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# rupanews



**Journal of the Retired United Pilots Association**



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## PRESIDENT'S LETTER



Seasons Greetings! This is the season when we especially enjoy and cherish our family and friends. As we think about the many events of the last year, the changes, the special occasions, the challenges, and the highlights – for most of us we have plenty to be thankful for.

Two of our hardest working volunteers at RUPA are Leon Scarbrough and Cleve Spring. Month in and month out these two gentlemen have kept RUPA's administrative duties and the magazine running smoothly and have been very responsive to both the membership and its officers. Without these two hard working and consistent volunteers there would be no RUPA! *Thank you gentlemen* for you are truly appreciated and I am grateful for your support and enthusiasm!

For those of you who have not visited our new RUPA website please take the time to see what information is available for you at [www.rupa.org](http://www.rupa.org). We updated the website several months ago with a new format, lots of good information, and links of interest for your convenience. The website is constantly evolving as we develop and grow as an information source.

As UAL retirees we are certainly faced with two major challenges in 2012 – the new travel pass policies and the retiree ID issues. We await the company's planned implementation of their new policies and their planned procedure for obtaining retiree IDs. When the company communicates their plans to us we will post that information on our website.

I sincerely hope you all have a marvelous holiday season and a very healthy and happy New Year! *Phyllis*



### **Last Chance!!!!**

#### **Last chance to update your information for the Directory**

**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.**

*Do not send money here, letters only, please*

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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:

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

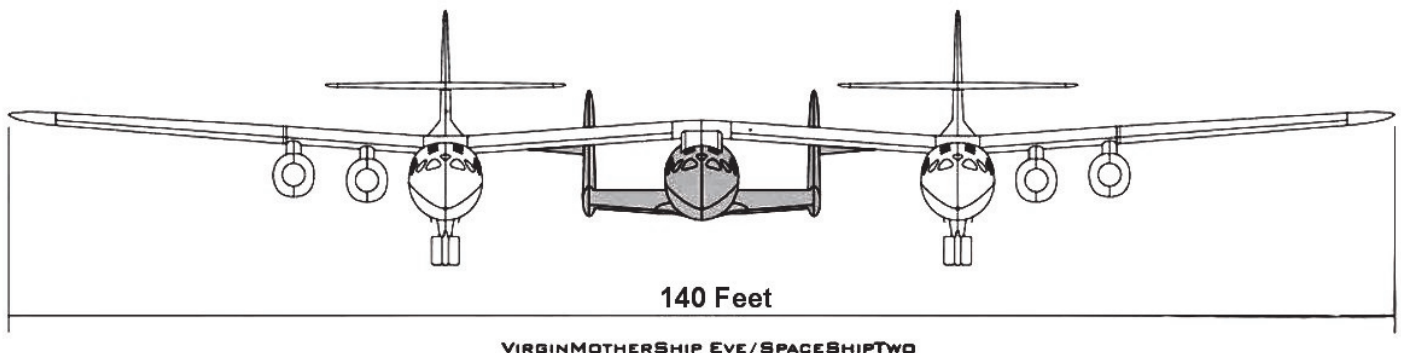


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## ABOUT THE COVER

### *MotherShip, WhiteKnightTwo, carrying SpaceShipTwo*

**WhiteKnightTwo:** The first WhiteKnightTwo, christened VMS Eve for (Virgin MotherShip Eve) after Richard Branson's mother, was revealed to the public for the first time in July 2008 and started its test flight program later that year. At the first roll-out in Mojave it was described as an aviation milestone and for good reason: it was the largest all carbon composite aviation vehicle ever built and the most fuel efficient of its size. It has a unique capability to carry heavy payload (around 35,000 lbs) to high altitude (around 50,000ft) and a range of over 2,000 nautical miles. Remarkably, for a vehicle of its size, it is also capable of performing high and zero g maneuvers.



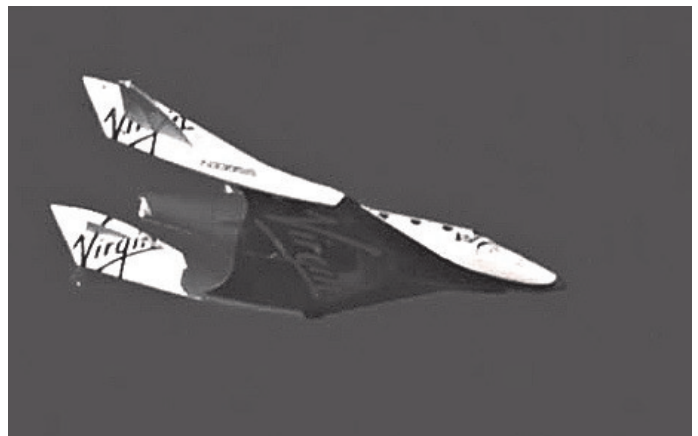
When it came to designing WhiteKnightTwo, Burt Rutan, as always, did not feel constrained by convention. SpaceShipOne was mounted under the fuselage of its mothership, WhiteKnightOne. But SpaceShipTwo was going to be much bigger; if it were to be mounted in a similar fashion, then the new mothership would require exceptionally high ground clearance and would need excessively long undercarriage. So, a twin fuselage layout was chosen.

Each of WhiteKnightTwo's fuselages has a dihedral wing and the spaceship will be placed centrally between them, where the wing tips are joined at the highest point of this elongated 'W-shape' wing. With its fuselages some 50ft apart, WhiteKnightTwo's payload area is large and readily accessible from the ground - an open architecture approach which maximizes its future utility. The extraordinary result looks appropriately out of the ordinary, as one might expect from a piece of 21st century space launch hardware.

While its form is remarkable enough, even more so is the innate strength of this large but delicate-looking craft. Despite its 140ft wingspan, it is capable, not only of flying zero-g parabolas, but also of 6g turns. This combined with the fact that each fuselage is in effect a replica of the spaceship fuselage will allow passengers to experience and train in the typical g levels they will encounter during a SpaceShipTwo flight in a cabin that will look and feel like the spaceship cabin. Furthermore, with its powerful spoiler flaps, WhiteKnightTwo can also duplicate the SpaceShip's approach flight path angle, making it a highly useful in-flight simulator for this important part of SpaceShip's mission.

So, in addition to its primary role of carrying and releasing SpaceShipTwo, WhiteKnightTwo also may play secondary roles in passenger and pilot training.

**SpaceShipTwo** uses all the same basic technology, carbon composite construction and design as SpaceShipOne. However, it is around twice as large as that vehicle and will carry six passengers and two pilots. It is 60ft long with a 90" diameter cabin which is similar in size to a Falcon 900 executive jet albeit with no floor dissecting the cabin allowing maximum room for the astronauts to float in zero gravity. Each passenger gets the same seating position with two large windows:



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WINDOW SIZE one side window and one overhead, so that, if you don't want to float free in space, and you'd rather just remain in your seat, you still get a great chance to see the view. No more squabbling over who has the best seat!

The spaceship can be thought of as an air launched glider with a rocket motor and a couple of extra systems for spaceflight. Just like any conventional flying machine, it requires aerodynamic forces to provide its stability and control which, clearly, it only has while in the atmosphere. In space it follows a purely ballistic trajectory, but here it can use small thrusters known as the reaction control system (RCS) which allow the pilots to maneuver the vehicle in space and provide a changing view for the passenger astronauts.

The spaceship is powered by a hybrid rocket motor. This type of system is not a new idea but offers important safety and environmental advantages over liquid or solid systems that are more commonly used on manned space vehicles. In particular, it means that the pilots will be able to shut down SpaceShipTwo's rocket motor at any time during its operation and glide safely back to the runway.

Perhaps the most radical feature employed by SpaceshipOne and now SpaceShipTwo is the unique way it returns into the dense atmosphere from the vacuum of space. Burt Rutan designed the unique feathering system which does away with the need for sophisticated computer driven flight control systems or the need to rely on the pilots. Instead it uses aerodynamic design and the laws of physics for a carefree and heat free re-entry followed by a glide runway landing.

**SpacePort America**, UPHAM, New Mexico (AP) — With his usual flair, British billionaire Richard Branson rappelled from a balcony, shook up a big bottle of champagne and took a swig while christening the world's first built-from-scratch commercial spaceport October 17, 2011. The \$209 million taxpayer-financed spaceport, built in a remote patch of desert in southern New Mexico, will be a launch station for people and payloads on the rocket ships being developed for Virgin Galactic. With custom metal paneling and massive panes of glass, the state-of-the-art terminal rises from the desert floor to face the nearly 2-mile concrete runway. The building will house Virgin Galactic's spacecraft, mission control and a preparation area for travelers. Virgin Galactic and officials with the New Mexico Spaceport Authority are touting the design as green. It uses geothermal energy; tubes running through the earthen berm surrounding part of the building help cool the interior; and natural ventilation can be used during mild seasons.

Branson's Virgin Galactic will stage its commercial space tourism venture from Spaceport America. It had been nearly a year since Branson was in New Mexico to celebrate the completion of the runway. "The building is absolutely magnificent," he said. "It is literally out of this world, and that's what we were aiming at creating."



With the spaceport and mothership completed, the company is now finalizing its rocket tests. "We're ticking the final boxes on the way to space," Branson said. He hopes enough powered test flights of Virgin Galactic's sleek spacecraft can be done by the end of 2012 to start commercial suborbital flights from the spaceport soon after. More than 450 people have purchased tickets, at a price of \$200,000, to fly with Virgin Galactic. The 2 1/2-hour flights will include about five minutes of weightlessness and views of Earth that until now only astronauts have been able to experience. Commercial service will start up after the company gets a license from the Federal Aviation Administration. NASA has already signed a \$4.5 million contract with the company for up to three chartered research flights.

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## AN INVITE TO THE TUCSON TOROS RUPA LUNCHEON

If you expect to be in the Tucson, Arizona area on Tuesday, January 24th, 2012, you and your spouse are invited to attend our annual RUPA luncheon. It will be held at the Tucson Country Club and will start with a no host bar at 11:15, sit down to lunch at noon, and if I can find a guest speaker by then the speaker will start about 12:30. We'll be done by about 1:15. The out the door cost per person will be \$20.00, including tax and tip.

As has been done in the past, you will be able to chose from four menu choices and the lunch will include a small dessert and coffee/tea/iced tea, etc.

If you think you would like to attend give me a call (520) 797-3912 or send me an e-mail at [randyryan40@msn.com](mailto:randyryan40@msn.com) and we'll look forward to seeing you.

Meanwhile, have a Merry Christmas, a Happy New Year, and we hope to see you on the 24th of January.

*Randy Ryan*

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## DENVER GOOD OL' BOYS (October)LUNCHEON

The October meeting of DEN Good ol' boys occurred on a delightful early fall day, and the turnout was similarly good. The obligatory attempt at humor appeared to go off pretty well, however it was noted that last month, in the absence of the usual coordinator; the jokes were very much improved.

The final flight west of Capt. Dave Stearns and services for him was noted, along with corrections for the date. Also noted was the recent demise of Capt. Bill Bates wife Jeannie.

The coordinator related the reason for his having missed the September meeting, which was to attend the OX-5 convention in the hometown (Hammondsport, N.Y.) of Glenn Curtiss. It also included a tour of the nearby Corning Glass Works at Corning, N.Y. The Glenn Curtiss Museum in Hammondsport is a delightful facility, containing 25 aircraft the newest of which dates to WW-II. A good percentage of the aircraft are replica, but then a good number are authentic and old. It's too bad Hammondsport is so far off the 'beaten path'. The nearest city/town with airline service is Elmira, approximately 40 mi. At all events it was very enjoyable.

Ed Cutler related about his and his wife's recent trip to Tahiti.

Those in attendance included: Tom Hess, Hud Dean, Jim Popejoy, Herb Giefer, Gary Gore, Jack Davis, Tom Johnston, Steve Pahs, Bill Hanson, Dean Readmond, Stanley Boehm, Dean Readmond, Dick Shipman, Mack Connelley, Jack Wilhite, Bob Blessin, Nick Hinch, Duane Searle, Jeff Cain, Ken Ewing, Fritz Meyer, Ed Riehl, Jim Reid, Pete Lynch, Jim Krasno, Casey Walker, Carl Harder, Dave Johnson Charles Fellows, Ed Cutler, Russ Ward, Al Dorsey, A.J. Hartzler, Rick Beebe, and the coordinator, *Ted Wilkinson*.

## DENVER GOOD OL' BOYS (November) LUNCHEON

The weather was seasonably delightful for the November meeting of the Denver Good ol' Boys, but the turnout suffered. Happy hour was its usual success. At any event, the grub met with general approval, albeit somewhat tardy in its appearance.

During the boring business meeting, Ed Cutler regaled one and all with tales of his recent trip to Tahiti. Sounded like they had a great time though somewhat on the expensive side.

There was some discussion of 'buddy passes' and the apparent status of regular passes. The recent final flight west of Maury Mahoney was noted. Some discussion of the flood of retirements not all based on age at American Airlines was offered. The quality of jokes having suffered somewhat lately, Stanley Boehm was called upon and it looks like he missed his calling, as a 'standup comedian'.

The recent communication from URPBPA was noted and briefly discussed, as was the attempts to induce our former Continental pilots to our meetings.

Most or all attempts at socializing having been exhausted, the meeting dissolved without incident.

Those in attendance included: Bill Hanson, Tom Hess, Al Dorsey, Dick Kobayashi, Dick Garbrick, Al Snook, Dennis Getman, Jack Davis, Rex Bales, Duane Searle, Jim Reid, Hal Meyer, John Allen, Casey Walker, Stanley Boehm, Ray Bowman, Bob Dietrich, Bill Fife, Claire Fife, Bick Beebe, Ed Cutler, Bob Crowell, Joe Collard, George Maize, and the coordinator, *Ted Wilkinson*.

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The North Bay RUPA group met on Wednesday November 2nd, at the Petaluma Sheraton's Tolay Room for a few hours of good food and excellent company. Two guests joined us, Carol Lowery, guest of the Grey's, and Joel Bartlett, well known Bay area Weatherman, guest of Dick Lammerding.

Among the "unable to attend" were Bill McGuire, busily picking grapes before the rains hit, and George Hise, involved in country club doin's. Leon read a note of greetings to the group from Alan Anderson, who moved east a while back.

A quick survey showed the group will plan to contribute, again, to the USMC reserve's *Toys For Tots* program at the December meeting, and quite a majority were not interested in changing our gatherings to any other day, at this time.

A reminder that the New Year may bring changes to the amount of the health insurance payment, and it would be prudent to monitor this closely in the coming month. An article regarding the recent reports suggesting less testing for breast and prostate cancer was passed around..(courtesy of the Perkins family, formerly of SFO). The article stated many physicians disagree with such a course, and several in our group have reason to also disagree!

Norm DeBack told the group of his recent experience when he received a call, stating a relative had been hurt in a vehicle accident in Mexico, and needed a few thousand dollars immediately....Norm knew this was false and notified the local police, who advise this is becoming very common. Be warned! These people do their homework and can make a very plausible case.

A surprise visitor stopped by to say "hello" to all..Wendy, our usual waitress, now on maternity leave, with her new handsome young son, Tyler, hoping to be back with us soon!

Attending were...Jim Mansfield, J. R. Hastings, Tom and Joyce Grey, Carol Lowry, Ken and Shirley Corbin, Dick Hanna, Leon Scarbrough, John Baczynski, Barney Hagen, Sam Anderson, Norm DeBack, Lee Anderson, Dick Lammerding, Joel Bartlett, Sam and Mickie Orchard, Doris and Bob Donegan.

Wishing all a happy Holiday Season, Merry Christmas and New Year! **Bob**

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## DANA POINT RUPA LUNCHEON

Once again we were in luck with the weather for our November meeting here in the Dana Point Harbor. Rain came and left the previous day leaving conditions perfect for our Lunch. The Deck quickly filled at 11:30 with our group.

On Deck were: Carlos Bernhard, Walt Bohl, Bob Brockmeier, Bruce Dunkle, Ron Dye, Bob Fuhrmann, John Grant, Grosswiler, Ruday Haluza, Jack Healy, Rick Hoefler, Bob McGowan, Jerry Meyer, Don Mrogan, Bill Rollins, Bill Rollins, Ted Simmons, Bill Stewart, Joe Udovch and new to our group Denny Giese. Glad that you could join our group Denny.

Rusty Aimer checked in by E-mail saying that unfortunately "I have a line check scheduled for tomorrow. I'd much rather spend it with you guys than getting prodded by a check airman!" Rusty seems to be enjoying his post UAL job with Jet Suite. He flies an Embraer Phenom out of LGB and SNA.

Jim Grosswiler brought up the subject of the Drone flying that his son was doing. Seems the Drones sizes have grown to that of a 737 with over 3,000+ range.

Rudy Haluza still in what I would call exotic fruits business. He has a farm in north San Diego Co. He was quite informative on Cherimoya, Guava and Persimmon.

Regretfully, one of our members, Woody Grover, has 'flown west.' He was a welcome guest with the RUPA group and a personal long time friend of my family. He will be missed.

Woody will be interred in a ceremony at Fort Rosecrans National Cemetery San Diego, CA at 1200 on December the 7<sup>th</sup>. All for now, **Ted**

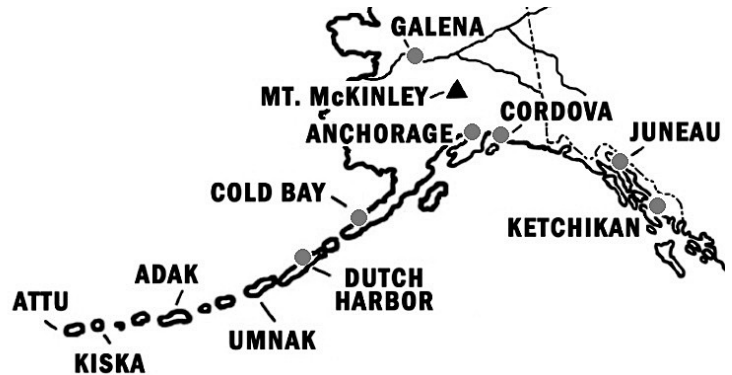




## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

June 3, 1942 the Japanese landed troops on the islands of Attu & Kiska and bombed Dutch Harbor in the far western Aleutian Islands. The first notice the U.S. received of the invasion of Attu was the absence of weather reports from the Attu station. The next day, June 4, 1942, Midway Island was attacked.



*Mt. McKinley - photo by a United ATC crew*

Two days after Dutch Harbor had been bombed, Captain Bob Dawson and First Officer M. W. Ashby volunteered to deliver ammunition from Anchorage to Cold Bay. They departed at 9 p.m. on Dawson's first night-flight down the Aleutian chain. Using no lights or other navigational facilities, he landed with the aid of flashlights. By 2 a.m. the ammunition was unloaded and they took off immediately, coming out of the overcast almost directly above a Japanese aircraft carrier. Fortunately they did not send planes after him. Dawson dropped-down to within less than 100 feet of the water and continued the flight back to Anchorage. Upon refueling in Anchorage he was sent immediately to Cordova and on to Ketchikan, at Ketchikan his log book showed 43 hours of continuous flight duty.

Later in June, United Captain J. O. Johnson and First Officer Rod Dixon flew from Anchorage to Umnak Island with 5000 pounds of ammunition. Arriving at Umnak, Johnson found landing conditions virtually impossible, but with insufficient fuel to return to Anchorage he had to land. With a 60-m.p.h. cross-wind blowing he "fishtailed" the plane down. He and the men on the ground held their breaths as he touched-down on the metal-mesh landing strip. Fortunately the plane remained on the runway. While moving the plane off the runway after the cargo was unloaded, a gust of wind tipped the plane up damaging its propellers. As the crew was repairing the damage Japanese planes attacked, attempting to machine-gun the plane and crew, but due to the poor visibility they missed their targets.

In April 1943 Captain Art Derby and First Officer Lee Nelson were flying 3,000 pounds of rifle barrels to Galena in northwest Alaska for U.S. troops preparing to attack Attu. By some quirk-of-fate the rifle-barrel cargo positioning caused a magnetic field which deflected the plane's compass approximately 20 degrees. After flying through clouds for some time, Derby suddenly discovered he was about to have a collision with Mt. McKinley! After skillfully avoiding the craggy peak and by then realizing his compass was off, he flew "contact" up the Yukon River Valley to Galena.

*Compiled by Marvin Berryman DENTK Ret, from United Air Lines News, "Alaskan Saga" Dec. 1944*

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



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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

We had a good turnout with 18 attending at Mimi's November 10, 2011. Attendees were: Tom & Mary McQueen, Mike Herriott, Norm Marchmont & Trudy Buck, Gene & Susan Biscailuz. Don & Gloria McDermott, Rex May, Doug & Marcene Rankin, Bob Mosher, Richard Unander, Denny and Som Fendelander, Ray Engel, and Dale Myers.

Don McDermott got our attention at 1155 and gave an update on UAL, discussing Medical Benefits and noted that his Generic Medication was made in India. He passed around notes from the MEC and discussed talks regarding our future travel benefits.

Rex was next with the information that Woody Grover had passed on. Rex also asked that all who plan to go to the Christmas Luncheon December 8 at the Hacienda Hotel should be sure to get the money to him soon.

Denny Fendelander then mentioned several restaurants who were giving Veterans free lunches or dinners on Veterans Day 11/11/11. He also discussed the lawsuits regarding the UAL Bankruptcy that the group, "Pilots For Justice" are involved in.

Our world traveler, Mike Herriott, said that ZED Fares would be going up, and that there are not very many seats these days for space available travelers. He said UAL is flying 737's to HNL. He went on to say if you are planning to go to the East Coast, he recommends going to Dulles from LAX due to the larger airplanes flying that route. Then go from Dulles to your destination. Mike also reiterated that you should have a backup if you absolutely have to be there at a certain time.

Susan Biscailuz was the lucky winner of our drawing this month. The next meeting at Mimi's will be Thursday, January 12, 2012. Have a *Merry Christmas* and *Happy New Year* and hope to see you at Mimi's next year. Til then, *Doug & Marcene Rankin*

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## SAN DIEGO COUNTY RUPA LUNCHEON

Howdy Cleve, our good and faithful servant to all Ruparians whithersoever dispersed around the globe: Well, after many months of sparse attendance at our luncheons, we hit the jackpot. We had thirteen people at the table and it was a great day. They were Bob and Ruth Bowman, Don Trunnick, Bill Pauling, Paul Whitby, Gary Johnson and his son Adam, Brad and Rhoda Green, who brought their neighbors Norm and Nancy Lewis. Lewis is not a RUPA guy, but a retired naval aviator and a docent on the U.S.S. Midway which is permanently anchored in San Diego.

There were some very interesting conversations going on, and lunch was pleasantly long. In fact, most of us were reluctant to leave. Now we hope we can get some if not all of the newer people back for next month, because there are many more conversations to be heard. Rhoda and Ruth greet all the guys with a kiss, and that's another reason we want them back!

Cleve, we really appreciate your efforts as editor. I'm secretary of my Masonic Lodge, and I know that keeping records and handling all the paperwork is a real job. You have certainly earned an "ATTABOY" Best 2 ya, amigo, *Bob Harrell*

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**Frank and Ernest/Bob Thaves**



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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Another GR8 Luncheon November 8, 2011 at Cowboys by popular demand. Once again, the food, the service and the Adult Beverages were outstanding. We had a terrific time and, needless to say as is almost always the case now-a-days, MUCH of the conversation had to do with Pass Riding, Retiree Benefits and Retiree Health Insurance Selections/Options. We had a most enjoyable time and we all left the Chuck Wagon with no desire to eat anymore - until dinner time that is.

Another terrific part of our November Luncheons is that some of our Northern Members (see below) start to drift back into town and it's always good to see them once again. In addition to welcoming them back, we always start to plan and look forward to our December Luncheon as well. December (and February too) have become special for our group because in honor of Christmas (and Valentine's Day) we invite our wives and girl friends to join us. Of course, as I've mentioned before (several times) -- it is NOT recommended that you bring BOTH of THEM to the same function. An explanation here is NOT REQUIRED.

Back to our Cowboy experience....those in attendance were: Andy Lambert (welcome back Andy), Skip La Rocque, Jack Boisseau, Jim Dowd (welcome back Jim), John Pinter, Dick Baese (welcome back Dick) Bruce Wilkinson (a member that we haven't seen in quite a while, welcome back Bruce and hope that you will be joining us on a Regular basis from now on), Ted Osinski, Dick Starita, Paul Andes, George Kane (a new Member to our group - welcome George and we hope to see you many more times in the future as well), and myself, Bob Langevin.

In conclusion, our December Luncheon will be on Tuesday, Dec. 13th at 11:30 at The Sailor's Return (very NICE waterfront Restaurant) on the West side of US1 - immediately before you cross over the Roosevelt Bridge into North Stuart and Jensen Beach. REMEMBER.....our ladies are invited to this one.

Take care everyone and hope (by the time you read this) that you and your family have had a Happy, Healthy and meaningful *Thanksgiving Holiday*.

If you need any info about our December Luncheon, please call me at 772-219-0905. Thank you everyone and wishing you ALL a *Merry Christmas* as well along with a *Happy, Healthy and a Terrific New Year*. Sincerely, **Bob Langevin**

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## SOUTHWEST FLORIDA RUPA LUNCHEON

Another beautiful Florida day started the new season's RUPA luncheon at the Olive Garden restaurant in Fort Myers. As there is no official RUPA host, Dot Prose (daughter of flown west member Ed Prose) had brought a legal pad to at least obtain a roster of attendees for this November luncheon. At first it looked like only four people would be attending but the list grew to a respectable number of 19!

Attending members were: L. Wallis Alves, Jim Good, Will Collins, Brian Laiding, Ray White, Ellis Van Astine, Jack Taffe, Don Sullivan, Norb Cudnowski, Edgar Riell, Earl Walsh. Guests who attended included: Dot Prose, Sally Collins, Twila White, Georgie Chamberlain, Gene Chapman, Jim Sutton, Carole Cudnowski, and Ruth Riehl.

Although there was no formal program everyone seemed to enjoy themselves judging by the level of chat. There were assurances that many will return for the next luncheon in January 2012.

We plan to continue hosting the RUPA Day at Sun-n-Fun Fly-In at Lakeland, FL. The scheduled date is Thursday 29 March, 2012. More publicity forthcoming. *Gary Crittenden & Dot Prose*

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## S.E. FLORIDA GOLDCOAST LUNCHEON

We had a fairly good turnout of 16 retirees on a nice sunny day At Galluppi's at Pompano Airpark. Several members were missing (excused absences) but our members are flying west faster than we can replace them. We will try for a better turn-out at our December meeting.

A report was given on Dick Bodner by Jim Morehead. Those present today were; Lyn Wordell, Les Eaton, Ham Oldham, Ham Wilson, Jim Good (over from Naples area), Mike Warde, Ed Wheeler, Terry Lewis, Jack Wink, Walt Kimmy, Sid Sigwald (from Treasure Coast Gang), Jim Morehead, Wayne LaMura, Ed DeChant, Bartlett H Rolph, and myself, *Ned Rankin*

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## OHIO CLEVELAND CRAZIES (October) LUNCHEON

A small gathering for our October meeting. Some travelers, some ailing and poor rainy weather. Those braving the prevailing conditions were; Kenny Wheeler (our resident story teller – if you need to know about the 80 year old guy marrying the 21 year old bride check with Kenny), our former group poobah, Dick Orr, underlings George Bleyle, Joe Getz and Dick Sanders, and our former FAA designated Medical Examiner, Chuck Hoyt. Great having Chuck join us again.

There was the usual organ recital, our waitress Vickie attended to our libation and victual needs and, for some reason or other, the conversation devolved to airplanes with tales of all types and descriptions winging around the room. Banshee's with nuclear shapes under wing launching from pitching carrier decks, F-86's, F-100's, B-47's, Convairs, 6's and 7's, C-124's - - you name it and somebody in the hall had it airborne at one time or another somewhere in the world. Lots of laughs as the tales were embellished once more.

We will meet again the third Thursday of November. The welcome mat is always out. Bring your best stories.

For our esteemed leader Rich McMakin, *Dick Sanders*, scribe pro tem.

## OHIO CLEVELAND CRAZIES (November) LUNCHEON

The Cleveland Crazies met again this afternoon and the winter exodus appears to be in full swing. The locals could have met in a large simulator for all there were of us. Joann and Dick Orr, Dick Sanders, Ken Wheeler, Phil Jach and myself.

Phil Jach had pictures of his recent trip to China with several other Cleveland couples, Gene White, Mike Taylor, and Don Kauer and their wives, and was able to impart some of the salient information which he gleaned from his journey.

We also had some wonderful remembrances of Jack Heiszek, our Crazy who passed away recently, after a difficult bout with cancer. Dick Sanders read a poem which we are sure has appeared in the RUPA journal at one time or another and we would like to include it in our letter to you all in Jack's memory, for it fits him so very well. He will be missed and our thoughts go out to his wonderful wife Sue.

On a lighter note we are all looking forward to the 10th of December and the Pintors re-annual Christmas party which will have come and gone by the time this makes it into print.

Regards and a very *Merry Christmas* and the happiest of *New Years* from all the Cleveland Crazies to those of you less fortunate, who never have been one!

*Richard McMakin*, Den Mother

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## PHOENIX ROADRUNNERS (October) LUNCHEON

The Phoenix Roadrunner group met for lunch at our normal place to try to get the fall season off to a good start.

It would seem that most of our members were not really back to our warm spot in Arizona as we only had seven members show up. Those present were; Charlie Schwob, Corey Liston, Mike Carlin, Frenchy & Joan Bourgeois, Ken & PJ Killmon.

Even thou we had a small group some booze and good food made the conversations happy. This made a good gathering as all could speak to each other very nicely. Of course the conversation got around to the planned pass policies to come on January 1st. *Ken*

## PHOENIX ROADRUNNERS (November) LUNCHEON

We met on November 8th at the Bobbie Q restaurant the regular site for our monthly luncheon. There was a good turnout compared with our October Luncheon.

Present were; Charlie Schwob, Corey Liston, Leif Jonassen, Dave Specht, Mike Carlin, Warren Phelps, Peter & Ellen Moyer, Frenchy & Loan Bourgeois, Frenchy's daughter LeeAnn Blunt and her friend Ron Paulson and myself, Ken Killmon.

The prime discussion was again the apparent takeover of United by the Continental management during this merger. And of course, along with that came the discussion on the bad pass situation after either January or March depending on when they start the new procedures. *Ken*



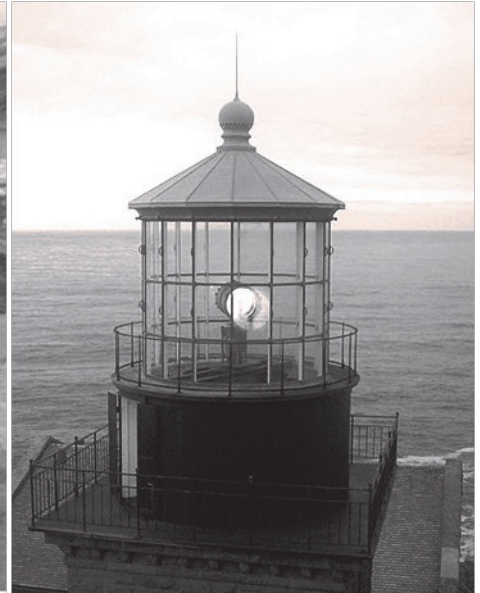
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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

The day started rainy and cold but by afternoon the skies were a high thin overcast with occasional breaks of sunshine with only a slight on shore breeze – unusual for Big Sur! The window of good weather, with temperatures in the high 60s, lasted until sunset, but by then we were driving home along beautiful Highway 1 having enjoyed a wonderful afternoon at the Point Sur Lightstation – locally called the Big Sur Lighthouse.



Monterey RUPA members, Carmel Valley Rotary Club, and the Zazzers!



Two docents guided our private tour at a leisurely pace up the Big Sur “rock” (a climb of over 360 feet in a half mile), which included the lighthouse and its outside gallery, the carpenter/blacksmith shop, the head-keeper’s quarters, and the mess hall - which is now a visitor’s center. In continuous operation since August 1889, completely automated in 1972, the Point Sur State Historic Park is being restored to its 1920’s style and glory!

The three hundred and sixty degrees view from the top of the “rock” was extraordinary and extended to the distant horizon southwest, west, and northwest. The turbulent seas below our feet reminded us that the Navy’s USS Macon (a rigid airship based at Moffett Field) sank and currently rests 1,500 feet below the waves off Point Sur. A storm combined with windshear and recent repairs lead to the Macon’s structural failure which caused the accident on February 12<sup>th</sup>, 1935; out of a crew of 76 only 2 men were lost. Ten known shipwrecks lay at the bottom of the sea in the vicinity of Point Sur – hence the need for a lighthouse and fog horn.

Our 3<sup>rd</sup> annual Holiday Luncheon at the Monterey Country Club’s Beach House is set for Monday December 12<sup>th</sup>. This is a catered event, **RSVP only**, and prepaid from a select menu. We are truly fortunate that our generous hosts Carlos and Judy Quintana have arranged this event for the third year in a row! **Thank you!**

We are planning a Point Lobos tour in May when the whales are migrating and the wild flowers should be abundant! Our own Milt and Sunee Jines are docents at Point Lobos and will head our tour. Standby for the date and time!

**MRY RUPA schedule change:** Starting in *January* we will be meeting on the *second Wednesday of the month* at Edgar’s at Quail Lodge in the glorious Carmel Valley, gathering at 11:30 a.m. Please RSVP the Tuesday before that Wednesday. **Thank you!**

*Happy Holidays! Phyllis Cleveland*

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## SECOND ANNUAL RUPA MONTEREY PENINSULAR GOLF OUTING

The Second Annual RUPA Monterey Peninsula Golf Outing was held on November 14th at the beautiful Quail Lodge in Carmel Valley. Our thanks to Quail Lodge members Pete and Donna Walmsley for hosting the event.

We teed off at 1120 with the first men's threesome of Pete Walmsley, Carlos Quintana and Jon Rowbottom followed by the second men's threesome of Brett Morris, Lee Casey and Jim Gwinn. The lady's foursome followed with Donna Walmsley, Judy Quintana, Diane Emerson and Jane Rowbottom.



The day started out overcast with some wind. By the time we got onto the back nine the wind died down, the skies started to clear and the Coots took over the fairways, complete with all their droppings! We are talking about the birds and not the golfers. We had a Nearest to the Hole competition won by Jim Gwinn and Diane Emerson. The Low Gross winners were, again, Jim and Diane. Guess we know who the real golfers are! After a truly wonderful day of friendship, generous gimmes, a little foot wedge work and a Mulligan on occasion, we retired to the Baja Cantina for some Happy Hour story telling...lying and dinner. It was the perfect ending to a fantastic day. Thanks again Pete and Donna! *Jon Rowbottom*

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## SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

A six foot tall inflatable turkey wearing a Pilgrim hat greeted us at Harry's Hofbrau in Redwood City when we arrived for the November S.F. Bay-Siders' luncheon on Tuesday, the 8<sup>th</sup>.

We had a very good turnout with 34 Ruparians in attendance, and happily welcomed first time attendees Barrie and Sharon Nelson and Chuck Stamschor.

In the spirit of the Season, we all agreed to bring new, unwrapped toys for Toys for Tots to our December luncheon as has become our tradition since we started meeting.

I'm sorry to announce that we lost another of our Bay-Siders. Bob Downs, age 92, flew west on Oct. 28. He was the third member we have lost in the last four months.

In attendance were: Bob Ahrens, Marty Berg, Jo Bernard, Rich & Georgia Bouska, , Bob & Roz Clinton, Sam Cramb, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Dick & Jeri Johnson, Bob Kallstad, Bob Kibort, Tom Kirby, Bill Klett, Norm Marshall, Bessie McEachern, Bruce McLeod, Jan McNaughton, George Mendonca, Barrie & Sharon Nelson, Bob & Dee Norris, Jerry Paulsen, Jerry Quitney, Cleve & Rose Spring, Gene & Carol Walter, Larry & Pat Wright.

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



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## THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our October 20, 2011 luncheon was held at the Marco Polo Restaurant located in Vienna Virginia. Members and their guests had a delightful 45 minutes to meet and greet fellow attendees before the luncheon started. There was a very good mix of different types of food because it was a do it yourself buffet.

After dining we were introduced to a new member, Frank Tetreault, who had a very interesting story to share with us. After retiring from United upon reaching the mandatory retirement age of 60, he was hired by a contract flying company. After several years he was based in London and flying the A320. One of Captain Tetreault's last flights had him laying over in Tripole, Libya. He told us that crew members had to surrender their passports upon arrival in Libya and reclaim them upon departure. His last layover in Tripole occurred at a bad time, as the revolt was in full swing. He told us the scary details of his and other crew members escape from the over packed airport. It was quite interesting and spellbinding.

We were pleased to have 47 attendees: Jon Beckett, Ray Best, Laura Brandle, John Cerisano, Linda Cerisano, Hal Cockerill, Marty Collins, Gary Cook, Gil Coshland, Pat Coshland, Gene Couvillion, Dub Crawford, Ed Duffy, Peg Duffy, Jerry Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Larry Grube, Earl Jackson, Roger Lemieux, John Linderman, Joyce Lopez, Clyde Luther, Claudette Luther, Fred Martin, Frank McKenzie, Lew Meyer, Dolores Miller, Ed Miller, Truman Miller, Marilyn Pasley, Ralph Pasley, Bud Ruddy, Theresa Ruddy, Barb Ryan (guest of Bill Salisbury), Bill Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Jerry Shuts, Jack Sodergren, Gloria Soltis, Joe Soltis, Skip Strickler, Frank Tetreault, Betty Williams, and E.K. Williams. Our most Senior Officer Present was Ralph Pasley who will soon be 94.

A special thanks to: Gary Cook, Hal Cockerill and Earl Jackson for handling the check-in. Theresa Ruddy for providing flowers from her garden.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, January 19, 2012, and will also be a buffet. Members only. *Jon P. Beckett*

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## THE COLUMBIA RIVER GEEZER'S LUNCHEON

Four of the Columbia River Geezers got together at Romano's Macaroni Grill located at Clackamas town center on Wednesday November 16, 2011. We enjoyed many chuckles, reliving some of our best flying stories of the past, a great lunch and excellent company. From left to right, Ron Blash, Tony Passannante, Rich Warden and Ray Reed.

With a quorum present, we discussed and firmed up all our future meeting dates to the second (vice the third) Wednesday of every odd month. By doing so we are assured of getting our meeting tidbits and picture into the very next *RUPANEWS*.

Doing the math means our next meeting will be January 11, 2012 at 1100, at The Romamo's Macaroni Grill in Clackamas Town Center located just off of Hwy 205...12000 SE 82nd Ave 503 496 5571.

So, all the Columbia River Geezers who did not show at this past get-together, please mark your calendars. Any other visiting Retired UAL pilot or family member are always welcome.



Any questions please e mail Tony Passannante at [hotshotcharley@aol.com](mailto:hotshotcharley@aol.com) or Ron Blash at [rblash@mac.com](mailto:rblash@mac.com).  
Regards, *Tony & Ron*



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## SEATTLE GOONEY BIRDS

The Seattle Gooney Birds gathered for our October lunch at the Marriott SeaTac Hotel, and joined in lively conversation over soup and sandwich specials.

The host was present this month and after the bills were settled and the parking tickets were validated he rang the water glass for attention and the waitress appeared to inform us that our usual meeting place was to be remodeled and that, for the next three months, we will be meeting in the atrium near the swimming pool.

The host turned the floor over to Dave Carver for a series of short jokes and followed with a short announcement regarding the RUPA cruise discount, and followed with a discussion of pass travel experiences among those present. The host told a short joke, which brought polite laughter, and we adjourned.

In attendance: Chuck Westphal, Howard Holder, Al Haynes, Fred Sindlinger, Herb Breivik, Jim Chilton, Gere Pryde, Mark Gilkey, Bill Stoneman, Herb Marks, Ray Hanson, Jack Brown, Dave Carver, Alex Dunn, Bill Lamberton, Dick Anderson, Vince Edwards, Ken Case, and Bill Brett.

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## PBGC gives out erroneous information, still

By Doug Wilsman

The newest director of the PBGC is repeating the same old erroneous information. In an otherwise very informative piece on an audit of United's four plans in the November 16<sup>th</sup> NY Times, PBGC Director, Joshua Gotbaum, is quoted giving the maximum PBGC guarantee at \$54,000 annually. That is incorrect and PBGC has been putting out incorrect numbers like that since 2002.

Historically, after there were rumors of a potential UAL bankruptcy in mid-2002, I noticed that PBGC's website was publishing a table that showed their max guarantee varying according to a participant's age on the date of plan termination: the higher the age the higher the guarantee. But the table ended at age 65 and the PBGC called the guarantee listed for age 65 "the maximum guarantee."

I contacted APLA's national home office pension department and they talked to PBGC and secured a new PBGC table that showed ages between 65 and 85 with progressively higher and higher guaranteed amounts. Then when US Airways terminated its pilots' plan in early 2003, PBGC set the estimated benefits for older retirees by limiting the guarantee to the age 65 value. I contacted the Soaring Eagles--- the US Air pilot's version of RUPA--- and they complained to the PBGC which made the corrections where necessary. But PBGC didn't change anything in their published rules.

So for eight years I have been sending corrections to almost every well known publication in the country whenever they published erroneous quotes from PBGC about the max guarantee. The latest is the NY Times.

If you have access to the Internet, you can get the Times article entitled, "Audit Finds Errors in Calculating Pensions in Bankruptcies" at [http://www.nytimes.com/2011/11/17/business/errors-were-made-in-calculating-corporate-pensions-audit-shows.html?\\_r=1&scp=2&sq=&st=nyt](http://www.nytimes.com/2011/11/17/business/errors-were-made-in-calculating-corporate-pensions-audit-shows.html?_r=1&scp=2&sq=&st=nyt).

The PBGC has the same issues discussed correctly at <http://www.pbgc.gov/wr/bulletin/info/unitedfaq.html>.

*Doug Wilsman*, MDW, ORD, LAX 52/85

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## CONVENTION REPORT

Not much new to report on convention 2013. Still waiting for a site to be selected. If any luncheon group would like to volunteer to hold a convention in their city, please contact Phyllis or me. Next year, there are three events that will occur. The RUPA river cruise in October, the RUAEA convention in October, and the Golden Eagles convention in October.

For those of you who would like to take a European river cruise but cannot attend the RUPA cruise due to a scheduling conflict, one of our members has a barge company that operates out of Burgundy and Alsace, France. Both are very intimate cruises as the biggest barge holds 22 people and the smaller barge holds 21. Ed DeChant is offering a very good deal to the UAL/CO community. He can be contacted at the following e-mail address. [eddechant@earthlink.com](mailto:eddechant@earthlink.com).

Stay active by volunteering. *Ron*

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## 2012 RUPA EUROPEAN RIVER CRUISE

The cruise for 2012 will be 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 lunch and dinner on board.

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 contact Jerry Poulin at: Jerry's Travel Service 36 Mark Bradford Drive, Holden, MA 01520, (508) 829-3068 or 1-800-309-2023 x 33, [gpsp@aol.com](mailto:gpsp@aol.com).

### THE LATEST UPDATE

There are now 34 people signed-up to cruise with us on our 2012 RUPA river cruise. That's about one quarter of the boats capacity since it only holds 134 passengers. If you missed out on the early discounts for this cruise and wish to join us, additional discounts may become available as time passes, so don't lose hope. I know the cruise company offers various discounts in combination with their numerous itineraries. Conde Nast has just announced Uniworld the winner of its Best River Cruise Line so you should not be disappointed in your experience with them. Call Jerry Poulin for the latest information. I hope you will be able to travel with us. *Rich Bouska*



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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 discount applies to the rates listed below:

**\$100 DISCOUNT FOR PAST PASSENGERS OF UNIWORLD**

Prices before above discount:

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 DISCOUNT ABOVE APPLY TO THIS OPTION.**

Prices before above discount:

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 discount applies to the rates listed below:

**\$100 DISCOUNT FOR PAST PASSENGERS OF UNIWORLD**

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

Prices before above discount:

Category 5 \$4349 pp

Category 4 \$4674 pp

Category 3 \$5274 pp

Category 2 \$5524 pp

Category 1 \$5924 pp

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

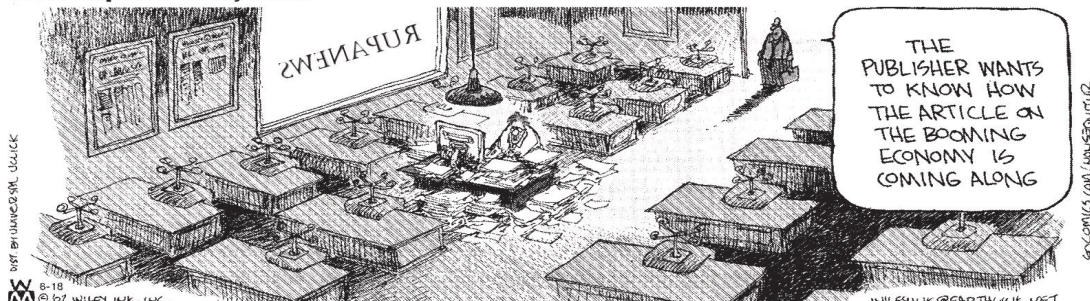
Prices are fully refundable up to 90 days prior to departure except for the \$200 pp deposit.

Additional discounts may apply. Call Jerry for the latest information at 1-800-309-2023 ext 33

Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119

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**Non Sequitur** Wiley Miller





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## **Pass Travel Update November 3, 2011**

**Capt. Pat Palazzolo**

ALPA and the other unions are working to reestablish a working relationship with the company on pass travel issues. To be frank, the new management has no prior history of working with their employees in this manner. But so far I think we seem to be making progress on building trust. We will be adding a Continental pilot to our ALPA Pass Travel Committee soon.

**Online travel:** The integration of the two pass travel programs will not happen in early January. It will more likely happen sometime in March. A major determining factor is the date CO's passenger reservation system migrates over to United.

This brings up a few questions, such as:

- When will UAL retirees lose their companion passes?
- When will UAL employees and retirees get to use vacation passes?
- And how will UAL employees and retirees use them?
- When will companions be able to travel on each other's airlines?

The company said they will have answers to these questions and more very soon in a communication to our active and retired employees.

**Vacation passes:** Leveling the playing field with Vacation Passes: At a recent meeting with the various unions, the company acknowledged the UNFAIRNESS of the accumulation of vacation passes at CO, and no accumulation at UA. They said they would attempt to come up with a solution, and they hope to communicate that as well.

A note about Vacation Passes: The vacation passes accumulated to date by CO employees are NOT the same type of vacation passes that will be awarded in 2012. The older generation of vacation passes that have been accumulated, unlike the new ones, are for one person per leg only.

As you know, the Vacation Passes to be allocated next year are good for as many legs as required to get from origin to destination, and are good for every eligible traveling together in your party.

Finally, the Company has told us the name for Vacation Passes may be changed to a different title to avoid confusion about when they may be used (which is any time for any reason).

**Companion Passes for Retirees:** The Company has eliminated this benefit for our retirees and for us when we retire effective sometime next year (date to be announced by the company). The reasons could be summarized basically as – management does NOT like them and they're trying to find any reason they can to reduce their usage.

The Company suspects an unacceptable amount of revenue dilution – where there would be a number of companion pass users who would have purchased a ticket on United if it weren't for the ability to use them. They also mentioned companion travelers clogging airports, fraud, and undesirable behavior on the part of some. When I mentioned that of all the groups, retirees tend to be the most mature and responsible, they did acknowledge that is likely to be true.

I've discussed these concerns with the company and made the observation that so far they haven't presented any data to support their concerns, as they appear to be anecdotal or a gut feeling. While the company said they will NOT entertain any discussion of changes until the new program has been implemented and the dust has settled, they have agreed to discuss this later.

I've also told the company finding a way to resolve their concerns about retiree companion passes and afford retired employees the option of using either companion passes or enrolled friends is a high priority for ALPA.

I was asked why it's such a high priority and I replied that, unlike many other employee groups, virtually all United pilots will retire, and it is an important benefit we would like for ourselves.

**Web List:** Web List will go away when the new pass travel program is implemented and be replaced by Continental's employeeRes. If you haven't checked out employeeRes, you should try it sometime. It not

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only shows you the available seats, but allows you to view the stand-by list, and also show the standbys who have actually checked in for the flight. When you inquire about a flight's stand-by list, it will show you where you would fit, even though you're not listed.

You can also set up a very welcome and user friendly notification system to advise you of gate information, departure delays or cancellations for any of your listed flights now or in the future.

The stand-by list and notification features I described are NOT yet available for United flights on employeeRes (only Continental) until the integration, next year.

'employeeRes' can be found on the left side of the [Flying Together](#) page under Travel Tools.

**Offline Travel:** Lots of good news here. A few years ago ALPA proposed to the Pass Travel Committee the concept of purchasing and refunding all offline tickets over the internet. This would avoid the cumbersome Kubuki dance of having to purchase paper back up tickets and then have the unused tickets mailed in or taken in for refunds. At our request, the company began looking at this concept about 18 months ago.

Concurrently, other airlines began looking at this idea as well. As a result, the airline community has decided beginning March 31, ALL airlines will abandon the use of paper tickets – even for ZED travel.

Some airlines have already migrated over to e-ticketing for offline travel, such as British, Jet Blue, Hawaiian and Frontier. Every other airline will follow by the end of March.

United would like to have this internet capability in house or in conjunction with other airlines. But with our limited IT capabilities due to the merger, UA will probably sign on with a third-party vendor to provide this service as other airlines have done – at least for the foreseeable future. So the next time you need a back up ticket, it can be as quick and easy as a few taps on your phone.

The third party vendors charge a per-ticket fee for purchasing (\$3-5) and for refunds. But with the widespread use of smart phones and tablets, it often will not be necessary to buy backup tickets until you actually need them. In those cases, you can go to your smart phone, list and purchase an offline ticket and then proceed to that airline's gate. The need to refund backup tickets will drop dramatically.

**ZED fares:** Some good and some not so good news.

The GOOD news. Virtually all of Continental's interline agreements are ZED, as opposed to ID agreements. All of their ZED agreements will most likely become our agreements as well sometime next year. As a result we will acquire a few new airlines to travel on.

The BAD news: The ZED fares increased 15-16% on October 1. This is clearly an unacceptable jump.

But I'm hopeful for some relief down the road. United will have a representative on the ZED fare committee who can have some influence over how these fares are computed. The fares are currently calculated as a percentage of an average fare for each distance category. That revenue fare is calculated by market forces – normally supply and demand, or whatever the market can bear. There is NO reason why our employees' and retirees' interline benefits need to be based on whatever the market can bear for revenue customers. After all, our ZED fares are an employee benefit, not a profit making venture.

I'm hopeful we will get support from United management on this change of focus on ZED fare calculations. I'll keep you posted. Capt. *Pat Palazzolo*

## LATEST INFORMATION ABOUT BUDDY PASSES

"From UAL on 11/14/11: The *buddy passes have an expiration date of March 2012*. You may use them beginning in January, but all travel must be completed by March 2012. UAL is preparing a special communication for retirees."

### ADULT TRUTHS

**Nothing sucks more than that moment during an argument when you realize you're wrong.**

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## Blood-clot pill for strokes, major bleeding hailed in study

By Duff Wilson, New York Times

An experimental pill to prevent blood clots exceeded already high expectations as a better therapy for millions of people with atrial fibrillation, according to final results of a worldwide study.

The study was featured at the European Society of Cardiology in Paris and simultaneously published on the web-site of the New England Journal of Medicine.

"It's a remarkable achievement," said Dr. Valentin Fuster, a past president of U.S. and international heart associations, who was not involved with the trial. "This is one of the most significant advances in cardiovascular medicine in the last five years, no question."

The twice-daily pill, to be called Eliquis, prevented 21 percent more strokes than the blood thinner warfarin, a standard treatment for heart arrhythmia, and resulted in 31 percent fewer incidents of major bleeding over an average of 1.8 years in the study.

Eliquis also reduced total deaths by 11 percent, a mortality benefit its makers, Bristol-Myers Squibb and Pfizer, plan to trumpet in a marketing campaign, assuming the Food and Drug Administration approves the drug later this year. Barring any problems, sales are quickly expected to reach billions of dollars.

The study included 18,201 people in 1,034 clinical sites in 39 countries and was consistent worldwide, the sponsors said. Although the study was financed by the drug makers, it met the gold standard for medical research as a randomized, double-blinded trial in which doctors and patients did not know who took which pill until the end. The drug acts on an enzyme that leads to blood clots.

More than 2.6 million people have atrial fibrillation in the United States, according to the Centers for Disease Control and Prevention.

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### YOU'VE BEEN A FLIGHT ATTENDANT FOR TOO LONG IF...

1. You can eat a 4 course meal standing at the kitchen counter.
2. You search for a button to flush your toilet.
3. You look for the "crew line" at the grocery store.
4. You can pack for a 2 week trip to Europe in 1 roll-aboard.
5. All of your pens have different hotel names on them.
6. You NEVER unpack.
7. You can recognize pilots by the backs of their heads - not by their faces.
8. You can tell from 70 yards away if a piece of luggage will fit in the overhead bin.
9. You care about the local news in a city three states away.
10. You can tie a neck scarf 36 ways.
11. You know at least 25 uses for air sickness bags - none of which pertain to vomit.
12. You understand and actually use the 24-hour clock.
13. You own 2 sets of uniforms: fat and thin.
14. You don't think in "months" - you think in "bid sheets"
15. You always point with two fingers.
16. You get a little too excited by certain types of ice.
17. You stand at the front door and politely say "Buh-bye, thanks, have a nice day" when someone leaves your home.
18. You can make a sentence using all of the following phrases: "At this time," "For your safety," "Feel free," and "As a reminder."
19. You know what's on the cover of the current issues of In Touch, Star, and People magazines.
20. You stop and inspect every fire extinguisher you pass, just to make sure the "gauge is in the green."
21. Your thighs are covered in bruises from armrests, elbows, and briefcases.
22. You wake up and have to look at the hotel stationery to figure out where you are.
23. You refer to cities by their airport codes.
24. Every time the doorbell rings you look at the ceiling.
25. You actually understand every item on this list.....



# LETTERS

**GARY BABCOCK**—Camarillo, CA

My new bride, Joy, and I are enjoying life in retirement community, biking, hiking, golf and swimming.

Trips this year to AZ, Yosemite, up the coast to Vancouver and the Canadian Rockies. We just got back from visiting her family in Dalian, N.E. China with a side trip to the largest brewery in that country.

Both sons doing well in Chicago and Oakland and 3 grandkids are a blast to watch in soccer, baseball, dancing, etc.

Thanks for all your work in keeping us informed.  
*Gary & Joy, 69-04 ORD, LAX*

**NEIL BRETTHAUER**—Marco Island, FL

Another year gone already? Fun sure flies when you're doin' time! The years are repeating a steady pattern, it seems: winter on Marco, summer in Illinois and on the boat in Wisconsin, visits to Alaska, (where Grandbaby number three arrived in September; that's two boys and a girl, now).

Had my right shoulder scoped in January to remove some nasty bone spurs that were threatening the rotator cuff. Followed the rehab instructions religiously and the outcome has been great. No other health problems to report, so I guess I'm blessed in that department.

Again, my thanks to all the volunteers that make RUPA the fine organization that it is. The check is in the snail mail.

Regards, *Neil*

**TOM L. CONLEY**—Huntley, IL

The War Dept., A.K.A., my wife, heard there is a new ring tone for cell phones; it's the sound of a woman having an Orgasm. Now there is the number one reason to pay attention to the sign posted as you enter church, "is your cell phone off"?

Under the heading of, "Timing is Ever Thing," this story happened on the ORD crew bus, last bank of arrivals. I climbed on the bus and sat in the rear with Captain Ray Wood and F/O Dick M. At the first stop, F/O Dick M. grabbed his suit case and as he hit the first step Captain Wood said, "and Dick

how did you come out on those Moral Charges?" He hit the second step and then the ground and the doors closed behind him. It was a beautiful thing to watch. Between momentum and surprise he couldn't respond, the doors closing behind him finishing him off. Have you noticed there are 30,000 out of work comedian's and pilots keep trying to get in the business? When I grow up I want to be just like Captain Wood, and no there were no morals charges just a quick minded Captain.

And last, a friend close to this story knows a man who is filing for divorce on the grounds of excessive text messaging. His wife's phone records showed her making 4,000 to 7,000 text messages a month and she has just totaled the 3rd car. I wonder if the web site TMA, text messaging anonymous is taken. I see a need.

*Tom & Barb Conley*

**NEIL DAHLSTROM**—Danville, CA

I made it to the #75 with no new health problems this year. Tammy takes really good care of me.

Returning from my younger brother's funeral last month in Washington, we decided to drive down the Oregon Coast, HW 101. We have traveled that route numerous times in both directions. This time we finally stopped to visit NAS Tillamook. The museum and gift shop were well worth the time spent. There were many fascinating aircraft including a MIG-15. Also, lots of WWII history on Display.

Much thanks Cleve and all the volunteers who keep this great organization operating. *Neil*

**BILL DENHART**—Spokane, WA

I retired some 28 years ago and have had so many laughs about my times with good old UAL that I just have to tell the story of my last flight out of HKG.

The night before the crew hosted me to a gathering at Ned Kelly's Last Stand, a watering hole located in Kowloon. Anticipating this, I had brought along some UAL shipping labels from our SEA office. The many other airlines had placed their stickers on the ceiling behind the bar. Not to be outdone we, standing on tables and chairs, placed our labels on the highest spot. Damn, it was such fun. The next day as we were taxiing out, the boss calls from SEA to advise us that weather south of us was moving

fast and to get the hell out of there. Looking out it didn't seem so bad. As we reached SEA I was informed that the wind after we left at HKG reached 160 kts on the airport.

God I loved working with you all. *Bill D.*

**CORT DE PEYSTER**—Reno, NV

Greetings all and a Big thanks to Cleve for continuing this fine publication. Also thanks to Leon and Congrats to Phyllis in taking the helm.

Nancy and I had a lovely vacation trip around my ancestral homeland of Flanders last spring, taking in Bruges, Ghent and the many battlefields of Belgium, including the Ardenns, WWII, and Yeper WWI. We stayed with friends in Koksijde on the north coast of Belgium. Those who flew Europe might recognize the VOR there, "KOK" (Feet dry fix, after crossing the English Channel).

Just back from another TDY assignment in Dubai, and ended up ferrying a Citation "X" back to Wichita for its "D check." I was able to bring my bride along and she got treated to the "rock star" treatment of flying halfway around the world in her own private jet. Nancy said she is so spoiled now that UA first class will be a letdown.

Have two more TDY rotations coming in Dec and Jan to the UAE. The good news is, most of our flying is to Europe, so the time in country is minimal.

Son Brooks is still in Law School (San Francisco) with a 3.94 GPA, and daughter Alexandra in the

school of Education at OU.

Nan and I continue to shuttle between Reno (winter) and Lopez Island (summer) on days off. Nancy continues her work with the Nevada Humane Society.

Love reading this publication cover to cover each month and hearing about the doing of old colleagues.

Best to all, for a great 2012

*Cort*, DCA-ORD-SFO 1967-2006

**CHUCK FELLOWS**—Denver, CO

Gentlemen: My sincere thanks to "Cleve & Co." I enjoy reading the *RUPANEWS*, and I do appreciate your abilities and your hard work.

I have always been very happy to have had a career of flying airplanes, and I always thought that United was the "best." United's policy of fixing things that I thought needed fixing on the airplanes, that is, was a real plus.

I had no idea that I was living, and flying in the best of times. Pity the men and women who are "flying the line" now. The pendulum will swing back to better pay and working conditions because there will be a shortage of qualified pilots, but in the meantime, our fellow aviators are enduring hard times.

My lymphoma is presently "in remission" for which I thank my oncologist, and God almighty. No one knows how long this "remission" will last, but I thank God for every day that He gives me. Also, munificence of our beloved PBGC permits me to pretty much live the good life.

To all my friends, *Chuck*

**"JUDGE" FRAZIER**—Lamoille, NV

I'm trying something new this year – sending in my dues (with a little kicker) early instead of late and it's in the mail.

I'm still very active in Masonry and working with the Shriners Hospital for Children in Salt Lake City. Barb spends most of her time playing in the dirt and watching over our critters. We don't fly much and have never used a pass since I retired fifteen years ago – it's just too risky if one of us has to be somewhere plus the hassle of going to SLC just to get on the plane. Other than being a gentleman rancher, I still do a lot of Trap shooting every week and win a match every now and then. Even a blind pig gets an



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acorn now every once in a while.

Some years are really the pits, as many of you know, and this was mine. It started off with serious tears in the rotator cuff of my left shoulder. X-rays, MRI, and an evaluation by the surgeons at the VA hospital were not encouraging with a bit over 50% success rate followed by six months of rehab if I elected an operation. I opted for rehab, three times a week for ten weeks. It was very helpful but the doc cautioned that it would never be the same and if I screwed it up again he couldn't fix it. In the midst of rehab I got the news that I had prostate cancer – we're still working on that issue. The final blow came this fall when, in one horrid morning, I lost two of my wonderful dogs - an Alaskan Huskie and a wonderful Lab. Both were very old but I loved them dearly. That leaves us with thirteen dogs who happily share our life. If nothing else this all goes to show that, regardless of what we may think, we're not bullet proof after all and you're well advised not to let serious issues go unattended. Next year has got to be better.

Best to all, keep the flat side down and the pointy end going forward. *Judge*

**RICHARD GOUDEY**—Port Orange, FL

The big 74 is just about here so just a few thoughts: Spent Christmas on another Celebrity cruise with three of our children, Ford from N.C., Ryan and Paige from New York City. Britt our oldest and his family from Alaska were not able to make it but will visit us in Florida this spring as our Granddaughter, Meredith, does the Disney tour. After 45+ years of boating it's nice to leave the "driving" to someone else!

The summer at the lake was very rainy but we managed to visit Frank Loyd Wright's Falling Waters and the United crash site in western PA, which was under construction. I noticed that gas and oil drilling is going strong out there as it is in the eastern part of the state. As of this writing, 274 gas wells have been drilled in our Susquehanna County area. The growth of the gas industry continues to amaze me!

The flooding in the northeast this summer did not get much press notice but it was really bad for the folks in WilkesBarre/Scranton areas and also Binghamton, NY, my old home town. Everything at our lake held up well but the rains were unrelenting and

tropical-like, so it slowed down the progress on the garage/shed that I was building at our cottage.

Got some tailwheel time in a Champ last spring and a few hours in a Piper Sport and am hoping to resume terrorizing the airways later this year as a "Sport Pilot", (no medical required).....

Best to all who I flew with at EWR, JFK, LGA, DCA, LAX, and SFO. Thanks to all who publish the *RUPANEWS* as it is very enjoyable to read and I usually open it up on the walk back from the mailbox. *Richard Goudey*

**H. DAVID HARRIS** Crystal Lake, IL

Hi Cleve and fellow RUPA members. Another good year here. Happy to announce no health issues for Kathy or myself. Will be interesting to see how the new pass procedures are going to work for us UAL retired types.

We spent March 2011 in Gold Canyon, AZ; month of May traveling in our motor home and staying at the Indianapolis 500 track where our son-in-laws driver, Tony Kanaan, finished 4th. Enjoy our condo at the Osthoff Resort in Elkhart Lake, Wisconsin winters and summers. Our six grand children, ages 14-4, keep us busy attending their events. Only one girl in the bunch. The oldest grandson is a freshman in high school, a 6'2 210 pound center on the football team that I have to look up to.

If I could give any advice to the working pilots it would be to try and enjoy the flying, friendships and layovers as much as possible. All too soon you will be one of the "I used to be" crowd. I was happy to retire but now I would give almost anything to do some touch and goes in anyone of the airplanes I had the privilege to fly for United.

Many thanks to all who are keeping this publication going. Check is in the mail.

Fly Safe My Friend

*David & Kathy*, ORD-DTW-ORD

**BOB HELFFERICH**—Bristol, WI

Hi Guys, Another year and still on the green side of the dirt. Still spending a lot of time in the gym and the pool, trying to keep it that way.

Gail and I haven't been on a United airplane (or any other airline, for that matter) for almost two years. I did ride the commuter to Montreal for recurrent on the Challenger last year, but that doesn't count. I'm still flying the Cardinal quite a bit; some for Gail's



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business, some for Angel Flight Central and some for pleasure.

Just got back from my 51<sup>st</sup> Aviation Cadet reunion earlier this month. We spent 5 days in Ft. Worth with old friends, visiting the Lockheed Martin plant, the F-35 assembly line and the other highlights in Ft. Worth. Flew over to New Orleans for 2 days and then 2 days in Memphis on the way home. It's kinda slow in the Cardinal, but I know I've got a seat and it leaves when I'm ready.

The Challenger flying is on the back burner until Spring (at least). They're doing the 10 year inspection—a really big deal. At least I got the summer off and don't have to hang by the phone. I guess I'll keep doing this flying though, as long as I can still pass that 1<sup>st</sup> Class Physical. Gail's not about to quit her business and if I quit she'll just find more work for me.

I spend the rest of my time turning wood bowls, taking care of my wood lot, keeping the Cardinal presentable and just enjoying life in the beautiful Wisconsin countryside. I've been here over 40 years, now, and never regretted it.

It's been 12 years since I set the brakes at ORD for the last time. It was a great 34 years. I never had to go to work and I miss the flying and the people every day. I only wish my children could enjoy how they earn a living as much as I enjoyed mine.

Thanks to all who keep the lines open and do all the work. Check's in the mail.

There's always good wine in the house, cold beer in the refrigerator and a spare room for anyone stopping by. I'm in the book in Bristol, WI and I'll leave the light on.

**Bob Helferich**, ORD 1965-1999

**B. J. "BARNEY" HIGGINS**—Bernville, PA  
Well, here I am tardy again – but only by a little over a month.

Age 77 is growing on me, but I am still able to golf, sail, ride my Harley bikes and ski. The FAA turned down my second effort to regain my medical certificate after the pacemaker implant, but what the heck. I was not flying that much anyway.

No complaints here. On the other hand, Rie is having all sorts of aches and pain, and that takes a lot of the fun out of it for me. She even tried the Laser Spine Institute to relieve her back pain. The Insti-

tute will only operate on one level on one side at a time, and they tackled the worst one at L4-5 right side. The operation was a success and her sciatic nerve pain on that side went away. Unfortunately, they caused an epidural leak and Rie had to be flat on her back in a hospital for several days for recovery after the dura patch. She also complains of memory problems that may have been caused by deep sedation while the repairs were being done. Rie is a retired RN and has a working knowledge about some of that stuff. Now she needs the left side done at L4-5, but is afraid to return to the LSI. Has anyone out there had an X-block implanted in their spine to get rid of the sciatic pain caused by spinal stenosis?

Thanks for all the good work you folks do at RUPA and now also at RUAEA.

Thanks again, **Barney**

**LARRY HORTON**—Daytona Beach, FL

Late one night, twenty one years ago, I slowly retarded the throttles at cruise altitude and started my final descent into ORD. There was an FAA Air Carrier Inspector on the jump seat giving me a check ride on my final flight before retirement....that is true, but that's a story for another day.

I give thanks that Janet and I continue to be blessed with good health. Although we still have the desire to travel, the hassle of airport security is really placing a damper on air travel for us. Just last week, we flew to Chicago to spend a few days with our son. Going through security at ORD, we both received a full electronic body scan and for her a full body pat down. That is such a hassle but I know I'm preaching to the choir. Oh for the good old days!

We both continue to enjoy traveling in our motorhome. In June we drove it to Indianapolis for a wedding then on to Dayton, OH for a tour of the U.S. Air Force Museum, a must see if you have not been there. We continued southeast to see a play at the Barter Theater in Abingdon, VA then on to NC for some good old Carolina barbeque. Another must see for us was Reynolds House (R.J. Reynolds estate) and Old Salem at Winston Salem as well as the NC State Zoo at Asheboro and the 82<sup>nd</sup> Airborne Museum at Ft. Bragg, NC. We returned home to Florida thinking about how many interesting and neat places we had probably missed along the way. We'll catch them on our next trip.

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Thanks to all of you who continue to make the *RUPANEWS* possible

The check is in the mail. *Larry*

**GEORGE W JOHNSON**—Seattle, WA

Hi Cleve, Time to mark another year. Ten years since last UAL flight. Still flying the Lear, now have flown that longer than any other A/C except the 727.

Health has been good for Veronica and me, thank the lord. Not a lot of travel, just a few trips back to CLE for kids and grand-kids. Did have a nice two week trip to the San Juan Islands in our little sailboat in August. Really fun when you have no time constraints and no destinations. Just head out and stay as long as you wish.

Hope all is well with all the great guys I had the pleasure to work with over the years.

Thanks for the help in keeping RUPA going.  
*Veronica & George* JFK, EWR, CLE, ORD, SEA, DENTK, SFO "64-2001"

**CHUCK KREKORIAN**—Mill Valley, CA

This is my annual short letter after sending in my dues.

It seems time sure flies as you get older with more aches and pains. The interesting is that I have had cataract operations on both eyes over a period of two months. Now my eyes are both 20/20 vision and I can see for miles!

The next milestone was having my driver's license renewed for five years with no restrictions, which I had on my old license requiring glasses. Now I drive without glasses. At first it was kind of a strange feeling and took some getting used to! Having turned 88, this was great.

I don't travel much anymore due to typical male health problems. It hurts to see what a Royal Screwing United people got in the merger. I'm surprised Continental didn't demand the corporate name!

Keep up the good work you guys do!  
Mucho appreciated! *Chuck*

**BILL LAWRENCE, Jr.**—Sequim, WA

Late this year, but the check is in the mail. Honest. I don't have much to say about myself that would interest anybody, except perhaps that I have gotten

my golf game down to where I always shoot under 100. All it took was one simple adjustment. When I get up to 99 strokes, I stop. Even if it takes me 10 or 11 holes to get there.

There may yet be a few old timers around who remember my dad, Bill Lawrence Sr. He was hired by Pennsylvania Central in 1942, changed its name to Capital, and merged into United in 1961, retired 1977. He's 94 now, lost his sight, and had a stroke New Year's Eve. It affected his balance, so he needs a walker to get around. I tell ya, this aging process is for the birds! Everyone wants to live a long time, but no one wants to be old. No one will ever solve that dilemma. He started out on DC-3s, finished up on 747s. He and his contemporaries agree they were there during the golden era. My era, 1966-2002 was pretty darn good too. We flew for a good airline, once. Where did it go? I pretty much avoid air travel now, but when I can't avoid it, I buy tickets on Alaska.

I'm keeping it short this year, as opposed to my usual gassy bloviations. One parting shot. Lawrence's addendum to Murphy's Law: "If there's a 50/50 chance something will go wrong, 4 times out of 5, it will." *Bill*

**REX MAY**—Playa Del Rey, CA

I turn 80 next month but sending early as December gets too hectic and then I put it off another year. Getting old changes a lot of things. I know I'm preaching to the choir.

I had some serious surgery last year because of hand and leg pain numbness. They cut my throat and hammered in some metal between the vertebrae. The problem is about 90% solved so I am happy with that. Then later on, I woke up deaf in one ear and the next day I had vertigo. That hasn't gone away so I wear a hearing aid and walk like I am drunk. Because of the balance problem I had to give up running and quit skiing after 50 years of it. OK so enough bitching as I realize many have it a lot worse.

Speaking of skiing, in the late 50's Clare Lee took me to Mammoth for my first ski trip. He immediately took me to the top of the hill where I nearly killed myself. I don't know why he did that as I was junior to him. At least when I sold my motorcycle to another pilot I sold it to Don Bradfield who was senior to me.

Linda and I still try to spend one day a week walking dogs at an adoption agency. It is quite satisfying. Linda is busy with clipped wings and other volunteer projects. I'm still the local RUPA rep. I wish someone would replace me. I guess the only way to get out of the job is move or croak and I don't want to do either. *I know just how you feel, Rex. Ed*

So best wishes to everyone. Twenty years since I landed at LAX coming from AUK four hours late for my own retirement party. It seems like last week. Take care. *Rex*

**JIM MC GREGOR**—Walnut Creek, CA

Greetings to all who might remember me and our Golden Era of airline flying.

I'm sorry to report that I lost my wife, Evelyn, to Alzheimer's in September. I have great memories from our wonderful life during my working years and travels to all parts of the world after retirement.

I am about to join the "Gay Nineties Club" at my retirement condo. Whoopee!!

Hopefully, next year's note will be more upbeat.

*Jim*

**RICHARD MCMAKIN**—Olmsted Falls, OH

Eleven years now and there is something to be said about one not having any free time when one retires. I manage to stay occupied with my involvement in our local CERT (community emergency response team) what with medical and search and rescue training, and the occasional drill with adjacent communities or our two local fire departments. It is interesting work and does give one a sense of satisfaction at the end of the day.

In addition, being the vice chairman of our local Zoning Commission too, is very interesting work, and as den mother to the Cleveland Crazies in our area, trying to keep up with overage children fills in the rest of the time between naps and scheduled weeks off. Still very proud of being a Cleveland Crazy.

Health has stayed quite good and thanks to a wife who cares about those things, I have started losing weight.

Best wishes for a great *Holiday Season* and to you at the magazine, thanks again for taking your time for us.

Regards, *Richard McMakin*

**JIMMIE MEADOWS**—Indianola, IA

Dear friends and dedicated volunteers at the *RUPANEWS*.

Another year has "flown" by. They do go faster the older you are. I hit the big 75 in September. Still living in Iowa, and still farming and running my earthmoving construction company.

I'm in excellent health and still able to work, drive my semi truck, run the combine at harvest time and push dirt with the CAT dozer.

Thank you so much for the work you do for the *RUPANEWS*. *Jimmie*

**WILLIAM MEYER**—Newport Beach, CA

Alas, summertime and the concomitant presence of bikinis has done fled here at the beach. One looming change however, is obvious. That is the unwelcome number of tattoos. Borders on heresy, by golly.

Still checking folks out in mostly pretty old tail-draggers, like Stearmans, Luscombes, etc. Currently have a PP who just purchased a PA-17; has little over 100 hrs or so, mostly training wheel from about 30 years ago. Did get his T/W signoff in an Aeronca, but the slightly ornery nature of the Vagabond with its side by & short-coupled self is a challenge. Next April will have held the CFI for 50 years! YIKES!

Last Januray, finally fled Corona after about 37 years for Flabob, which really is a fun place. Longer drive, but mucho \$\$\$ saved for hangar rents. Part I like best is it is over 200 ft. higher field elevation. Some pretty high powered guys from CalTech/JPL are building a replica Wright Flyer,





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with a few subtle changes to make it easier to handle compared to the original, which was a bear. We also have a turf R/W there.

The name is Bond...VagaBond,  
Actually it's Wilhelm

**CARL MEYERHOLTZ**—Sun City West, AZ  
Well Guys, I have done it again! In my 40 year 4 airline career, I was never late for a flight. Why can't I get my dues in on time? *Carl*, LAX

**PAUL NIBUR**—Clovis, CA  
I think I missed a year or two of letters, but I suspect no one noticed. Been retired 7 years now – I know, a mere babe in the woods compared to many of you. But hardly a day goes by that I don't say – "Gee, I sure don't miss it!" Especially after seeing my buddies at QB's that are still flying the line. I'm so glad to be home and not living out of a suitcase.

I'm serving this year as President of my Rotary club here in Clovis, California. It is a passion that I highly recommend – volunteer service to one's community and beyond keeps life in perspective. And with the approaching Christmas season comes my favorite of all our many projects – large boxes full of donated (and purchased) food items for about 500 needy families. This is a cooperative effort of our club, the Clovis PD, Clovis Schools, and the Salvation Army.

On the home front my wife and I are greatly enjoying our first granddaughter born last April. My daughter went for a typical "easy" morning run of about 6 miles, and then went into labor later that day. She and her husband are my inspiration – both of whom have completed Ironmen triathlons. My son and his wife, when not found mountain climbing or snow camping on a glacier, are expecting our first grandson just about the time you'll be reading this in mid-December.

I can't let the younger generation have all the fun, so I trained for and ran my second marathon last week, a month before my 67<sup>th</sup> birthday. I use the run-walk-run method advocated by my old college buddy Jeff Galloway, a world-renowned runner, author and speaker who was the guest VIP for our marathon here in Fresno. I got to spend 3 days with him and learned a great deal.

Thanks, Cleve, Phyllis, Jon, Leon, Bill, Ron, Milt,

Carol and Patti for all you do to keep RUPA up and running. *Paul*

**BILL NOLAN**—Greencastle, PA  
I don't often write on my birthday, but this time I will. It's hard to imagine that it's been 18 years since I retired and I'm still with my first wife. In our 58 years, there are only 2 things we ever fought over, the temperature and the volume on the TV! Our wonderful marriage has given us 4 children, 12 grandchildren, and 8 great-grand children! We're fortunate to live in the country on a small farm. We have a dog boarding/training business here that our daughter runs. Her husband manufactures dog training equipment for obedience and agility.

I miss the flying, but enjoying retirement! We did fly for a while after age 60. We had a Navion for 11 years. Life is good, and God has richly blessed us! Wishing the same for all. *Bill*

**KEN O'BRIEN**—Santa Rosa Valley, CA  
I am a month late in sending in my subscription. August and September were tough months in the O'Brien household.

We started out with a motor home trip to B.C. On August 8<sup>th</sup> our first stop was Reno for "Hot August Nights." Prior to leaving my doctor took a skin sample from my shoulder to be sent to the lab. While in Reno I got a call and she said "turn that coach around and come home NOW." Not a good call. It was a melanoma. Home we came. I had surgery, and now had to wait two weeks for the stitches to be removed. It was now getting too close to a party Chris and I planned for my mother's 102<sup>nd</sup> birthday. There were forty family members here at the house, and a Great time was had by all. The next day I came down with an ear infection and Chris with some kind of virus, so no travel plans.

I went back to my doctor and she found another melanoma on my back. More surgery and another two weeks for removal of stitches. Now it was too late, due to weather in B.C., for our trip. Maybe we'll try it again in the Spring.

In the mean time, I am installing a rack and pinion steering system in my 1956 T-Bird. Chris and I have owned this car for 45 years. It is about time I make it a more fun car to drive.

Best Regards to all: *Kent*, LAXFO

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**JOHN J. O'CONNELL**—Sycamore IL  
Cleve, THANK YOU for all you do. You are the glue that keeps us all together.  
I just received a letter from the URBPA group announcing closing shop. After a long and tedious fight they deserve our appreciation for all they have done. Well done.

All is well in Sycamore. As we go through some of the trauma of downsizing and selling the place. (15 acres, barn and house, anyone interested?)

Destination Greenfield of Geneva, IL a retirement facility that takes care of us through all the phases of aging. Not that we haven't already faced some of these challenges.

The article on the Mars Boat was appreciated. Miriam & I, and young son Mike, were on the final military flight HNL to Alameda in 1956. Great machine, long flight no movie but a Navy box lunch.

One of our group mentioned the Monterey for carrier quals. My experience was the Cabot, 1953. Memories only need a little prompting.

Now may I once again challenge those we would all like to hear from. You know who you are--Sign in. Life is short and challenging.  
Take care & God Bless.

*John O'Connell*, SFO ORD '56-'90

**KEN PERKINS**—North Hampton, NH  
Hi Cleve, Capt. Ham Wilson says it is OK to give your age in Celsius after 80. I will be 28 next week if I don't step on a banana peel.

It has been a good year so far. Last fall we went over to Catalonia and toured around in a Mercedes minivan with some friends for 10 days. Beautiful and historic country. Unlike the rest of Spain, it seems to be quite prosperous. For a change we had lots of snow here in the NE last winter and had a good time skiing with kids and grand kids. Can't keep up with any of them for some reason.

Last month I went out to Banff Nation Park and did some hiking with friends while Kari was entertaining relatives from Norway. I must admit for the first 30 minutes I was huffing and puffing, but from then on it was great fun. I haven't been to that part of the country since 1948. The mountains are just as beautiful, but I didn't recognize the town and Calgary is booming. The day after getting back, we drove the relatives up to Quebec City which is only 6 hours from here. A lovely city and we enjoy it

more each time we visit.

I spend my spare time trying to keep our 200 year old house together. This has to stop one of these days. My neighbors drive by and ask me when am I going to act my age and get off the ladder.

Check is in the mail.

Regards to one and all. *Ken*

**JOHN PRESTEGAARD**—Denver, CO  
Cleve, Seems like I recognize more names in the "Flown West" section than I do in the "Letters" section, but I guess that's what happens when you get as old as I am. (86 this month).

I've had a hectic year since my last birthday. Went with the Denver Pearl Harbor Survivor's Chapter to Honolulu last December for their 79th reunion and the dedication of the new Visitor's Pavilion. I'm not a Pearl Harbor Survivor, but my lady friend's husband was and she is a widow member. We had a good week in Honolulu, but I can't believe how that place has changed since I flew my last trip there in 1984. It is so crowded now that if I ever get a chance to go back, it will be to a different Island!!

We went down to my Condo in AZ just after Christmas and that's when the trouble started. I don't want to make this sound like a medical journal so I will just say that I had to have a Pacemaker installed in order to have surgery to remove my right kidney which was full of cancer. I recovered from that well enough to ride in the car back to Denver. My



daughter and son-in-law did the driving. Got back here on the 25th of March and then went through all the tests to see if the cancer was gone. Well, the cancer in the kidney had spread to my lymph nodes and they found a different cancer in my Colon. I had Colon Re-section surgery on May 14th and recovered from that well enough to start 9 weeks of Chemotherapy on the 27th of June. I finished with that the end of August and the PET scan showed no sign of any cancer. The Doc says it is under control and I really felt like celebrating except It's taking a long time to get rid of all that Chemo in my system and I will have to wait until I feel better. I am getting better though and am walking a mile every day on the Treadmill.

This does sound like a medical journal and I apologize, but it's what I went through all year. Hopefully next year I can write about traveling or something more interesting.

My best wishes to all who read this and my thanks to all you people who keep this organization going. It's about the only thing we still have left after most of our Perks have been taken away.

*John*

**DOT PROSE**—Sarasota, FL

(Dad- Ed Prose 1940-1976 ORD) Dad "Flew West" last December at age 94. I'd like to continue membership in his name as he made the *RUPANEWS* a required family reading over the years, not only for medical information but also companion passes info, which he allowed me to use for my flights between LAX and SYD. He also saved all the front covers with the UAL photos.

He never failed to remind me and my sister that if it weren't for UAL we wouldn't have gone to college, had our teeth straightened by the orthodontist, or had any family vacations as kids – even if it was on a DC-6 to Baltimore. In spite of all the UAL trauma this decade, it still is at the top of my airline list. Given the shutdown of Qantas on 30 Oct 2011, I was able to get out of Sydney worry free on 5 Nov on UAL back to LAX. I've been buying the Economy Plus ticket at a reasonable add-on price (\$258 R/T) and have found the seats bigger and the extra leg room a major plus from the standard economy seat, especially significant on a 14 hour flight. A very pleasant surprise.

Always looking forward to the next edition!

**Dot Prose**, CAPT, USN (Ret.)

P.S. In going through all of dad's papers I found a poem I had written for him when he was going through B-720 school in Denver. This must have been around 1960 and I was only in high school at the time. He must have come home for a few days "leave" from Denver and been expounding on his "schoolwork." I'm not sure it was all that bad but it must have left some impression on me. It won't win any prizes for sure but here it is. We lived on Dover Avenue in LaGrange Park, IL at the time. Can't understand why he saved this piece of work!

***What a Life!***

*To the dad on Dover  
Whose yard's full of clover  
Whose mind is all muddy  
From the silly ol' study  
Of the Boeing 720.*

*The combustor on the wings  
The engines on the tail  
Nothing is right  
But "I won't fail", he wails.*

*All the numbers and figures he's used  
His mind about to be loosed  
He yells with a scream, "Man, I'm confused"  
So back to Dover he's cruised.*

*Some peace and quiet before I go back  
To the Gotham Hotel and good ol' Jack  
I'm here to stay for 3 whole days  
So I can putter around an' laze.  
My mind is gone  
I'm in a haze  
From the thing called the 720.*

*Now here's a gift to satisfy  
This tired ol' 720 guy.  
Peace be to you for 3 whole days  
As coming back to Dover pays.*

I don't remember exactly who Jack was but I think it was his roommate at school. Things must have worked out OK as he made it through!

**DARRELL RADER**—Woodstock, IL

No personal disasters to report from our little corner of the world, mama and I can still do whatever we want whenever we want. Fortunately we don't "want" as much as we used to, so we haven't worn out any pieces or parts yet.

My interest in "artsy" woodturning and carving



brought forth another excellent (so I'm told) result this past year. Never in my wildest dreams could I have thought I could do something like this ten years ago. We don't have a web site, so send an email and I'll respond with a couple of pictures.

Our involvement in Nash cars created an interest in the advertisements the company placed, full color, in Life and other magazine during WWII. I edited a book showing all of the color ads and almost all of the black and white. Take a look at "A CAR A REFRIGERATOR AND WAR!" at [www.blurb.com](http://www.blurb.com) in their bookstore. You should be able to preview all of it at no cost, but if you want to buy it, look out, it is very expensive (and I make nothing). I defy anyone to get half way through the ads and not have tears in their eyes.

The biggest mixed bag this year was giving the eulogy at another brother's memorial service. That makes two brothers and my mother that have died of Alzheimer's or advanced dementia. It was joy in that Virgil no longer had to exist in the diabolically tormented world that he and no one else could understand - and further joy that his wife no longer had to go through the living hell of being his full time care giver, just like the other brother's wife and my sister did for mom. I have seen all I ever want to see, both those afflicted and those affected by it. Needless to say I have become a serious advocate encouraging others to raise funds for research to



find a cure. This disease affects 1 out of 2 over 85 and is now the 5th leading cause of death! Unbelievable bad odds! If you have never been close to someone who has gone through the transformation from a beautiful, perhaps brilliant mind to something that is a twisted mass of little more than a vegetable, I encourage you to try to educate yourself. You may never be able to understand, but you will be amazed at how the full time caregivers are able to reach deep within their souls to find the strength to get through the living hell of "The Long Good-bye" that Nancy Reagan wrote about. My recommendation: Instead of taking that tour or cruise, sit down and write a check for the amount to the Alzheimer association. There is no cure, only a slight delay for some sufferers. Someone must break the code!

*Darrell Rader*, [drader@clear.net](mailto:drader@clear.net)

**DAVE RUNYAN**—West Chicago, IL

Coming up on 12 years of retirement, where have the years gone?

This is my first report in several years. Over all my health is very good with a few bumps in the road. In 2005 I was diagnosed with early onset of prostate cancer with a PSA of 3.9. I have taken the close surveillance path which means a check up every six months and a biopsy every two years just to make sure the PSA numbers are telling the truth. The PSA numbers vary between 2.5 to 2.9. An interesting side note, as I was getting second and third opinions of what treatment path I should take after the first diagnosis, both doctors, a surgeon and a radioactive seed implant doctor, made the same closing statement. "You have caught your prostate cancer very early, and I can cure you. My schedule is starting to fill up and it would be best if you make an early appointment." It makes one wonder where their true interests are. In 2008 I had rotator cuff surgery thanks to a bone spur wearing on the tendon. With successful surgery and rehab the shoulder is back to normal.

In 2005 I was in Nairobi, Kenya for a board meeting, and being so close to Mount Kilimanjaro in Tanzania, I took an extra week and hiked to the top of Mount Kilimanjaro, 19,341 ft, no supplemental oxygen.

In 2010, a friend and I rode our bicycles from San Diego, CA to St. Augustine, FL. It was a fundraising ride for a nondenominational lay Christian or-

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ganization called Camps Farthest Out International. For more information the web site is CFO international.org. It was a supported ride. Our wives drove a 36 ft, motorhome pulling a 10 ft. trailer with a spare bike, spare tubes, tires and tools. We followed the southern transcon route mapped out by the Adventure Cycling Association with occasional deviations because of winter weather, snow, and road conditions, construction. We left San Diego February 27th and arrived in St Augustine April 9th. We rode six days a week and averaged about 85 miles a day. The longest day was 121 miles. The weather in San Diego on departure day was miserable, in the low fifties, windy, overcast and rain from showers to downpours. We had 22 flats for the trip, with 5 flats just getting through Phoenix. The main culprit was the small steel wires from disintegrated steel belted radial tires. We tried every remedy possible except solid rubber tires, which were not available. Once we got a day east of Austin, Texas there were no more flats. We had several minor mechanical problems with the motorhome and the time lost for repairs caused us to ride 20 or 30 miles on our day off on occasions. We took an extra day off in Pensacola, FL because I had nine stitches in the first finger on my left hand as a result of getting my finger between a hydraulic jack and the trailer tongue at the wrong time. The Navel Air Museum was great. We had planned six weeks for the trip and did it in one day less. The weather was great for our arrival In St. Augustine, sunny and warm. The ride was a success, no motorhome accidents and no bicycle accidents. The fund raising part did not live up to expectations due to our inability to crack the local TV news. I was not old enough. We did make the front page of a number of local newspapers. In another ten years maybe.

*Dave*

**JACK SCHAUF**—Ocala, FL

Greetings to all. I'm approaching the end of 26 years in retirement from the greatest career with the greatest group of folks I could have imagined. Sure has changed for the worse since then it appears.

We have been blessed by a good year with no large challenges. In June I thoroughly enjoyed going on an Honor Flight to Washington, DC. It was very well organized and a great experience, highly recommend it for WWII Vets.

I enjoy all the fill-in material in the *RUPANEWS*,

especially the ones on medical items and letters. I appreciate the great job you folks are doing. Check is in the mail.

Best regards, *Jack*MDW & ORD '56 - '85

**RICH & ANN SELPH**—Vail, CO

Big news is that we sold our home/unit building in San Francisco after 17 years as landlords to a succession of interesting and delightful tenants. We survived the draconian and confiscatory anti-landlord laws and policies and were lucky with the market as apartments are again a scarce commodity in the Bay Area. We are renting temporarily in San Carlos just a couple blocks from one daughter and her little family. We spend a lot of time there and the balance in Vail. When in San Carlos, we see those two grand kids everyday and two others in Mill Valley twice a week. They are four little heart-warming packages of joy and endless surprise for us!

I actually misspoke about the 'big' news above, since the biggest news was the arrival of grandchild # 5 in NYC in June. We have been to visit 3 times, but it is not the same as daily or weekly. This daughter-in-law, however, helps compensate for the distance with amazingly regular photos on an almost daily basis!

The down-sizing remains a challenge. Every kid and niece and nephew who visits is entreated with offers to take anything they might need or want. We feel like we have gotten rid of a lot of junk, but continue to be amazed at how much remains! A work in progress....

The 51<sup>st</sup> reunion of our Preflight Class was supposed to be our 50<sup>th</sup>, but we are not as 'quick' as we used to be. A surprisingly large % of those still around attended. Quite a range from those we had kept in touch with, to those we hadn't seen since Marine Corps active duty, to those we hadn't seen in all 51 years!!! One thing for sure is that the bond formed in those years is still strong regardless of the intervening years. And the collective memory of the group far exceeded any of our individual recalls!!

We are still skiing a lot and enjoying both the mountain and the community in Vail. Early indications are fueling our hope for another great snow year, rivaling last year's record snowfall and fantastic conditions.

*Rich Selph*, SFO '86-'01 (FOPA)

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**TOM SHEERAN**—Grand Junction, CO

Well, it's been awhile, but here goes. Still living and enjoying the Grand Valley of Colorado, and for the most part, retirement. What's the old adage, "How can you tell if an airline pilot is on retirement? Impossible!"

I'm coming up on 83, and I'm still vertical, however my ground speed has been reduced considerably. Can't play golf, (embarrassing to fall over on your back swing), however I have other outlets to occupy my time. Have taken up plastic model airplane building, and it's gotten to the point of running out of space for display. I'm still able to drive, but whenever I go for the turn signal and the windshield wipers come on, I'm glad I'm not back in the cockpit. I won't even mention trying to change the channel on the TV with the remote telephone device. All things considered, I'm still very fortunate for the life I'm having.

I read a letter in the RUPANEWS awhile ago about the difficulty dealing with the FAA Medical bureaucrats. I see things haven't changed. I had my first Cardiac "event" in Jan. 1982. After a number of years the Feds finally "awarded" me a Third class certificate with the add-ons, that it would only be good for one year, had to be issued by Oklahoma City FAA, and the real kicker was it had to be accompanied by a current EKG, and a thallium stress test. Fortunately, my Wife Anne had an ATP and a current medical, so I was able to fly on that in spite of the restrictions, with Anne in the cockpit, (most of the time). To make a long story short, after a quad. bypass, a triple bypass, and twelve stents I'm still up and about. As I said before, I'm counting my blessings.

I REMEMBER: In 1950 and '51, dropping bombs from a B-25 on Beale Air Force Base. Actually, I was a mission pilot for a visual bombing training unit and "it" was then known as Camp Beale Bombing Range. ---- W.A. Patterson, Doc Kidera, the UAL Medical Director, who used to deliver Baby's for the junior pilot's wives in Chicago, The DC-7 Turbine Club, Name Plates on the cockpit door, Playing golf with Capt's. Ed Strehlow, Wayne John, and Harold Knoop, and listening to Capt. Knoop's story's about flying the mail from EWR to CLE. (All the lights of the small towns in Pennsylvania would disappear about 9:PM when the little old "Lamp-Lighter" would come around and extinguish the town gas operated street lights.), The B-727

QC's, UAL Package delivery attempt, On flying out of MDW, and terminating at ORD, leaving your car keys with the MDW crew desk hoping that someone had the opposite schedule and would drive your car to the ORD parking lot, we used to refer to the "Guppies" as "FLUF"!! I (Please, no offense intended.) and finally, we were proud to be a part of the United family.

I think that I've gone on for too long, so as "Bob Hope" used to end his programs, I'll end this, "Thanks for the Memory's", and May God Bless, and keep those Newsletters coming.

*Tom*, SFO, MDW, ORD, DEN, DCA, MIA -- FINISH

**BEANO SHERIDAN**—Prescott, AZ

Just a bit late this year. Thanks again for a great magazine.

It's been 21 years, but I'm still blessed with good health. I still hike up to my favorite 10,000 ft lake in Montana's beautiful Mountains.

Prescott, AZ has a good number of active and retired pilots in the area and all seem to have the same opinion of the industry with the exception of Southwest. *Beano*

**STAN SMILAN**—Lake Worth, FL

Cleve, I came across an outstanding talk about the plundering of pension plans that should be a "must-read-or-see" item for the RUPA group. Wall Street Journal investigative reporter, Ellen Schultz is the author of "Retirement Heist," and she delivered a 52-minute talk that booktv.org aired 9/19/11 on C-Span 2. The link to the on-line video is:

<http://www.c-spanvideo.org/program/301767-1>

Ellen Schultz was part of the Wall Street Journal team that was awarded the Pulitzer Prize for Explanatory Reporting in 2003.

Also, for any RUPA types who served in Vietnam, exposed to Agent Orange, a must read is The Language of Life by Dr. Francis S. Collins -- he is presently the Director of the National Institutes of Health (NIH) and was the Director of the Human Genome Project for 15-years.

A little know fact is that the Human Genome Project was initially funded by the Atomic Energy Commission, and is presently, jointly-funded by the Department of Energy and NIH.

Publisher overstock copies of Collins 2010 book can be ordered at [www.bookcloseouts.com](http://www.bookcloseouts.com)



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**BERNALD "BS" SMITH**—Fremont, CA SEA/SFO/LAX/SFO/TK/SFO/SEA/SFO/LAX/SFO made it hard for FltOps to hit the moving target. As previously reported re my wife's IPF, it took her on 18 Jan,10. Having read about you others who've lost your loving spouse, I now know the loneliness of that life. Yes, I'm sure like many of you widowers, I still cry at times of memory and probably always will. I wouldn't wish being a widower on anyone, but do revel in the 60 years we had together. How lucky can one get to have had for that long the wife I had!

Organizationally, and this now really keeps me going with something important to be involved in, I'm still very actively involved with all of the entities mentioned herewith, attending meetings worldwide (Japan, Serbia, Germany, Switzerland, all over the USA, the past year), writing and giving reports, using WebEx/telcons, serving as delegate, or representative, or Trustee, or VP, or Honorary Vice Chairman of the Board, or Companion of Honor, or Honorary Member, or President, with FAI, IGC, ION, CGSIC, EGU, OSTIV, TSP, SDP, SSA, NAA, A/S, SSF, CANS, EnvCom, and RTCA and as reported some years ago, officially now with a group you may have heard of, called the United Nations, on their UNOOSA ICG. That one's challenging, to get everyone to agree on how not to interfere with each other's Satellite Navigation Systems, yet be interoperable/interchangeable. Geez, 85 years young (if I'm still here when you read this) and I still get to do such things, as well as what's noted below!

SOARING100 in October at the Wright Brothers National Memorial National Park in Kitty Hawk, NC celebrated the 100th anniversary of Orville Wright's world record 9:45 minute soaring flight along the dunes. There is a bronze commemorative plaque dedicated by SSA in 1963 which had been sculptured by USN Capt. Ralph Barnaby. It was refurbished by NPS for a rededication as part of the celebration. I was asked to speak about Ralph, since I'm so old I knew him, but instead of the 20 minutes I requested, they held me to only 2 minutes. A travesty! But, what a grand place for us pilots to visit, and maybe even get to fly, if you participate in something special.

The SSA's Convention will be in Reno 2-4 Feb'12; I have a small role in arranging for 22 speakers to talk about everything, so come and listen to them or

the other 44 (3 concurrent tracks), with talks from my speakers on things like: Development of a Stall Warning System for Sailplanes, Sensing Cognition Loss; Why Trying to Eliminate all Mistakes can be Deadly!; Measuring Wing Profile Drag using an Integrating Wake Rake; Modern Sailplanes Plus Extraordinary Weather Produce Extreme flights; Low Power Surveillance Equipment to Support Aircraft with Transponder Exemptions; SSA at 80 Years; Smart People Make Dumb Mistakes; Aircraft Control Laws; FAA's Director of Flight Standards Service; Green Flight Challenge; The Necessity of Loading Tests; A Brief History of Aero Vironment's Non-Fossil-Fueled High-Altitude Long-Endurance UAV Flight Test.

With so little to do, I have been permitted to manage the OSTIV Congress in conjunction with the World Gliding Championships in Uvalde, TX in Aug '12, with more speakers and many margaritas. They know how to make them in TX!

The takeover of United by Continental becomes more obvious every day. It's no more a merger of equals than 10 to the 10th power is equal to 1. I just spent 4 hours on the telephone (3/4s of it on hold) with the Continental retiree health insurance administrators, which in retrospective as I thought about it shows what is occurring in other arenas, like the passes, like the working pilots' training issues. United in name only, and that's a denigration of our grand old name. Be careful what you ask for, because you may get it. Well, we got it, all right, right between the eyes, or other more important between places. 4 hours of telephone nonsense because Continental brought along a system administrator that can't do anything other than make life impossible due to their confusing insurance information mailings. Oh, for the good old days of Ferris!

I still fly Schweitzer gliders. In addition to the above organizations, I remain a member of RUPA and RUAEA of course, and EAA, SPA, LHS, NSM, ESA, CAAofUCB, AAIL, CPA, AOPA, PASCO, FUMC, AIAA.

No glossary; if you really don't know, or want to know, the acronyms are probably all on search sites.

As a little kid in the '30s, there were two things that interested me greatly: railroads and airplanes. I wanted to be an airline Captain, and made it in my very early 20s (age 23 was the limiting factor). Being a railroad engineer took a back seat until just

over a year ago when I studied a bunch of documents, took the written test, and operated as engineer on both a diesel-electric and a steam engine enough such that I now have certificates showing I'm a qualified Steam, and qualified Diesel-Electric railroad engineer. What a blast!

It can never be said enough: thanks to all the RUPA hard workers. Cleve, you looked/acted normal at the Guppy gathering; how long did it take that day to lose the insanity you must feel handling the magazine all these years? *Hi 'BS', I guess it's become a labor of love. Cleve*

*Bernald 'BS' Smith*

**BILL TREICHEL**—Green Valley, AZ

Annual update: Three cruises, Six Hunting Trips, Two Fishing trips, 60 Year cadet reunion and lots of Bad golf. Another year gone.

*Bill Treichel* 1958 - 1995

**BUB UTENDORF**—Arlington Heights, IL

Greetings Leon, I received the September Issue of RUPANEWS today and as I was sitting here reading it I was jolted into realizing I need to pay my dues for next year. You see, tomorrow is my birthday!

I am sending double dues in appreciation of the work you did to get me reinstated in RUPA. For some unknown reason, I had dropped from the rolls (probably forgot to send in my dues!). You also sent me the two issues that I was missing since reinstatement and I sincerely appreciate your extra effort on my behalf

In the September issue there is an article by Ned Broyles on the MARTIN JRM MARS FLYING BOAT. I am curious what the **JRM** and **MARS** refer to. I was in MATS (Military Air Transport Service) in the Air Force and I am thinking maybe MARS is Military Air Rescue Service. The cover picture resembles the C-124 that I flew which also had R4360 engines. The dimensions are quite similar and I wonder if Martin and Douglas designers ever had any happy hours together? Unfortunately Mr.(Capt.?) Broyles is not in our RUPA roster so I cannot contact him. Losing 4 out of 6 aircraft makes me think of the USAF C-133 record of hull losses.

*I forwarded your question on to Ned, and here is his answer. Ed.*

*Hi Cleve: Interesting question. The MARS was built by the Glenn L. Martin Co. They named it the "Martin MARS Flying Transport". MARS is not an acronym. I believe Glenn Martin, very proud of his company and the airplane (it was the longest range and largest seaplane in the world) wanted the association of the aircraft's name, MARS, with his company, Martin, and the planet MARS. Good P.R. Ned*

It is really heartwarming to read the letters from the wives of our departed pilots/aviators, especially the ones I flew with. I leave it to the 9/4/2011 Denver Post article by Lisa Wirthman to sum up my feelings about things concerning our former employer. Since this is my first ever letter to RUPA here is our update. Both Judy and I are enjoying good health, 2 children, 2 in-laws, 4 grandchildren (2 Vietnamese; { 1 South V.N., 1 North V.N. }), same house (40 years), and we rarely use our "travel privileges." Thanks to all of the RUPA volunteers for your efforts for all us!

Cheers! *Bud Utendorf* ORDFO '66-'99

**THOMAS UTSEY**—Crystal River, FL

I just turned 92 and can still get up and down my stairs.

I thoroughly enjoyed the piece by Ned Broyles on the Mars Flying Boat. At 96 he seems to be doing OK.



I was ten years old when the great crash hit in 1929. We moved back to an 80 acre farm in the Piney woods section of Mississippi. There was no electrics, no indoor plumbing, and a fireplace for heat. We used to gather at a neighbor's house to listen to Roosevelt's Fireside Chats. That was a deflationary depression. Things were dirt cheap, but no one had any money. This one is inflationary. Don't know which is worse.

I enjoy the RUPANEWS and thanks to all who make it possible.  
Sincerely, *Tom*

**ROGER WICKER**—Blevins, AR/ Dallas, TX  
Hello Cleve & all my old airline friends. As of Oct retired for 16 years. I enjoyed an incredible career flying for the Navy and the airlines.

Back in the seventies almost every week the WSJ wrote that Pan Am was headed for bankruptcy. So I bought a farm near my dad's farm in southwest AR, and we started a cow calf cattle operation. He has passed and I am still operating the farm although on a smaller scale. Try to work a little everyday I'm on the farm to stay active since I don't golf.

Catharina and I enjoyed a summer trip to Sweden. Seats up front ORD-FRA (UAL), Zed fare (SAS) to Stockholm. Sounds like our luck may not hold with the Cont. merger. Sweden is beautiful in the summer, Catharina has her 92 yr. old father and brothers in Stockholm.

My time at United was most enjoyable. As a long time co-pilot on 707 & 747 there were times I thought I would never get a captain's bid. So I was very pleased to finish on the DC-8 and then 767.

Dues on time but a little late with this. Best regards to all.

*Roger* 66-95 [rcwicker@centurytel.net](mailto:rcwicker@centurytel.net)

PS -Sorry to hear about my old squadron mate Dick Eckard, we were on the same P-5-M crew, Sangley Point, P.I. (1959)

**WOODY WOODWORTH**—Norwalk, CT  
Dues enclosed for another year.

All is OK here, nine years after the final impact at ORD. New hip, same golf game.

I remain, "clinging to the wreckage!" *Woody*

## IN MEMORIAM

### *Aviators*

*Once the wings go on, they never come off whether they can be seen or not.*

*It fuses to the soul through adversity, fear and adrenaline and no one who has ever worn them with pride, integrity and guts can ever sleep through the 'call of the wild' that wafts through bedroom windows in the deep of the night.*

*When a good pilot leaves the 'job' and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder.*

*We wonder if he knows what he is leaving behind, because we already know.*

*We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.*

*We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet.*

*We know even if he throws them away, they will be on him with every step and breath that remains in his life.*

*We also know how the very bearing of the man speaks of what he was and in his heart still is.*

***Because we fly, we envy no man on earth.***

*-Author Unknown*

### **ERLE R. BRITTON**

Fellow Aviators, We lost one of the best. Those who knew Erie know this. All of us who could call him friend were especially fortunate.

Erie graduated from cadets and got his wings in the class of 44H (Sept). He and Neva were married soon after. He flew Air Sea Rescue B-17S with the dropable rescue boats on the bottom. I think Erie came to UAL in 1948, and he retired in November 1984.

Very often our families camped, fished, hunted, and square danced together.

Someone wrote a retirement poem for him that ended:





"YOU ALWAYS LEFT THANGS BETTER  
WHERE EVER YOU WENT"

So long old pal. See you later *Buck Buchanan*

### **ROBERT (BOB) LEE DOWNS**

Bob passed away at his home on October 28, 2011 at the age of 92. He was born in Mount Sterling, Ohio on January 30, 1919. He grew up in Ohio and attended Ohio State University. When World War II broke out, Bob was working for United Airlines.



He requested that United grant him a leave of absence and he joined the Navy and served for the duration of the war. After the war, he went back to work for United Airlines and worked there for 38 years as a flight engineer.

For his entire life Bob was a great innovator and inventor and always had some project to work on. He had a great love for fishing and spent many vacations on fishing trips with his family and friends and passed his love for the sport on to his son and grandson. Later in life, he became interested in computers and kept his mind sharp learning about them and attended weekly computer classes right up to the end. Bob was active in the Palo Alto Elks Club which he loved for the workouts in his younger years and the friendships with the members.

Bob is survived by his wife of 62 years, Virginia, a son, two daughters, five grandchildren, and five great grandchildren.

No memorial service was held. Donations may be made to the American Heart Association.

### **WOODBURY L. "WOODY" GROVER**

Woodbury L. "Woody" Grover, 77, died November 6 peacefully at his long-time home in San Diego surrounded by loving family.



Woody lived his life as an officer and a gentleman. A Navy captain, airline captain and accomplished pianist. Woody was treasured by friends and loved ones for his constant service to those around him, easygoing demeanor and deadpan sense of humor.

He was born May 30, 1934, in Port Chicago, CA. After graduating from UC-Berkeley and a short time as sales person for Burroughs, he joined the Navy where he embarked on a long and successful career. He entered the Navy Air Officer Candidate (AOC) School in 1956 and steadily progressed before retiring from the Naval Reserve, earning qualifications to fly 19 different aircraft types. During his Naval career, Woody was assigned to Fighter Squadron 141 flying the Douglas F4D Skyray (SNJ, F9F-2 Panther) out of NAS Miramar, served on a seven-month far east cruise on the USS Ranger, joined VR(F)32 at NAS North Island in August 1959, and transferred to VF(AW)3 in 1962, flying the Skyray again in an Air Defense Mission at NAS North Island and NAS Key West during the Cuban Missile Crisis. In 1963 he transferred to NAS Miramar and flew as an instructor, training new squadrons to fly from aircraft carriers in inclement conditions. In 1964 he left the Navy as a lieutenant, but stayed in the Navy Reserve, flying the Douglas A4D Skyhawk before retiring as a captain. Woody embarked on a second career with United Airlines as a pilot in 1964 and stayed until retirement in 1994 as a 747-400 captain.

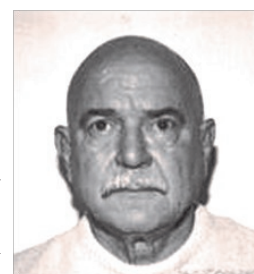
An accomplished pianist who arranged his own versions of classic and theatrical pieces, Woody's service to his country and family continued long after retirement. He regularly volunteered to play for gatherings and parties, was a senior masters track-and-field champion, and enjoyed spending time with his wife, Marilyn, at their home on Mission Beach and cabin in Libby, Montana.

He is survived by his wife of almost 50 years, Marilyn, two daughters, a granddaughter and three sisters.

The family requests that memorial contributions may be to made to either: The San Diego Rescue Mission P.O. Box 80427 San Diego, Ca 92138 Or MidWay Museum 910 North Harbor Drive San Diego, Ca. 92101.

### **E.F. "JACK" HEISZEK**

E.F. "Jack" Heiszek, age 73, passed away Monday, October 24, 2011. He was born on October 12, 1938 in Brantford, Ontario, Canada. Jack attended college Militaire Royal De Saint – Jean, Quebec, the Royal



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Military College of Canada in Kingston, Ontario and received a degree in electrical engineering from Queens University in Kingston, Ontario. He flew for the Royal Canadian Air Force before being hired as a pilot for United Airlines in 1965. He retired from United in 1998 after a 33 year career. He then flew as a corporate pilot for Globe Metallurgical and Net Jets, and retired from flying in 2001.

His second love was farming. He so enjoyed being a part of the whole farming operation from planting to harvest. He also received a great deal of pleasure walking the property and taking care of it. His goal was to be a good steward of the land.

He is survived by his wife of 37 years, Sue, a sister, several nieces, nephews and great nieces and nephews.

Memorial contributions may be made to Hospice of Medina County, 797 North Court St., Medina, OH 44256 or the Medina County SPCE, 245 S. Medina St., Medina, OH 44256.

*Comments about Jack from Jim Morehead*

Jack Heiszek was a friend of mine from Medina, OH and we had flown together on the 737 and 727. He was a good Cleveland Crazy. He always reminded me of the lumberjack from Canada always willing to tackle any project and he did tackle many. He moved to Ohio in 1983 for a Captain bid after the base had been open for 6 years. This wasn't bad for a Canadian who viewed moving to Ohio as moving down SOUTH to the banana belt of Northern Ohio.

Jack had some medical issues with cancer and tumors and we caught up again in Medina just six days before his passing. I was driving a truck through Medina to NC and was able to meet up with Sue in the Intensive Care part of the Hospital. Jack grabbed my hand and held it for a time, and I know he knew it was me.

Jack was cremated and he asked that his ashes be spread on his farm. Cards may be sent to Sue at 6600 Lafayette Road, Medina, OH 44256. No services are planned, but Sue plans a gathering on the farm sometime next year. *Jim Morehead*

### ***Flying West***

*I hope there's a place, way up in the sky,  
Where pilots can go, when they have to die-  
A place where a guy can go and buy a cold beer  
For a friend and comrade, whose memory is dear;  
A place where no doctor or lawyer can tread,  
Nor management type would ere be caught dead;*

*Just a quaint little place, kinda dark and full of  
smoke,  
Where they like to sing loud, and love a good joke;  
The kind of place where a lady could go  
And feel safe and protected, by the men she would  
know.  
There must be a place where old pilots go,  
When their paining is finished, and their airspeed  
gets low,  
Where the whiskey is old, and the women are young,  
And the songs about flying and dying are sung,  
Where you'd see all the fellows who'd flown west  
before.  
And they'd call out your name, as you came through  
the door;  
Who would buy you a drink if your thirst should be  
bad,  
And relate to the others, "He was quite a good lad!"  
And then through the mist, you'd spot an old guy  
You had not seen for years, though he taught you  
how to fly.  
He'd nod his old head, and grin ear to ear,  
And say, "Welcome, my son, I'm pleased that you're  
here.*

*"For this is the place where true flyers come,  
"When the journey is over, and the war has been  
won  
"They've come here to at last to be safe and alone  
From the government clerk and the management  
clone,  
"Politicians and lawyers, the Feds and the noise  
Where the hours are happy, and these good ol'boys  
"Can relax with a cool one, and a well-deserved  
rest;  
"This is Heaven, my son -- you've passed your last  
test!"*

*Author: Capt. Michael J. Larkin*

### **WALTER MERONYK**

Walter Meronyk (80) flew his last flight on October 4th. He was walking at his farm with his son when he suffered a massive stroke and succumbed three hours later.

He is survived by his daughters Elaine (AAL pilot) and Tracey, and his son Perry (CitationAir pilot) and two grandkids. His wife Emma, a wonderful Scot Lassie, passed away a few years back, and since that time his life was centered around his children and grandchildren.

Walt's flying background began in the Royal Cana-

dian Airforce where he flew a variety of airplanes, ending his career in Maritime Command. He joined UAL in 1964 and spent his entire career in ORD. He flew the DC6, B727 and DC10 which he retired from in 1991. I met him at the gate in ORD on his last flight, with his son Perry in his jumpseat. The three of us had an epic limo ride, champagne included, back to his house to finish celebrating his retirement.

It was because of Walt's insistent prodding "to get my tail down here" that I also joined United in 1966.

Walt, Barry Edward and I first met at RCAF Base Winnipeg in 1957 and a friendship was started that had kept us in touch with each other since that time. He was a gentle giant of a man - a loyal and compassionate friend. He will be missed.

*Don Swift & Barry Edward*

### **RAYMOND G. MOFFETT**

Raymond Gilbert Moffett, 90, of Elkton, MD, passed away peacefully on November 7, 2011.

Ray was born February 15, 1921 in Washington, D.C. Over the years he resided in Washington, D.C., Oxon Hill, MD, Lovettsville, VA, Elkton, MD, and Barefoot Bay, FL and enjoyed spending his free time metalworking, woodworking, and fishing in the warm Florida sun.

He served as a Lieutenant in the Army Air Corps during WWII flying B25s over Italy. Ray flew with Capital Airlines and then United Airlines and retired after 29 years.

Ray is survived by his wife, Janet, a son, and two grandchildren.

### **DAVID E STEARNS**

David was Born in Coudersport PA, Dec. 14, 1930, flew west Oct 14, 2011 in Littleton, CO.

After leaving the Air Force, David worked for Capital Airlines out of Washington DC. He first worked as a mechanic, then as a pilot. When Capital and United merged David continued to fly, for United and retired in 1989.

He loved the outdoors and explored the rivers in the East and Southern United States in his cruiser. He was an excellent skier and was the Captain of the

United Airlines Ski Team for several years. After his retirement he flew his own plane for many years. He loved riding his Harley and took many trips on it.

David is survived by his wife, Ruth, two children and three grandchildren.

### **PHILIP W. STEINER**

Philip W. Steiner, 83, passed away October 14, 2011, at Suncoast Hospice in Largo, Florida, after a brief battle with cancer.

Phil was born September 10, 1928, in Takoma Park, Maryland. While growing up in Silver Spring, Maryland, he developed a great love of aviation. This passion led him to obtain his private license and his mother became his first passenger. Phil attended Montgomery Blair High School and Montgomery College in Maryland. His love of flying called him to active duty in the U.S. Air Force in 1950 and he flew in the Korean Conflict with the *Kyushu Gypsies*, the 6461<sup>st</sup> Troop Carrier Squadron. He left military service, became a commercial pilot and in 1957 joined Capital Airlines and United Airlines in 1961. He retired in 1988 as a Captain on DC-8s and, fittingly, his last flight was to Hawaii.

During his retirement, Phil's love of aviation continued as he completely restored a Piper J-3 "Cub," the type aircraft that he had so-

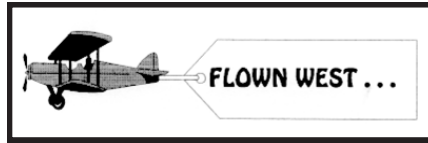
loled as a teenager in Maryland. The restored "Cub" required more than eight years of work and became a showpiece at Whitted Airport in St. Petersburg because of its authenticity and fine workmanship. The aircraft was featured by local schools, aviation events and clubs as the epitome of the type.

Phil is survived by his wife Carolyn, a son, a daughter, a stepson, grandchildren and his beloved canine companion, Dixie. He met Carolyn Conkey through mutual friends and in 1992 Phil and Carolyn were married, a union they both cherished each day they were together.

Phil will be remembered as a gifted pilot, a loving father and husband and a perfect gentleman.







Maurice A. "Maury" Mahoney	Jul. 24, 2011
Roger C. Anderson	Aug. 01, 2011
Richard Q. Gercken	Aug. 10, 2011
Stephen H. Church	Aug. 13, 2011
*Harold O. Roeske	Aug. 17, 2011
John R. Marsden, Jr.	Aug. 28, 2011
Erle R. Britton	Sep. 26, 2011
George F. Miller	Oct. 10, 2011
David E. Stearns	Oct. 14, 2011
E. F. "Jack" Heiszek	Oct. 24, 2011
Philip W. Steiner	Oct. 14, 2011
Robert L. Downs	Oct. 28, 2011
W. L. "Woody" Grover	Nov. 06, 2011
Raymond G. Moffett	Nov. 07, 2011
Cupples, Gordon J.	Nov. 18, 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 (4th Wednesday)—*Sparky's Sports Bar* - 775-787-9669

#### **New York**

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ* - rupapetesoman@optonline.net

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

#### **Ohio**

Cleveland 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