later in another study. Wear seat belts and helmets, fall-proof your house, and don't take risks.

**7. Meditate.** Brain scans show that people who meditate regularly have less cognitive decline and brain shrinkage - a classic sign of Alzheimer's - as they age. Andrew Newberg of the University of Pennsylvania School of Medicine says yoga meditation of 12 minutes a day for two months improved blood flow and cognitive functioning in seniors with memory problems.

**8. Take D.** A "severe deficiency" of vitamin D boosts older Americans' risk of cognitive impairment 394%, an alarming study by England's University of Exeter finds. And most Americans lack vitamin D. Experts

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recommend a daily dose of 800 IU to 2,000 IU of vitamin D3.

**9. Fill your brain.** It <http://brain.it/> 's called "cognitive reserve." A rich accumulation of life experiences - education, marriage, socializing, a stimulating job, language skills, having a purpose in life, physical activity and mentally demanding leisure activities - makes your brain better able to tolerate plaques and tangles. You can even have significant Alzheimer's pathology and no symptoms of dementia if you have high cognitive reserve, says David Bennett, M.D., of Chicago's Rush University Medical Center.

**10. Avoid infection.** Astonishing new evidence ties Alzheimer's to cold sores, gastric ulcers, Lyme disease, pneumonia and the flu. Ruth Itzhaki, Ph.D., of the University of Manchester in England estimates the cold-sore herpes simplex virus is incriminated in 60% of Alzheimer's cases. The theory: Infections trigger excessive beta amyloid "gunk" that kills brain cells. Proof is still lacking, but why not avoid common infections and take appropriate vaccines, antibiotics and antiviral agents?

### **What to Drink for Good Memory:**

A great way to keep your aging memory sharp and avoid Alzheimer's is to drink the right stuff.

**a. Tops: Juice:** A glass of any fruit or vegetable juice three times a week slashed Alzheimer's odds 76% in Vanderbilt University research. Especially protective: blueberry, grape and apple juice, say other studies.

**b. Tea:** Only a cup of black or green tea a week cut rates of cognitive decline in older people by 37%, reports the Alzheimer's Association. Only brewed tea works. Skip bottled tea, which is devoid of antioxidants.

**c. Caffeine beverages:** Surprisingly, caffeine fights memory loss and Alzheimer's, suggest dozens of studies. Best sources: coffee (one Alzheimer's researcher drinks five cups a day), tea and chocolate. Beware caffeine if you are pregnant, have high blood pressure, insomnia or anxiety.

**d. Red wine:** If you drink alcohol, a little red wine is most apt to benefit your aging brain. It's high in antioxidants. Limit it to one daily glass for women, two for men. Excessive alcohol, notably binge drinking, brings on Alzheimer's.

**e. Two to avoid:** Sugary soft drinks, especially those sweetened with high fructose corn syrup. They make lab animals dumb. Water with high copper content also can up your odds of Alzheimer's. Use a water filter that removes excess minerals.

### **Five Ways to Save Your Kids from Alzheimer's Now:**

Alzheimer's isn't just a disease that starts in old age. What happens to your child's brain seems to have a dramatic impact on his or her likelihood of Alzheimer's many decades later. Here are five things you can do now to help save your child from Alzheimer's and memory loss later in life, according to the latest research.

**1. Prevent head blows:** Insist your child wear a helmet during biking, skating, skiing, baseball, football, hockey, and all contact sports. A major blow as well as tiny repetitive unnoticed concussions can cause damage, leading to memory loss and Alzheimer's years later.

**2. Encourage language skills:** A teenage girl who is a superior writer is eight times more likely to escape Alzheimer's in late life than a teen with poor linguistic skills. Teaching young children to be fluent in two or more languages makes them less vulnerable to Alzheimer's.

**3. Insist your child go to college:** Education is a powerful Alzheimer's deterrent. The more years of formal schooling, the lower the odds. Most Alzheimer's prone: teenage drop outs. For each year of education, your risk of dementia drops 11%, says a recent University of Cambridge study.

**4. Provide stimulation:** Keep your child's brain busy with physical, mental and social activities and novel experiences. All these contribute to a bigger, better functioning brain with more so-called 'cognitive reserve.' High cognitive reserve protects against memory decline and Alzheimer's.

**5. Spare the junk food:** Lab animals raised on berries, spinach and high omega-3 fish have great memories in old age. Those overfed sugar, especially high fructose in soft drinks, saturated fat and trans fats become overweight and diabetic, with smaller brains and impaired memories as they age, a prelude to Alzheimer's.



# LETTERS

**JOHN ALDEN**—New Smyrna Beach, FL  
It's been another good year. With it go many thanks to all who do so much for RUPA. It is truly appreciated. *JR*

**DON BARNHART**—La Center, WA  
September first has come and gone – and Don is still hanging around. He celebrated his 92<sup>nd</sup> birthday at Beaches Restaurant on the Columbia River in Vancouver, WA. We are regulars there. It is a great place to celebrate anything: good food, neat staff, great view, etc. For those of you who fly in and out of PDX, a Beaches Restaurant opened there a little over a year ago – you can't miss it.

Our little city of La Center is the smallest city in Clark County and we live on a portion of his family's farm which was purchased in the late 1880's. Even with the development all around us, we still enjoy our 20 acres with some beef cattle in the fields, eagle nests in the woods and a view of Mount Hood to the south. The drive across the Columbia River to PDX is about 35 minutes – though we have not flown in a number of years now.

Don was hired by United in Portland in January 1941 and retired the end of May 1982 from SFO. He still enjoys reading about aviation, following the NASA flights and reading the *RUPANEWS*. He reads it from cover to cover and looks for letters written by the many pilots he worked with in Seattle and San Francisco. However, I think he has "outlasted" most of them at this point. Each birthday in recent years he wakes up and announces "Well, I made it."

We thank everyone in RUPA for the great job they do in keeping everyone posted and providing entertaining reading, cartoons and photos. We just mailed Don's dues and cross our fingers that *RUPANEWS* will continue – even if online may be the only option.

Our best wishes to all for a lovely Holiday Season ahead.

Sincerely, *Don and Barbara*

**WALT BOHL**—Fountain Valley, CA  
Hello to all, Seventeen years of retirement that is being enjoyed by both of us.

We planned to go to Christchurch New Zealand, but they had another series of earthquakes. All three of their Intercontinental hotels are closed until the end of 2012, so it was off to Australia. In April we spent five nights in Melbourne and ten nights in Sydney. All four airline legs were on UAL in First Class. On October 24th, we planned to go to Honolulu for five nights, but Marnie is scheduled for surgery on the 24th.

Travel on UAL in 2012 and beyond will be different with the new pass policies. I wrote an article for the American Aviation Historical Society on the seven UAL Boeing 377s (Stratocruisers). I submitted an article on the Boeing 95 mailplane and it was published in the current Journal. UAL had 21 of the 95s and Western Air Express had four of the mailplanes. My next article is on the UAL Boeing 80s and the article is 85% complete. Currently I am a Docent at the Lyon Air Museum on Orange County Airport



**Boeing 95 NC424E No. 6623**

Thank you to all that put out the RUPA magazine. By snail mail is a check for \$25.00 postage plus some to help for the kitty. Our letter is on time for the thirteenth year in a row. *Marnie & Walt '55-'94*

**BOB DORSEY**—Readfield, ME  
Where does the time go? Eleven years since my last UAL flight into IAD with the fire department honor salute.

Carol and I celebrated our 50<sup>th</sup> anniversary with a surprise visit by our daughters and grandson and an Alaska cruise. We returned from the cruise to our

Maine lake house for the 8<sup>th</sup> year as an escape from the Florida heat, humidity, and hurricanes although we did experience a hurricane here but fortunately there was no damage. It has been another great time here in the north woods with lots of boating (power, kayaks, and sailing), some fishing and towing our grandson around on a kneeboard and tube.

I'm disappointed about losing our "date of hire" priority for travel but guess we will have to take what they give us with not much horsepower to make any changes. I made a number of domestic trips this year and was usually number one on the standby list and got on every flight even though some were listed as oversold. I guess this will change after January 1 when the changes take place. It will mean that I will probably be buying a few more tickets if I really need to get someplace at a specific time, or either I will leave a few days early. Have heard a few horror stories about people being stuck for days and spending a lot of time hanging around the airport; not my idea of a good time.

Still working with the Civil Air Patrol in Pensacola and just completed a water survival course given by the Air Force at NAS Pensacola. Been a long time since I had to jump in and climb aboard a life raft. They had 20 man and one man rafts and we boarded both while wearing flight suits and PFDs and then were hoisted out of water via a crane instead of a helicopter. I guess that is a cost saving measure but not as much fun. Had to complete this course to qualify for over water missions like the Gulf oil spill but sure hope we do not have more of those.

Thanks to all who work on the *RUPANEWS*.

**Bob Dorsey**, PAA/UAL 1966-1999

**BILL ENGEL**—Easton, PA

Leon, thanks for the note mentioning my lateness in my RUPA annual magazine and payment. Enclosed is my check. I appreciate your having to spend extra time to take care of something I should have done last July. Age 91.

I am doing exercise and walk about two miles every day.

All my mail goes to my daughter's address which is about 2 ½ miles from me. I use Mealin X-Ray equipment to do all my reading. My eyes and ears are both almost zero.

Thanks again for your efforts, and God bless you for putting out a very good magazine. **Bill**

**JIM ENRIGHT**—Barrington, IL

Dear Leon, sorry to be so late with my check. Memory is the second thing to go with old age.

All is well here in Chicago except the Bubs.

My Directory information is good. Thanks for your patience and time keeping the Assn. together.

Sincerely, *Jim*

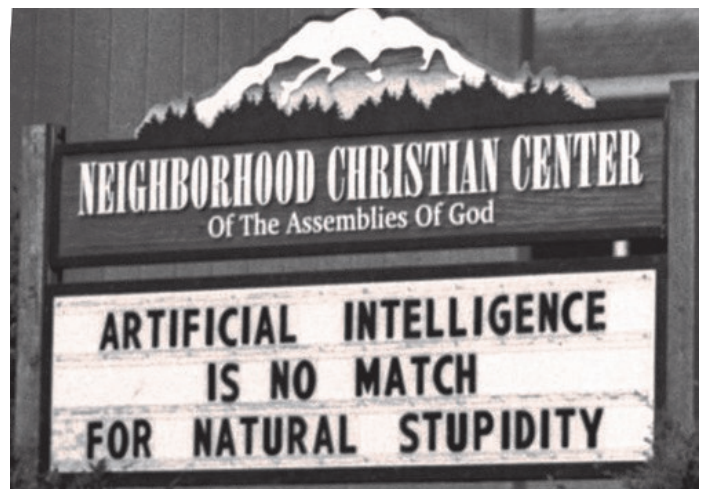
**JON FOLVEN**—Oshkosh, WI

Cleve, I'm sending a couple of year's worth of dues because these years roll by so fast (just like the toilet paper analogy) that I would probably be remiss again next year.

I've been trying to downsize, but it hasn't been going very well. I put my place in AK up for sale, but had no bites. I did spend a wonderful summer up there hanging out with retired pilots, Bill McNelly and Roy Stuckey. Fishing was the best since I moved up there. I went flying a couple of times with Roy who is a basified BUSH pilot, landing on beaches all along the Cook Inlet.

My wife threw me a curve by moving to KY to be near some of the grandkids, so now I have that place besides my house in Oshkosh (minus nice furniture) and my cabins in Northern MN. I mow a lot of lawns. I had to log off my farm in WI, so my Woodmeizer saw mill really got a workout this spring. I have about five thousand more board feet to cut this fall. It's a pretty labor intensive process, but those 75 year old White Pine are only worth \$50 a piece on the stump. Still haven't started my retirement home in MN, but I've got the lumber.

I'm now in KY taking care of my grandsons while my daughter accompanies her husband (a Delta pilot) to Prague. Their travel privileges are not so great either and non-reviving is just as much a pain



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for them as it is us. We have been blessed with good health and great children and grandchildren.

Thanks for keeping the *RUPANEWS* alive. You guys are the best.

*Jon Folven*, '79-'07 ORD, ANC, JFK, ORD

**DICK HAMPTON**—Port Ludlow, WA

I just completed 19 years of retirement. My wife and I still time on The Briny on our "Island Flyer."

We just returned from Europe and a cruise from Barcelona to Venice on Princesses Cruise Line and a week at a Tuscany cooking school.

Thanks to you & crew for your hard work for putting out the RUPA magazine. We enjoy it a lot.

*Dick*

**JIM HUFF**—Vancouver, WA

Aloha Cleve! Nice to see the letter from Verle Roth, whom I flew co-pilot for on some DC-3 trips when I was TDY in SEA from SFO in the spring of '56!

22 years now and counting!! You can bet your "sweet bippy" that W.A. Patterson, Dick Petty, Gus Summermeier and other great UAL management persons are "turning over in their graves" about the presently to be retiree pass privileges!

I can remember when Mr. Patterson knew "every" pilot by name, and even sent a "baby blanket" to each new UAL parent!! "How times have changed"!!

I wonder if "any" present employees are "proud" of their company?? I'm sure no UAL retiree's are!

Like many other "retiree's" I recognize "fewer" names in the *RUPANEWS*, but do appreciate those I do and the time and efforts of everyone who get the news to us all.

P.S. "Check's in the mail" ...fraternally, *Jim*

**RON HUFFMAN**—Enumclaw, WA

Since Ron's last birthday, he fell on Dec. 1, 2010 and broke his paralyzed leg. He had broken the same leg (different place) 16 years prior. It was a long recovery, but he is back to walking, driving and his daily Starbucks visits.

We were able to attend our 50th University of Cincinnati reunions in May -Ron, civil engineering and Barbara, nursing. In August, we had a great 50th wedding anniversary on an Alaska cruise. All of

our 3 daughters, their spouses and our 10 grandchildren were able to come.

We keep involved with the local grandchildren and their many activities, and hope to keep traveling and visiting "old" friends.

It's always good to read the *RUPANEWS*!

Thanks, *Barbara Huffman*

**CHUCK KETTERING**—Reno, NV

Wow! That was a quick year. As they say "when you're having fun". And I definitely am.

Still skiing (although this year is questionable) with Mac McCroskey in CO and a short week in Sun Valley. Also, Mt. Rose just down the road from my doorstep (30 minutes).

I've got two experimental airplanes at Stead, which takes much of my time and most of my spare change.

Not too happy with the new United's plan for our promised travel benefits, but I guess it could be worse. Sorry I couldn't make the Guppy Gathering; I thought there was a chance this year, but it just didn't work out, hopefully next year. I do see some great guys at our "Biggest little Group" lunches.

My sincere "thanks" to the RUPA officers who are keeping it alive. And Leon! A new shoulder, WOW! I'm glad to hear it is working out.

*Chuck* '57-'95, SFO-ORD-SFO

**JOHN KING**—Midland, VA

I don't write often because I don't do the exciting things and cruises you all manage to do. I'm content on my VA farm trying to keep a few of my old tractors and airplanes running.

My 1939 Waco UPF-7 ran a little rough early this year, but seems to be OK now after cleaning the plugs and mag points several times. Things were different for son John's Stearman (side no. 747) when it blew a cylinder off on takeoff at our Flying Circus field at 400 feet. There was a bean field just ahead that provided a good spot for an emergency landing. The aircraft was towed back to the Circus without further damage, and we should have an overhauled Lycoming 300 hp ready to replace it in a week or so.

Younger son is still with FedEx after a 2 year stay with PanAm and 6 years as an Air Force transport pilot.



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A grandson is flying with American and is an elected union member for the Washington Domicile. *John*

**MRS. ELAINE KRAPP**—Trinity, FL

I sold my home and have a new address. Jaime will be gone three years October 3 and it's been a long process for me to handle. I miss all the friends we had with the airline. The right phone number may help.

I've been going to the RUPA luncheons with Stan and Phyllis Crosier, and enjoy visiting with Jaime's friends.

*Elaine Krapp*

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Trinity, FL 34655-5015  
727-645-6720

**TED KRYDER**—White Pine, TN

Times change-Except me, I'm too stubborn, still good health (damn it can't complain like others.) Lauree is good, coffee is good, sun comes up and goes down. Life is good. No computer, antenna gets all I need.

Lots of History is flying West, God Bless them. I flew the SP on the August cover, loved it, right to 40+ looked down on all the TRWs. Life was good.

Love the *RUPANEWS*. Enclosed dues and some for the widows if you can get it to them.

God Bless, *Ted & Laura*

**DON KYTE**—Ft. Myers Beach, FL

Dear Cleve, Twenty three years since I set the parking brake for the last time. I must be over the hill by now since time goes by faster and faster. It's like going over a waterfall. . . the farther you fall the faster you go. At least I don't think I've hit terminal velocity yet.

This has been a very busy year. We decided to put our condo in Asheville, NC up for sale as we didn't think we could justify owning it and the new RV we bought last November. Since the RV didn't have monthly condo fees we felt it wiser to part with the condo. This required making sure everything was in tip-top condition and constant cleaning because a Realtor might call any minute to show it.

We were very fortunate to find an interested party within the first two weeks it was on the market. There were at least twenty-five other condos in our

gated condo association on the market, with very few sales. We must have priced it right. We made a number of concessions to accommodate the buyer, including closing about a month before we wanted to. We hated to return to hot and humid Florida in early September, but felt it was worth it not to have to go through the listing and showing process all over again next spring.

Next summer we plan some long RV trips. We have lots of family in Anchorage and many friends in S.E. Alaska from the ten summers I flew hundreds of passengers over the whales and glaciers in my highly modified Seabee amphibian. I started working with one boat, the *Delphinus*, and by the tenth summer I had over ten boats who wanted to work with me. I would land my Seabee near their boat and taxi up to the swim



platform of the smaller boats. The larger boats would bring their passengers out in a small boat.

I had lived aboard the *Delphinus* the first few years so it and its crew were like family. After Jean and I were married, she often went out with me when I flew the *Delphinus* passengers to enjoy seeing the whales close up. When family members from the "lower forty eight" came to visit, they were also made welcome on the *Delphinus*. It is hard to equal the thrill of seeing big humpback whales "bubble-net" feeding close by. We miss Alaska very much.

I went up a few times since to do some book-signing. I wrote a small book about my adventures there, but Jean hasn't been back since we sold the Seabee over ten years ago.

I can't thank the gang at *RUPANEWS* enough for the splendid job you are all doing with our monthly journal. Each issue outdoes the last. I am particularly grateful for the info about our merger and how it affects us retirees.

*Don Kyte*, '56-'88 LAX, SEA, ORD, SFO

**CLYDE LUTHER**—Burke, VA

Cleve: Well another year and we have hit the big 82. Been a very good year. Still doing my golf bit, worked the US Open, the US Senior Amateur, the NCAA Championship, the ACC Championship, 5 Am Jun. Golf Assoc events as their Senior Rules Official plus numerous State of Virginia events.

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Still have some major college invitational events left.

Health is good and had a great year healthwise after going to what is called a Functional Medicine Doctor. I have been diabetic for many years and wanted to get off of insulin. Since I started with her in January I have lost right at 30 pds (back to college weight) and have reduced my insulin from 57 units a day to ZERO. Feel great.

Family all doing well...wife had some struggles early in the year but now doing fine. Son Mike still on the A-320 and son Mark a high school Ass't AD and baseball coach was named the Virginia baseball coach of the year with a 28-1 record. Daughter Lisa, retired MCO CS agent and husband David Leighty, 777 retired from DCA doing well and then a daughter in Austin (Sandy) teaches mathematics in school in Wimberely. Her husband works for Dell and both are doing well.

Want to thank all of you who give your time and efforts to RUPA for the rest of us to enjoy. My best to all, *Clyde*'56-'89 DCA and DENTK

**DAVID MANZEL**—Southport, NC

Hello to all. Pat and I are alive and well and still living in Southport, NC.

I play golf, flight instruct, fly with the Civil Air Patrol, enjoy our grandkids and I'm apparently a little forgetful as I'm late with the subscription check, so here it is. *David*

**PEGGY NAUMANN**—Mt. Upton, NY

Hi! Sorry to be so late. Time just seems to fly.

Thanks for the great job you do. I look forward to the *RUPANEWS* each month. It's my link to keeping informed about what's going on.

*Peggy*

**JIM NIST**—Littleton, CO

We are living in an Erickson Retirement Community, 55 and over, and love it - all the amenities you would need; pool, exercise room, walking trails, etc. With no advance warning, Jim had a stroke on June 28<sup>th</sup>. He is now in a rehab facility just five minutes from our home. He is responding well to all the therapy. He works hard in his therapy sessions and is anxious to return home. Sorry we are late with the dues.

Thanks for the reminder. *Terry & Jim*

**EDGAR RIEHL**—Boulder, CO

In last year's message I reflected in length as to the part LUCK had played in my life, and I ended up saying that our plans were uncertain because of impending surgery. That surgery took place on December 1, and again Lady Luck played a major roll inasmuch as I am still on the green side. They inserted a couple of titanium rods--and six screws in my neck and fused C2 through C5 together, leaving only one joint operating. I can swivel my head as far to the right and left as I ever could, but can't tilt it back quite far enough to see those airplanes flying directly overhead (or to drain those final drops out of a beer can (root beer in my case). Can't say I am fully recovered, but then, they told me it would take at least a year. It had better hurry, as time's a wastin'.

My get up and go has got up and went. That surgery kept us in Colorado through last winter, and my primary doctor seems to think that a winter in Florida will be helpful. We have made reservations for a non-stop flight to Fort Myers on Nov. 1, and we will ship our motor vehicle down there. I will really miss that drive as we have never tired of it in the 24 trips we have made so far.

We have lost far too many friends this year, including several pilots who I held in high esteem. So, before I go, and before everyone who helped to mold my career is gone, I'd like to name a few. Out of United's copilot school, I was sent to SFO (SF). Found housing costs to be too much for our pocket-book, so immediately asked for a transfer back to Denver. I was told to finish out the month in SF, and then come back when they would have a replacement for me. Back in Denver I flew with a new captain who was senior enough by the time he reached age 23 (and, able to get his ATR) to hold a passenger schedule. That captain was, Dick Jeffery. At that time we were usually assigned to a captain for three months, and captains turned in written reports on us. We were also on probation for twelve months and could be fired for any reason--or for no reason. Being in the Denver west domicile, my boss was Frank Crismon, who had the reputation of riding his men pretty hard, and with very colorful language. Somehow Frank didn't ride on a flight with me until two days before the end of probation, and the only colorful language he used with me was "G-- D---", and then only once in that 7:55 trip, and never again in the many years that I worked for and

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with him. During those first years I flew quite a lot with Vic McVey. We hit it off very well, being farm boys, and were lifetime friends. Bob Gruber wrote in the *RUPANEWS* a short time ago, and wondered if there was anyone who remembered him. Yes, I had a few very pleasant flights with him. Going into the DC-4 schedules, I flew mostly with Wes Lewis, and when the DC-6 was grounded we were bumped back into the DC-3 and flew another three months in a mostly DN-SL schedule. I credit him with being the sharpest, and coolest under pressure of any pilot I ever flew with.

After two and a half years, I was caught in the furlough of the "88" at the end of November 1948. Jobs were nonexistent at the time. After a month and a half of looking for work, Frank Crismon was able to get me a job in dispatch, and my wife, Ruth, a job as a Financial Clerk in the Flight kitchen.

While unemployed, I had applied for return to Active Duty in what was now the Air Force. On March 28, 1949 I was placed on Military leave by United, and sworn into the Air Force on a supposed three year tour of duty--first in Germany, where I flew the last five months of the Berlin Airlift, and then stateside in the Air Training Command. After two years of active duty, and with United hiring again, I tried to get released without success. At the end of almost two years, I was transferred to Headquarters of the Training Command (Scott AFB, IL). Upon reporting there I was coerced into extending my tour by a year. After four years in the U.S. Air Force, I was finally able to obtain my release. After clearing the base, we headed to Denver with our two year old daughter. Since I had not given United any notice that I was coming back, we knew our Denver house would need painting, and thought we might just do that chore and drive to CA for a visit with my folks. The morning after arriving in Denver, I went out to Frank's office, and as I walked in the door he asked, "Are you back?" "Yes." "Well, sit down while I get you back on the payroll." He apologized for the fact that the last training session for the DC-6/7--where my seniority would place me--was nearing the end, but there would be one more class in the Convair starting two weeks hence. He told me to go home and paint the house and report to school on April 13, and the best he could do for me pay wise was to pay reserve guarantee. Frank did me several more favors over the years.

Back on the line in the Convair, I was senior copi-

lot, and flew most of my stint in the airplane with Dick Jeffery ("Little Spick" as he referred to himself). I finally transitioned into the 6/7 schedules. I flew with Jeff again about 20 years later--I was flying captain in the DC-10, and just happened to be passing through Dispatch in uniform, and legal time wise, when Jeff was due out and his copilot had not turned up so I got enlisted to fill in for him. Though we both live in the Denver area, I don't think we have seen each other since that flight. Always enjoyed flying with you, Dick!

What a great bunch of pilots we had in Denver. Too many for me to name here, but can't stop before mentioning Augie Heldt. As we took off from Denver at 6:55 AM on the flight to LA one morning as the sun was just settling in on the snow capped Rockies, I was sitting there thinking--Oh Boy, I get paid for this. At that moment, Augie turned to me and said, "Just think, we get paid for this." Fellows, I hope I haven't slighted any of you. I could name a lot more--Ray Smith, who knew the SW United States like the palm of his hand, and was happy to share his knowledge. Frank Swaim who was great at showing the customers a good part of the country, and who, if we encountered rough weather, or, who were upset by delays, could open the cabin door and smile, and all would be well. They loved him for it.

I trained in the 747 after my 59th BD, so only got to fly it for 10 1/2 months--nearly all LAX-JFK. Managed 4 1/2 trips LAX-HNL, leaving the last one in HNL for a vacation in paradise. Thanks to all of you who put up with this old farm "hick" during that amazing journey!

*Ed Riehl*, SFO-DEN-LAX 1946-1980

**BILL SALISBURY**—Bumpass, VA

Dear Members, Birthday month again! Same old stuff--thank goodness!

Good health, still working in my little machine shop and still learning new things every day. Keeps me thinking. Still enjoying living at Lake Anna and all the benefits that come with that. Still flying the old 195 and she is treating me much more nicely, now that she had some serious airframe work done within the past year, which has adjusted her ground handling attitude considerably. This airplane is bordering on being civil to me now, which it never has been over the previous 14 years of ownership. It's hard to believe that it can be this much different an airplane. I am still waiting for her to bite me, but so



far, she is behaving more like a civilized taildragger.

If you are going to be in this area, drop me an email, or call me and come by for a chat, a beer and a boat ride!

Dues in the mail. *Bill*

Retirement "class of 1996"

PAA, UAL, SFO, ORD, JFK, DCA

Email: [salisburyw@comcast.net](mailto:salisburyw@comcast.net)

**BOB SCHNEIDER**—Cincinnati, OH

I'm still living in the incredible shrinking Delta hub, CVG. They are down to 60 departures daily, used to have 300!

United is shrinking here also. The planes, not the departures. We used to have six 737's daily, now it's one 737 and five "jiffy jets."

As the only UAL retiree in this area, I hang around with a number of retired Delta pilots who got screwed as badly, or worse than UAL pilots. They took Delta's "generous" early retirement option, Delta went bankrupt and the PBGC cut the early retirees pensions dramatically. One retiree took a job as a conductor on the CSX railroad to make ends meet!

Bob Schneider--ORD 1968-1999

**CHARLIE SCHWOB**—Goodyear, AZ

Hi Cleve and RUPERIANS, Another year in the books and the wife and I are still in good health. Twenty-one years has gone by in a heartbeat. The one thing that I do really miss is my Baron flying machine. Had lots of fun with it over the twenty years I owned it, but with gas, hangar, annual, and insurance, "it was eating me a new one."



The new United is a "different breed of cat," and I'm glad not to be working for them anymore. Their attitude toward the pass policy is intransigent, at best. I thought they were merging with us, not vice versa. Those of us, who started in the 50 and 60, had the best of the best.

Many thanks to all of you who do all of the yeoman work necessary to keep the magazine going. Semper Fi, *Charlie*, DCA, SFO

**HAL SHORR**—Hillsboro, OR

Hi Cleve, Just a note to say thank you for an excellent magazine which helps keep me posted on the whereabouts of the United pilot group, especially the ones from San Francisco and Los Angeles.

After my "careers" in industry as an engineer, and flying A-7's and A4's in the Navy, (retired Navy Captain), then as an F/A-18 simulator instructor, I began with United in 1989, my first experience with an airline. It was a great ride and the camaraderie was outstanding. Every day of "work" was an adventure that won't ever be forgotten.

Having retired in 2001, Naomi and I now spend our time traveling in our motorhome to various destinations, cruising on ships, playing with a bunch of grandchildren, judging dogs for The American Kennel Club and having my own rock band (something I always wanted to do). I began playing the bass guitar for the first time at the age of 61 and am enjoying the heck out of it. Despite all of this activity, I still have lots of spare time on my hands and must have my daily cigar.

Our health is generally very good and I hope our United family also stays healthy. Regards, *Hal*

**JOHN X. STEFANKI**—Los Altos Hills, CA

Hello Cleve, Many thanks for the work you have done and for keeping us all posted and in the loop with other United Retired Pilots.

As I just finished my 91<sup>st</sup> birthday celebration, I apologize for my late July birthday greeting.

My wife, Dorothy, has been my lifeline to the outside world these last few months. She is managing my care at home and is providing me the comfort and support required of my diagnosis. I was recently diagnosed with Parkinson's disease and this was followed by a debilitating

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stroke. Although I dream of being up in the air, my flying and trips have been grounded.

My eight children are doing well, the thirteen grandchildren even better.

Best regards to my fellow flying buddies in the sky, happy landings, Capt. *John X.*

**BOB SWANSTON**—Wickenburg, AZ

Washington Island, WI

Well, my birthday came and passed and though another year older (74!), no smarter and definitely no quicker. Got the dues there in time and only three weeks late with this. Still wandering across the country in the RV and back home into Canada occasionally. Other than that, you can either find me on the lake or the golf course. Doing really well with the fishing, but no improvement with the golf.

We've had a busy year with remodeling projects; none of which were my idea. We've ripped up carpeting in all the bedrooms and put laminate flooring down in Wickenburg. Nothing major. But then when we got to the Island, Marianne had an "inspiration" to redo the kitchen cabinets and backsplash. Another one to rip up carpet in dining room and living room and put down some more laminate flooring. I did my own remodeling and had a dock pulled up and a beautiful new one put in its place. The first five feet are concrete and the pier goes out 24 feet from that. On either side is a walkway that goes around the whole dock on a lower level. Instead of wood, the tops are composite that never needs staining. Very clean look with none of the wood boards heading off in every direction. I've decided to do the other dock as well as the one down at the rental log cabin

([www.washingtonisland.com](http://www.washingtonisland.com), accommodations, The White Swan). I am also planning a dredging project for the winter at the cabin since the Lake Michigan lake level is on a downward cycle. Cleaner, deeper water and a new dock pretty much makes my year.

Between all the carpenters and projects going on, we managed to head up for some bird hunting. In spite of crops not being off the fields, I did limit out on geese, but ducks were harder to find as there had been so much rain in southern Alberta, Saskatchewan and the Dakotas that they didn't go north. It did rain while we were there and the 4-wheel diesel couldn't even get through the mud in the fields, so I

got more exercise than I planned walking in and out. The old Catahoula retrieved a duck and the young Lab ran to my wife when the gun was shot. She's young and will learn. She swims all summer and can't get enough of it. We feel guilty taking her to AZ but when the snow starts to blow, we'll get over it.

Still spend time in the 172 during the summer flying to Green Bay, Sturgeon Bay and the casinos north in Manistique, Michigan. I retired off the 777 and now I see they are revamping it with more powerful GE engines. In the winter, we spend a lot of time in Laughlin at the Riverside RV park which is only 2 and a half hours from Wickenburg. We've thought about not doing the drive and staying closer to "home" (whatever that is) but can't figure out where to go.....SE'n Wisconsin, Florida, Tennessee. There's no perfect place and you can't run from the tax man, but we don't want to get into government or politics!! When the Milwaukee Brewers played the Arizona Diamondbacks, my wife and I each rooted for a different team. She won. I hope that's not a sign of things to come.

Take care, stay healthy and if anyone would like to do some salmon or bass fishing in Wisconsin or crappie fishing in Arizona, ring me up at 920-847-2723 (WI) or 928-684-0642 (AZ).

Thanks to everyone for the magazine and a special thanks to all the boys who put up with me in the air when flying was still good. *Swanny*  
Save our Planet - it's the only one with chocolate!

**ERNIE THOMAS**—St. Helena Island, SC

Hello everyone: Coming up on 77 and life is full of adventure and fun, lots of travel and excitement, and more and more money coming in, free passes, etc....not.

But...I'm in good health, have a loving and successful family, live in a beautiful place, doing what makes me happy, and I love the ellipsis... my thanks to all the RUPA letter folks...*ET*

**DONALD TRUNICK**—Escondido CA

First I wish to thank all those whom keep the magazine alive.

I have been retired 27 years. At age 6 or 7 I became interested in airplanes, which has continued till present. My first airplane flight was during WWII in the Air Corp Cadet Training program. Post war,

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was a flight instructor for five years then 33½ years with UAL. After that, a few years renting airplanes for fun.

I also did something that many others probably did not do. I kept a detailed log books of all my flight time as crew. These in 6 airline pilot books. I kept each flight, time, crew member names, type of aircraft, to and from where, and anything that was unusual. Due to age and some physical problems I decided to find a place for these historic books to go to. I spent 18 years as docent at the San Diego Aerospace Museum. I donated two color uniforms of UAL, and most of my aviation book collection. Finally, I decided to send them to the UNITED AIRLINES HISTORICAL FOUNDATION. Contacted them and they were very anxious to receive them and would take good care of them.

We have not done any traveling for the last 5 years. We have been living in a nice retirement home and about to start our 6th year. We have full care for life if and when we need it. We have our own cottage of 1,300 ft. and most everything need is provided. *Don*

**JOE UDOVCH—LAGUNA HILLS, CA**

A big “Howdy” to all the fellow RUPA members with whom I have come into contact over the years as well as those whom I have yet to meet. I have taken to heart what was contributed in the September *RUPANEWS* by Darrel Ankeny, and that is that we as individuals in this retiree group have a lot of stories to tell, which, because of our common interests, may also be of interest to others in the group, and that we are almost “selfish” if we don’t share. I personally have gleaned an awful lot of valuable information, as well as been entertained by the many articles chosen by our capable editors over the years. So, I too will make a plea for individuals in our membership to keep us apprised of goings on in “their little corner of the world.”

One of the valuable things I have utilized over the last several years is the medical information and advice discussed by many who have “been there, done that.” Now it’s my turn to return the favor. In the grand scheme of things, those of us who have been diagnosed with Prostate Cancer, are not in any great immediate danger of death from that condition, but left untreated, it is difficult to know how aggressively the Cancer may spread (metastasize),

because it affects different individuals in different ways for a variety of reasons.

When I received my diagnosis through the usual process (blood test during physical exam, elevated PSA, referral to Urologist, biopsy, more numbers: Gleason Score), I was initially devastated, because I have always practiced a healthy lifestyle. Why me?!? Then I recalled the shared experiences of other RUPA members and started the networking process.

A good friend and former Naval Reserve buddy, Kent Parsons, told me of his success with the Proton Beam treatment at Loma Linda Health Center, and his ability to bounce back and return to work and retire off the 747. After reading Herb Delker’s birthday letter in the June 2011 *RUPANEWS*, I took him up on his offer to provide further information about the Proton Beam process. Subsequent to that, Carl Hankwitz, who also retired off the 747 sent me an email which gave a glowing endorsement to the Proton Beam protocol. But more to the point, he steered me toward the process of analysis of all the alternatives to evaluate. Specifically, he sent me a copy of a book in PDF format called “YOU CAN BEAT PROSTATE CANCER ... AND YOU DON’T NEED SURGERY TO DO IT” by Robert J. Marckini. (It’s available commercially, but for FREE from Loma Linda. Just GOOGLE Loma Linda, call the toll-free number, explain your circumstances [evaluating], and ask for info). In the words of the author: “this is the book (he) wishes had been available when he was diagnosed with prostate cancer.” It’s a systematic approach to analyzing treatments available (or no treatment), and laying out the pluses and minuses of each, in order to arrive at the appropriate decision for an individual’s needs. This has been a unique experience in my life, and like the others previously mentioned, I’m perfectly willing to share info with anyone who desires it. My email is [jjudovch@yahoo.com](mailto:jjudovch@yahoo.com).

Along with the aforementioned activity in my life, I finally, after 10 months of construction activity, got my eldest daughter moved into a home in my neighborhood. Because she is so close, we now get a little help in tending to the needs of my third handicapped (Down Syndrome) daughter, who enjoys the extra attention, and being able to share in sisterly activities instead of dealing with her “stern disciplinarian” of a father all the time. Generally



speaking, my health is holding up well (PC expected) and I continue to pursue as much physical activity as someone reaching his 75<sup>th</sup> birthday is entitled to.

Best to all, check is in the mail and many thanks to our present editor for his work on the *RUPANEWS*, and our other officers for all the time which they put in. *Joe*

**CHRIS WITTENFELD**—Bonney Lake, WA Hello RUPArians, WOW!!! How time flies, another year of fun and adventure gone, retirement is wonderful!

Never enough time to do everything; must get more organized and maybe even consider a vacation??? - *NAH-*, why spoil a good thing. I will continue to operate at a snails pace and enjoy life.

There is so much to do locally that I have not been on an airplane since retirement eight years ago. I took two big ski trips, by my standards anyway. I went to Big Sky, Montana in January, met Warren Miller and his wife Laurie at their chalet at the Yellowstone Club, courtesy of a fund raiser my daughter Christy bid on. Unfortunately, Warren had some back problems and could not ski with me. I had the privilege of being invited back the next day to show Corey (Corky Fowler) and his group around the Yellowstone Club ski area. What an incredible experience having a whole ski area mostly to yourself, maybe three dozen skiers' total, with fresh uncut powder everywhere, everyday! I did ski Big Rock Mt. -*ERR-* Big Sky too, fun skiing, but take your rock skis if you plan the tram. Spring found me at Blackcomb/Whistler for several days of great skiing, sunshine, fresh snow and blue sky. The summer was filled with hiking; fly fishing, home repairs and scrapping out six tons of steel, copper, brass and aluminum around the old homestead.

We are still working on trying to secure our development permits for our property, hopefully it will happen soon.

La Nina is settling in, looking forward to another great ski year at Crystal Mt. The Gondola is wonderful on the wet, windy, snowy days, hope to see you there.

*Good Health, Happy Retirement and Financial Peace to all, Crazy Crystal Chris*

## IN MEMORIAM

### **ROBERT E. CLIPSON**

Robert E. Clipson, age 95, of Denver, CO, passed away September 16, 2011.

He learned to fly in Dayton, Ohio while completing an Apprenticeship in Electrical Engineering at the Fridgidaire Corporation.

After serving in the U.S. Navy, Bob worked for Waterman Airlines as a Chief Pilot. He retired from United Airlines in 1976 after a career of 40 years in the aviation industry.

Bob served as a Civilian Flight Instructor, an Instructor for Army and Navy Aviation Cadets, Pilot Training Officer and Plane Commander for the Naval Air Transport Service and a Vice President General Manager of TACA International Airlines, the Flag Carrier of El Salvador. He was a 32-degree Scottish Rite Mason, having joined the Scottish Rite in 1960

Bob is survived by his wife, JimClaire, whom he married in Jackson, Mississippi in 1941.

Memorial Services were held September 27, at University Park United Methodist Church, Denver.

### **JESSE H. JERNIGAN**

Jesse H. Jernigan 83, was born November 23, 1927 in Paragould, Arkansas and passed away April 13, 2011 in Owasso Oklahoma.

Jesse's first love was aviation. His 1st flight was June 25, 1944, 1st solo flight was November 6, 1944 at age 16, Detroit City Airport, and his last flight was March 1, 2011, roundtrip Gundys (O38) Owasso OK to Berryville, AR.

Jesse's flying spanned a total of 67 years. He served in the US Army 1946-1948 post WW2 occupation Italy, and served in the USAF 1949-1950, Class of 50E flying the AT6. He was hired June 27, 1951 as a DC3 co-pilot with Capital Airlines in Willow Run Michigan, and retired from United Airlines after his last flight February 9, 1986 from Narita Japan- ORD on a B747. Jesse logged 25,110 accident free hours during his life and received the prestigious FAA Master Pilot Award for 60 years of accident free flying in October 2005.



Jesse was raised to the Degree of Master Mason February 16, 1951 and loyally served as a Master Mason for 60 years.

Jesse is survived by his son, Dennis Jernigan daughter in law Erma, a grandson and granddaughter.

### **HOWARD G. MAYES**

Howard G. Mayes, 93, died July 31 at The Woodlands, where he and his wife Fran resided.

Mayes, a pilot since the age of 14, was the retired Vice President of Flight Operations for United Airlines.



When he retired from United he returned to Huntington, OH where he liberally shared his experience and knowledge of aircraft and airports as a member of the Tri-State Airport Authority. That's what current Airport Authority President Jim Booton will remember most about the aviator. "He was willing to share his knowledge to make air travel better from here," Booton said. "He was a big asset to us." Frequently, the Authority would pick Mayes' brain about operations and bounce ideas off him.

Mayes' career "was a foregone conclusion," daughter Barbara Mayes, of Cleveland, said of her father. Her grandfather, Howard Mayes Sr., was a manager/operator for an airport in Chesapeake, OH, called, at the time, The Huntington Airport.

Born in Chicago, the younger Mayes attended Marshall University and held memberships in the Retired United Pilots' Association, the Experimental Aircraft Association and flew in the Air Transport Command in World War II.

In 2008, The Herald-Dispatch featured Mayes and his wife, Fran, in a Valentine's Day story. Their 70th wedding anniversary was Feb. 23 that year. The couple met at Huntington High School in the 1930s. They eloped after graduation, because, Mayes said, "Her mother didn't approve of me flying an airplane."

Little did they know how far flying would take the Mayes family, said Barbara Mayes. His career took flight, and eventually, after moving from Huntington, Chicago, Denver, New York, Miami and Washington, they returned to town after his retirement from United Airlines.

### **BILLY D. MOSS**

Billy D. Moss, 81, died Friday, Sept. 23, 2011, at

his home. He was born in Burlington, Iowa, and lived in Vero Beach for 20 years, coming from Pompano Beach.

Before retiring, he was a pilot with United Airlines. He served in the Air Force.

He was preceded in death by his wife, Doris Eloise Strauser Moss.

Services were held at South Florida National Cemetery, Lake Worth, FL

### **JOHN I. "Jack" TURNER**

John flew west on September 7, 2011 in Denver, Colorado. He retired in 1982 after 31 years with United on the DC-10.



He was a World War II Navy fighter pilot, flying the Wild Cat and Hell Cat planes. He was a big supporter, arranging reunions for the crew on the USS Gambier Bay.

An avid musician, Jack played the trumpet in the VFW Band of Colorado and performed with the band in many conventions and celebrations around the state.

He is survived by his devoted wife, Shirley, of 67 years and four children, nine grandchildren and two great-grandchildren.

### **HARRY L. WEBER**

Harry L. Weber, 70, was at the controls of his recently completed Arion Lightning when it veered off the runway at the Green Landings airfield in Hedgesville and struck a house. The residents of the home escaped injury. Harry was taken to a hospital in Fairfax, VA where he later died.

This was Harry's second kit plane. The first was a Glasair III which he had sold. He had decided that, at his age, he didn't want to be flying a high-performance airplane. He wanted something a little less challenging that he could enjoy. The Lightning is classified by the FAA as a light-sport aircraft, substantially less demanding to handle than the high-performance Glasair. Harry was a longtime member of the Danbury chapter of the EAA. He was a very active participant in the organization and always willing to give advice to other members.

Harry lived in Ridgefield, CT before moving to Danbury, CT, was vice president of Stepping Stone Farm, an equestrian farm. Harry had been with Pan Am and retired from United in 2001.



|                       |               |
|-----------------------|---------------|
| Jesse H. Jernigan     | Apr. 13, 2011 |
| Harold B. Amsbaugh    | Jul. 07, 2011 |
| Maurice A. Mahoney    | Jul. 24, 2011 |
| Howard G. Mayes       | Jul. 31, 2011 |
| John I. "Jack" Turner | Sep. 07, 2011 |
| Robert E. Clipson     | Sep. 16, 2011 |
| Billy D. Moss         | Sep. 23, 2011 |
| Walter Meronyk        | Oct. 04, 2011 |
| Harry L. Weber        | Oct. 05, 2011 |

*\*denotes non-member*



### HIGH FLIGHT

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

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

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

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





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

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### **RUPA's MONTHLY SOCIAL CALENDAR**

#### **Arizona**

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

Tucson 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)—*??? Golf Club, West Orange, NJ* - psofman@gmail.com

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

#### **Ohio**

Cleveland Crazies (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