
rupanews



Journal of the Retired United Pilots Association



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

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PRESIDENT'S LETTER

I hope everyone had a wonderful holiday and your 2012 has started out with happiness and good health. To date (01/11/12) UAL has not been in contact with the retiree groups about the travel pass policy issues or the new procedure for issuing retiree IDs. When we receive the information we will post it on our website (www.rupa.org) under the "Bulletin Board" tab. We don't post opinions, everyone has one, we post valid information from reliable sources. For additional information check the numerous links we have available on the website.

VP Jon Rowbottom and I have asked past President Ron Jersey (our "convention guru") to look into Monterey, CA as our next convention destination in 2013. October is ideal weather on the central coast, most of the major tourist events are over, and prices have dropped to pre holiday winter rates. We will see how viable and desirable Monterey will be after we access the opportunities and price structure.

For those of you who would like to create a RUPA get-together in your local area, write-up an announcement and send it to Cleve Spring – our *RUPANEWS* editor. We will be happy to include your announcement in our magazine.

A reminder: active UAL pilots can join RUPA – there is no restriction! The camaraderie we enjoy with our fellow line pilots does not have to wait until they are retired! Help get the word out!

Remember the best part of United was/is its employees – keep in touch! *Phyllis*

Happy New Year

Now that the New Year is here you should all have received your 2012 RUPA membership Directory. I'm sure you have all checked your personal information and found it to be correct. Right? Oh, some of you found that all the information wasn't correct? Well, if that is the case, please let our Sec/Treasurer, Leon know now. It is up to each of you to notify us of any changes to your personal information. How to do that is listed at the bottom of this page.

Also, I am still receiving dues checks from some of you. Please send them to Leon at the address listed below. When I get a check, I just have to put it in an envelope and send it to him. *Ed*



RUPA has a new updated Website

www.rupa.org

Check it out as there is a lot of good information on it

Do not send money here, letters only, please

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Address changes, Dues, Snowbirds & Others:

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

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

ABOUT THE COVER

A nice silhouette of a 747-48EF

SAN DIEGO COUNTY (December) LUNCHEON

It's time to wish all Ruparians and those who read and produce the magazine a wonderful Christmas and a most enjoyable New Year.

The San Diego County RUPA lunch took place as usual on the second Tuesday at the San Marcos Country Club. There were eight of us. Brad Green and Rhoda, Bob and Ruth Bowman, Bill and Evelyn Pauling, Paul Whitby and myself. How delightful when there are ladies present.

Ruth Bowman made a Grand Entrance by flashing us. Now before you jump to conclusions, allow me to explain. She was wearing a necklace of red and green LEDs that was battery powered. She was a visible display of the holidays by flashing us from time to time.

We eight souls obviously enjoy each other because the smiles and laughter never quit. Upon leaving, I received a smooch and a hug from three ladies while Bob Bowman covered his face and exclaimed- "Don't you dare, Harrell, or words to the effect" while laughing. Fat chance, Bowman! *Bob Harrell*

SAN DIEGO COUNTY (January) LUNCHEON

The San Diego area crew met on January 10 at noon at the Lake San Marcos Country Club and enjoyed a great lunch on the patio, and it was nice and quiet. There were only three of us, but the conversations are never dull. Bill Pauling, Don Trunick, and myself had an enjoyable time.

It seems when there are few members present, we learn more about one another. I think of Don as the Aircraft Encyclopedia man. His knowledge of all aircraft is astounding. I was telling about the time my parents bought me a ride in an Aeronca C-3 while on vacation in Tampa in 1935. Don knew all about that plane, it having a 2 cylinder, single ignition Aeronca built engine of 37 horsepower. As a kid, I was an avid airplane model builder, and made lots of World War One models, and even made a diorama of a WW1 airfield with hangars, planes, and a couple of Fokkers with red cotton attached to simulate fire. These were dangled on a string to show they were spinning to their destruction. Anyone remember reading G-2 Aces, a paperback about WW1 flying? I think an American pilot named Pinkham was in some of the stories, and portrayed as kind of a clown.

Best wishes to you, Cleve, and all Ruparians whithersoever dispersed. *Bob Harrell*

SOUTHWEST FLORIDA RUPA LUNCHEON

The Olive Garden restaurant in sunny Fort Myers, FL once again hosted our luncheon on January 9th. An impressive 27 attendees signed the yellow legal pad check-in sheet! The room was full. Once again, there was no formal program but judging by the level of chatter, everyone was engaged in entertaining conversations, sea stories, political commentary, reminisces from the "old days" and renewing acquaintances.

Attending members were: Skip Irwin, Neil Bretthauer, Jim Howard, Wes Leighton, Norb Cudnowski, Harvey Hallberg, Dick Barros, Don Kincaid, Ray White and Twila White, Michael Bennett, Rip Curtis, L. Walis Alves, Don Wichelt, Ellis Van Alstine, William Bates, Gary Crittenden.

Guests were: Dot Prose, Don Sullivan, Georgeanne Chamberlain, Faith Osborn, Harry and Marvis Long, Earl and Kathy Walch, Gene Chapman, Mamie Thompson.

We're gearing up for the RUPA Day at the Sun-n-Fun Fly-In at Lakeland, FL on Thursday 29 March 2012. Judging from the turnout, the next luncheon on 13 Feb., 2012 should be another full house.

Gary Crittenden and Dot Prose

2012 RUPA DAY at the Sun-n-Fun Fly-In

Where: Lakeland, FL, OX-5 Club House

When: March 29, 2012, 9:00 am—5:00 pm

Description: Convenient location, BBQ, Group Photo at 1:00 pm

For any further information contact: Dot Prose, proседа@yahoo.com, 941-966-4538



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



During WWII United Air Lines flight crew members assigned to the Air Transport Command flew a variety of cargo planes including: Douglas C-47s (DC-3s); Consolidated C-87s (transport/cargo version of the B-24 Liberator bomber) and Douglas C-54s (DC-4s).

These flights flew military & government passengers, evacuated wounded and carried cargo to-and-from the extensive network of military installations in Alaska, across the Pacific and the United States. The planes were scheduled, serviced, maintained, loaded and flown by a wide variety of United personnel.

United crew members Flight Radio Operator J. B. Smithers, First Officer M. A. Christensen and Captain



Hugh Coleman on an Air Transport Command flight. (right) A United DC-3 crew during Operation Alaska. By Marvin Berryman, DENTK Ret. - Photos and Badges from the UAHF collection.

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

DANA POINT (December) LUNCHEON

The Deck was closed as a front moved through our area...however great seating inside was reserved for our group. The guys milled around and visited for sometime before deciding that maybe eating might be in order! The Wind and Sea was quiet with most patrons absent because of the rain that quit shortly before our arrival.

Present were: Park Ames, John Arp, Walt Bohl, Ron Dye, Bob Fuhrmann, John Grant, Rick Hoefler, Bob McGowan, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart, Denny Giese, and Joe Udovch.

Lots of talk, at least in our corner of the table, of different types of memory loss. short and long... some embarrassing, some of which was convenient. We had some good chuckles! We are starting to show our age.

Following is something that Walt Bohl sent me after the meeting. A site you might want to visit. A very interesting (very different story) of two fighter pilots! <http://biggeekdad.com/2011/11/the-german/>

Several of us had gone to Woody Grover's ceremony for his passing on West. A beautiful tribute to a great Pilot and friend. It was held at Fort Rosecrans National Cemetery Point Loma, CA. All for now, *Ted*

DANA POINT (January) LUNCHEON

Great day at the harbor- weather perfect. Parking was good. The tour boats were taking large groups out to see the Orcas. A rare visit by two Orcas pods of about 10 each were enjoying their lunch off the Harbor mouth. We are having an abundant supply of Sea Lions this year in this area which are Orcas, 'Meal of choice.'

The Deck was opened up to us for conversation and coffee and food of our choice. On deck were: Rusty Aimer, Park Ames, John Arp, Carlos Bernhard, Bruce Dunkle, Ron Dye, John Grant, Jim Grosswiler, Jack Healy, Al Pregler, Bill Rollins, Ted Simmons, Joe Udovch, George Webster and Denny Giese. Several members were unable to attend, a result of the flue hitting heavy this seasons.

Conversation of those present were animated and spirited. John Arp was going to get into whatever OPS is today, at LAX and post a notice to invited the newly retired pilots to come to our RUPA meetings. We were wondering what is being done by the RUPA Management in this light? (*RUPA Management has had a three fold brochure printed up that will be included in each retiring pilot's retirement package. The brochure also directs them to our website for more information. Ed*) Much talk about the isolation on the crew, even crew of one, on future transport aircraft. Pilotless transport?

Well enough for now in this year past. Happy New Year to all. *Ted*

LOS ANGELES SOUTH BAY (Holiday) LUNCHEON

The LAX RUPA group met at the Hacienda Hotel on December 8th for our Christmas luncheon. We also invited members of RAFA (Retired Association of Flight Attendants) and Clipped Wings. About 70 people convened for the social hour and buffet. The food was great and the conversation lively.

Roger Miller took the prize for coming the farthest. Actually his daughter called from Brussels to say he was coming from Rio de Janeiro. We wished Bill Horn a very happy 93rd birthday. He's amazing

After lunch Rex May took the podium and welcomed the group. Jan Heistermann, the president of RAFA, gave us an update from the group. Carolyn Plumley, the president of LAX Clipped Wings, read a poem commemorating the crew members that died on 9/11. The poem was written by Clipped Wings member, Barbara Dorger, who has also designed commemorative wings to honor the crews of the four airplanes. All profits from the wings go to the Shanksville memorial. Don Krueger told a very touching story about ret. FA Barbara Hartnett Griffin.

Butch Trembly was accompanied by his daughter who is a pilot for Continental. He told a story about how his father, Dusty, flew co-pilot for Walt Bohl's father. That was a very long time ago.

Captain Alberto Diaz, the asst. Chief Pilot of the western division gave a very thorough update of the merger progression. We were very appreciative for his contribution. He was quite optimistic in his observations.

Linda May

DENVER GOOD OL' BOYS (December) LUNCHEON

With inclement weather all over the rest of the state, the December meeting date opened beautifully and a good turnout resulted. Our caterer managed masterfully and the bar held up with verve and élan. The dinner bell sounded at somewhere around noon and the kitchen staff proved up to the task. A few chairs were borrowed from the other dining room.

Following the repast, the coordinator delivered the usual attempt at humor which elicited a few chuckles along with guffaws.

We recognized two ex-Continental retirees and invited them back for future meetings, along with Jim Gates widow, Judith. Stanley Boehm introduced his daughter who is recovering from open heart surgery, and she carries everyone's best wishes.

A brief discussion of the situation of UAL pilot John Rood who several months ago was involved in an altercation with a CSR at DIA. It appears that that situation has been resolved. The meeting continued somewhat longer than usual, but ended with most in high spirits and on even terms.

Those present included: Jerry Schofield, Steve Paahs, Mack Connelley, Fritz & Judy Meyer, Bill Bates, Jeff Cain, Al Dorsey, Al Snook, Shirley & Keith Patton, Dick & Jeannie Kobayashi, Dick & Carole Bennett, Denis Getman, Tom & Sue Johnston, Stanley Boehm with Erica Winter & daughter, Alicia Heaton, George Benkendorf, Bob & Ann Blessin, Ray Bowman, Bill Leeper, Duane Searle, Rick & Kay Madson, Bernie Stoecker, Dick Garbrick, Rex & Ruth Bales, Charles & Sandy Fellows, Casey & Gail Walker, Russ & Pat Ward, Bob & Penny Dietrick, Hal & Janet Meyer, Jim & Arletta Adair, Judith Gates, John & Marion Allen, Cliff Lawson, Bob & Marj Crowell, Ed Cutler, Nick & Lanique Hinch, Ron & Georgia Schafer, Carl Harder, Ken Ewing & Kathy Frendlinger, Bill & Claire Fife, and the coordinator and his bride, Rose & Ted Wilkin-son.

RENO'S BIGGEST LITTLE GROUP (November) LUNCHEON

Reno's Biggest little Group met promptly at 1300 hours at Sparky's Sport Bar and Grille in North West Reno. The luncheon was started with a Toast and Semper Fi Salute to our own Gordy Cupples, who flew west November 18 during the terrible fire here in Reno. Gordy died as he lived, helping a neighbor evacuate his house, with the fire bearing down with gale force winds. Gordy was a charter member of the RNO gang and will be sorely missed by not only us, but the entire Reno community.

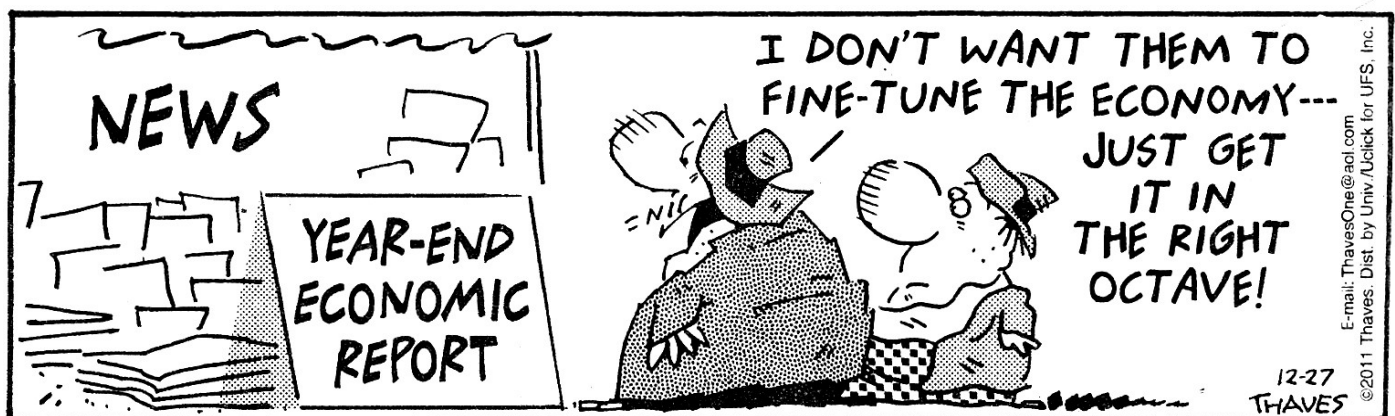
Most of the meeting was devoted to ideas helping his widow Roxanne, arrange for the funeral and Celebration of life, held on November 30 in Reno.

Members in attendance, in no particular order: Len Bochicchio, Tom Taber, Gene Lamski, Dean Schuff, Jim Nugent, Lyle U'Ren (Our fearless leader), Tommy Diehl (RNOTR), Jim Whitely, Cort de Peyster,

Gary Dyer, Charlie Kettering and Patrick Flanagan.

Respectfully submitted by; *Cort* (reserve Scribe)

FRANK AND ERNEST | Bob Thaves



S.E. FLORIDA GOLDCOAST (December) LUNCHEON

December Luncheon was held on Thursday, Dec 8 at Galuppi's Patio Bar and Restaurant under beautiful Sunny Florida Skies. Our turn out was light as it's into the Christmas Holiday Season and members have company or are preparing to go north for the holidays.

The 14 members today were Jim Good (from Naples Area), Hambone Wilson, Mike Warde, Lyn Wordell, Terry Lewis, Ed Wheeler, Jack Wink, Bob Engleman (Active Pilot), Jerry Bradley, Jim Morehead, Bill Garrett, Murray Warren, Bob Seite, and yours truly, *Ned Rankin*

S.E. FLORIDA GOLDCOAST (January) LUNCHEON

Our January Gold Coast Meeting was held on January, 12 under perfect Southeast Florida Sunny Skies and 70's temperatures. We had a total of 21 retirees including 3 from Florida's west coast for our first Luncheon of the New Year.

We used to have more Retirees attending, but we lost 5 members last year so we now have 21 who usually attend. We were sorry to hear of Sid Sigwald's condition. He drives down from the treasure coast and gathers Walt Kimmey on his way south from Lake Worth.



Attending today were Lyn Wordell, Dave Dryer, Ralph Rodriguez (active Pilot) Dave and Ralph Drove (From the FL west coast) Jim Good (Who flies over from Naples area), Bill Lancaster, Mike Warde, Les Eaton, Donnie Kueller (US Navy SEABEE, Ret) (a Red Herring I think), Jim Morehead, Murray Warren & Bob Seits (Lake Worth Area), Dan Kurt (active Pilot), Dick Smiley, Warren Hepler, Ham Oldham, Bill Garrett, Jerry Bradley, Ed DeChant, Art Jackson, Ed Wheeler, and yours truly, *Ned Rankin*

SAN FRANCISCO NORTH BAY (December) LUNCHEON

T'was a dark and stormy night --- no, it wasn't. It was another one of Sonoma County's beautiful sunny days and the North Bay RUPA group gathered 'round at the Sheraton Tolay to eat, drink, and wish each other well and all of the best for the coming year. We had one new member to welcome aboard. Clyde Wilson has finally hung it up after a tour with Ethiopian Airlines and says he will be a regular attendee from now on. What we did miss was Bob Donegan, the de facto leader of us all, as he was a bit under the weather.

We observed a moment of silence for the recent passing of Ed Duffy and Gordy Cupples and as this was December 7th, we paused for a moment to remember all those who have gone before us.

Information was passed along regarding the latest PBGC news of their audit problems. Not sure what it means but don't expect any major changes to where we are now. Leon Scarborough is recovering from surgery and passed along a plea to be very careful about the medical insurance changes coming up. Our health and welfare chair, George Hise, had the good news that all the vitamins we have been taking over the years

have been a complete waste of time as they do us no good what-so-ever. Thank you George.

We had a very good response to the **Toys for Tots** donation and there will be some smiling faces under the Xmas trees this year. Thank you all.

In attendance were: Kenneth and Ellen Thompson, Jules and Sybil Lepkowsky, Walt Wells and Linda Morley-Wells, Eileen Tyson, Larry Whyman, Gary Koverman, Don Booker, Jim Mansfield, Deke Holman, Dick Hanna, John Baczynski, Al Milotich, George Hise, Clyde Wilson. Don Madson. Bill McGuire, Dick Lammerding, Dan Bargar, Lee Anderson, John and Sharon Candelo, Tom and Joyce Grey, Ken and Shirley Corbin, Doris Donegan, Barney Hagen.

SAN FRANCISCO NORTH BAY (January) LUNCHEON

The first lunch gathering of the North Bay RUPA group in the New Year was held on Wednesday, January 4th, at the Petaluma Sheraton's Tolay Room.

Almost spring-like weather prevailed, and a nice turn-out enjoyed some good friends, and good food. We were pleased to have the company of Cleve Spring and Bruce McCloud, who drove up from the Bay Area to join us. Absent was Al Fink, with home-heating problems, and Leon Scarbrough, still recovering in the islands. A moment of silence was observed for the passing of Captain John X. Stefanki, a friend to many in the SFO area.

Discussion was held on the myriad problems associated with the changing of insurance benefits companies, and the faulty information some have received. Health and Welfare Chairman, George Hise, provided more illumination on the relationship of alcohol and good health, assisted by a published report that Dick Lammerding had brought. Galen Wagner brought an older retirement book, with many familiar faces in it, and a fifty year old ALPA magazine also had many memories for some.

Attending: John Baczynski, Norm DeBack, J. R. Hastings, Clyde Wilson, Jim Mansfield, Bill McGuire, Larry Whyman, Bill Greene, Barney Hagen, Wayne Heyerly, Dan Porter, Galen Wagner, Robert Grammer, George Hise, Deke and Merle Holman, Dick Lammerding, Donald Booker, Dick Hanna, Dan Bargar, Gardner Bride(Bones), Cleve Spring, Bruce McLeod, Bill P. Smith, Tom and Joyce Grey, Ken and Shirley Corbin, Doris and Bob Donegan.

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Some of our regulars were missing today but we had a nice visit with the 13 who were in attendance at Mimi's in our upper 70 degree weather here in the valley. The 13 were: Mary & Tom McQueen; Jack & Joyann Moore; Don & Gloria McDermott; Doug Bielanski; Denny Fendelander; Bob Mosher; Dale R. Meyers; Ray Engel; Doug & Marcene Rankin.

Don McDermott started by passing out a reprint of an article from the NY Times about what the former CEO of American Airlines said about Bankruptcy being a Moral issue. At this time someone mentioned that there was a rumor floating around that Delta was considering buying American Airlines.

Doug Bielanski gave the report that the Pilots for Justice were still awaiting an answer from the PBGC concerning the UAL bankruptcy and the mileage plus issue. It was noted that the Pass Situation is still "confusing" but changes have been delayed until March 31. Don said nothing can be done until the reservation systems of United and Continental have been combined.

Don McDermott then read an interesting and entertaining three page article about what happened in 1911, such as the price of gas and some people born that year such as Roy Rogers, Lucille Ball and Ginger Rogers. Someone asked about Herb Goodrich and Bob Mosher said he talked to him recently and Herb said he was not able to come to the luncheons anymore.

Our gathering ended with the 50/50 charity drawing which prompted Don McDermott to say "did you win again, Doug Rankin?"

Our next lunch at Mimi's will be Thursday March 8th. 'Til then, *Doug & Marcene Rankin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (December) LUNCHEON

Our last RUPA Luncheon for 2011 was held on Tuesday, Dec. 13th at a new location for us, The Sailor's Return Restaurant up in North Stuart, FL (immediately South of the Roosevelt Bridge on the West side of US1).

We wanted to make it someplace a bit more upscale in honor of the Christmas Season and the fact that our Wives or Lady guests were invited to attend as well. I might mention that it was well attended (as you will see below) and that we will be returning once again to The Sailor's Return in February in recognition of the Valentine's Day Holiday (the Feb. Luncheon is the only other time of the year that we invite our wives or lady friends to join us).

A fantastic time was had by ALL.....the service was good and the Waiters were very timely, polite and responsive. As best I could tell from the feedback that I received, the Menu choices were many and ALL of the food selections that were made were VERY satisfactory to our Consumer Group. A number of those that attended were so impressed, that they indicated that they would be coming back on their own for their individual purposes. The view is spectacular, right on the water with many beautiful yachts and boats to be seen. A goodly number of those that attended had not been there before and had no idea how GR8 it was going to be in every respect.

Those that enjoyed the experience were: Ted and Hellevi Osinski; Dick Starita and friend, Zsuzsa; Bill and Lulu Cole; Skip La Rocque and friend, Barbara Duplisea; Frank and Carol Guglielmino; Jack and Glenda Boisseau; Paul and Lineke Andes; George Kane; Jim Morehead and Bob Langevin. I might also mention that, in addition to the above, we did have 2 last minute cancellations due to Medical Reasons (routine): Del and Pat Gartner; and Dick Baese and friend, Linda.

Our next Luncheon (the 1st of 2012) will be back at another favorite spot of ours and a water front location as well, Shrimper's, and that will take place on Tuesday, Jan. 10th at 11:30AM. If any of our RUPA Members are traveling in or around the Stuart, FL area around that time, we'd love to have you join us. Until then, I want to wish all of you and your families and Merry Christmas and Happy Holiday Season along with a Happy, Healthy, Joyous and Prosperous New Year.

Sincerely, *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (January) LUNCHEON

There were 12 of us on January 10 at Shrimper's by the water in the Manatee Marina. The weather was superb and the food was also good. This is the height of the "season" here in Stuart so the joint was "jumpin". The primary topic was the degradation of our well-earned retiree travel benefits by the latest "regime" at UAL. We also lamented the stroke suffered by our long time Sunbird, Sid Sigwald.

Our next lunch will be on St. Valentine's Day, February 14, 2012 at The Sailor's Return Restaurant at the south foot of the Roosevelt Bridge and IT IS CO-ED.

In attendance were: Dick Baese, Jack Boisseau, Bill Cole, Frank Guglielmino, George Kane, Skip LaRocque, Andy Lambert, Don Onofrio, Ted Osinski, John Pinter, Dick Starita, and me, subbing for Bob Langevin who was (and still is as of 1/17) involved in jury duty.

Any questions re the 2/14 lunch should be directed to Bob at 772-219-0905. We plan to have an up-date on Sid in our next report. Sincerely, *Jim Dowd.*

New UAL Medical Insurance website

This is the new website address for United health insurance information:

www.ybr.com/united

When you first go to it you will have to setup your User ID and Password. You can check to make sure your insurance payment was made and get other information.

I just set mine up and it works great. *Ed* Phone number is: 1-800-651-1007

PHOENIX ROADRUNNERS (December) LUNCHEON

We had our December luncheon on Tuesday the 13th at our usual place the Bobby Q Restaurant.

We had a good group which included Werner & Cindy Schmidt, Dennis & Darlene Leahy, Frenchy & Joan Bourgeois, Peter & Ellen Moyer, Fred & Judy Meyer, Charlie Schwob, Gary Dyer, Cory Liston, Bob Steeneck, Hank Kyser, Jerry Smith, Ken & P.J. Killmon, and a new one to our group Bill Mullen.

Everyone was ready to gather and Ho Ho each other. As time went on the spirits helped in the conversations.

As usual, the conversation came around to the changes in the new pass policies and when all the changes would be set in concrete. Future travel doesn't look good for us retirees unless we have lots of time to spare.

Ken Killmon

PHOENIX ROADRUNNERS (January) LUNCHEON

We had our regular luncheon on Tuesday January 10th at our usual place the Bobby Q Restaurant. We had a good group which included, Werner Schmidt, Dennis Leahy, Frenchy & Joan Bourgeois, Peter & Ellen Moyer, Fred & Judy Meyer, Charlie Schwob, Mike Carlin, Cory Liston, Hank Kyser, Jerry Smith, Ken & P.J. Killmon, Sue Mennella, Dave Specht, Warren Phelps and Russell Marsh who we hadn't seen in a while.

Everyone was ready to gather and join in the conversations with each other.

No one had done a great amount of traveling on the new outfit ContUni. As usual the conversation came around to the changes in the new pass policies and also when all the changes would be completed. Our hope is that they will carry on with the same privileges for the spouses who have lost their mates for their travel privileges in the future. Future space available travel doesn't look good for us retirees unless we have lots of time to spare. *Ken*

THE INTREPID AVIATORS OF SOUTHERN OREGON (November) LUNCHEON

Another greeting to all from The Intrepid Aviators of Southern Oregon. It was a busy day at the Pony as we gathered.

Joining us for the second time (the first time since moving to Jacksonville) were Bud and Mary Berlinger (UAL Class of 1991). They've just moved to Jacksonville from their long time residence in New Jersey to be close to family and, we'd like to think, a great RUPA lunch crowd! Welcome to you both!

Attached is a photo from our November lunch at the Pony Espresso coffee house in Jacksonville. Those

gathering starting with Bud in front and to his left (clockwise) Mary, Art and Pam Lumley, Bob Keasbey (looking good after some med stuff), Steve and Leann Fusco, Marty and Bob Niccolls, Scot Lee and Catherine Dimino standing behind her Dad George Elliott.

Of note, Happy Birthday to George as he enjoys his nineties.

Also of note and more

than a few 'just yesterdays' ago George and Bud spoke of trips worked together. So from our group, a welcome to Bud and Mary, and a Happy birthday to George! Cheers, *Bob Niccolls*



THE (December) MONTEREY PENINSULA RUPA LUNCH BUNCH

Our third annual catered holiday luncheon at the Monterey Country Club's Beach House was well attended, festive, and a feast that was well presented and so delicious! December 12th was overcast and mild, but the surf was up, the tide was in, and the young surfers gamely braved the cold water and pounding surf while we enjoyed a warm fire, holiday music, wine and spirits, and the camaraderie of old friends. For a third year in a row Carlos and Judy Quintana hosted our marvelous lunch *and* volunteered to host our holiday luncheon in 2012!

Those who shared in the festivities with Carlos and Judy were Bill & Fran Blomgren, Neil & Barbara Brooks, Lee & Nancy Casey, Mike & Mary Lynne Donnelly, Connie & Beth Ege, Bob & Jill Ebenhahn, Diane Ellis, Diane Emerson, Jim & Tommy Guinn, Milt & Sunee Jines, Karl & Jan Kastle, Bob & Ann Kibort, Dave Mackie, Philip & Patricia McCain, Brett Morris, Barrie & Sharon Nelson, Paul & Brigitte Olsen, Jon & Jane Rowbottom, Pete & Donna Walmsley, and yours truly. It was a wonderful kick-off to the holiday season.



The Monterey Peninsula RUPA Lunch Bunch December 12th, 2011

THE (January) MONTEREY PENINSULA RUPA LUNCH BUNCH

Our first lunch of the New Year was Wednesday January 11th! The day was unusually warm (and dry) for January on the central coast, but we opted to dine inside with a cozy fire without errant golf balls pinging about the patio area. New attendees Rex and Mardell Lawson joined Carlos Quintana, Diane Ellis, Brett Morris, Dave Mackie, Jon and Jane Rowbottom, Diane Emerson, Paul and Brigitte Olson, Lee and Nancy Casey, and me. A number of our usual friends were on sick leave, out-of-town, or otherwise engaged elsewhere. Many thanks to Pete and Donna Walmsley for hosting our lunch at Edgar's – how lucky we are! The biggest hit was the new menu edition of crab cake sliders with a side of spicy cold slaw! Outstanding!

We discussed the possible site of Monterey for our next convention in 2013, the UAL insurance issues involving dependents and Medicare percentages, retiree IDs, and the travel pass issues. A few golf jokes (actually groaners) and few war stories lightened the noon repast.

Reminder that our monthly lunches in 2012 will be the second Wednesday of the month at Edgar's at Quail Lodge – report time of 11:30 a.m. Please RSVP the Tuesday before that Wednesday.

Thank you! Phyllis Cleveland

**I was at the Beauty Shop for nearly two hours.
That was only for the estimate.**



THE SAN FRANCISCO BAY-SIDERS (December) LUNCHEON

The festive spirit of the Holiday Season was really in evidence as we gathered at Harry's Hofbrau in Redwood City for our December SF Bay-Sider's RUPA Luncheon. We had a good turnout and collected lots of wonderful toys for "Toys For Tots." We were especially pleased to be joined by Dick Hooning and Isabelle Traube who retired from the SFO Flight Office. We were also happy to have Tom Martin join us for the first time. Welcome aboard Tom.

I'm sad to announce that we lost another of our loyal members, John Stefanki, this month. John is the fourth member of our group who has flown west this year.

In attendance were: Marty Berg, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Sam Cramb, Rich & Cyndi Erhardt, Barry Hamley, Dick Hooning, Dick & Jeri Johnson, Bob Kallestad, Tom Martin, George Mendonca, Walt & Mary Ramseur, Norm Rupp, Cleve & Rose Spring, Chuck Stamschor, Jerry & Krista Terstiege, Isabell Traube, Gene & Carol Walter, Ron Weber, Larry & Pat Wright.

THE SAN FRANCISCO BAY-SIDERS (January) LUNCHEON

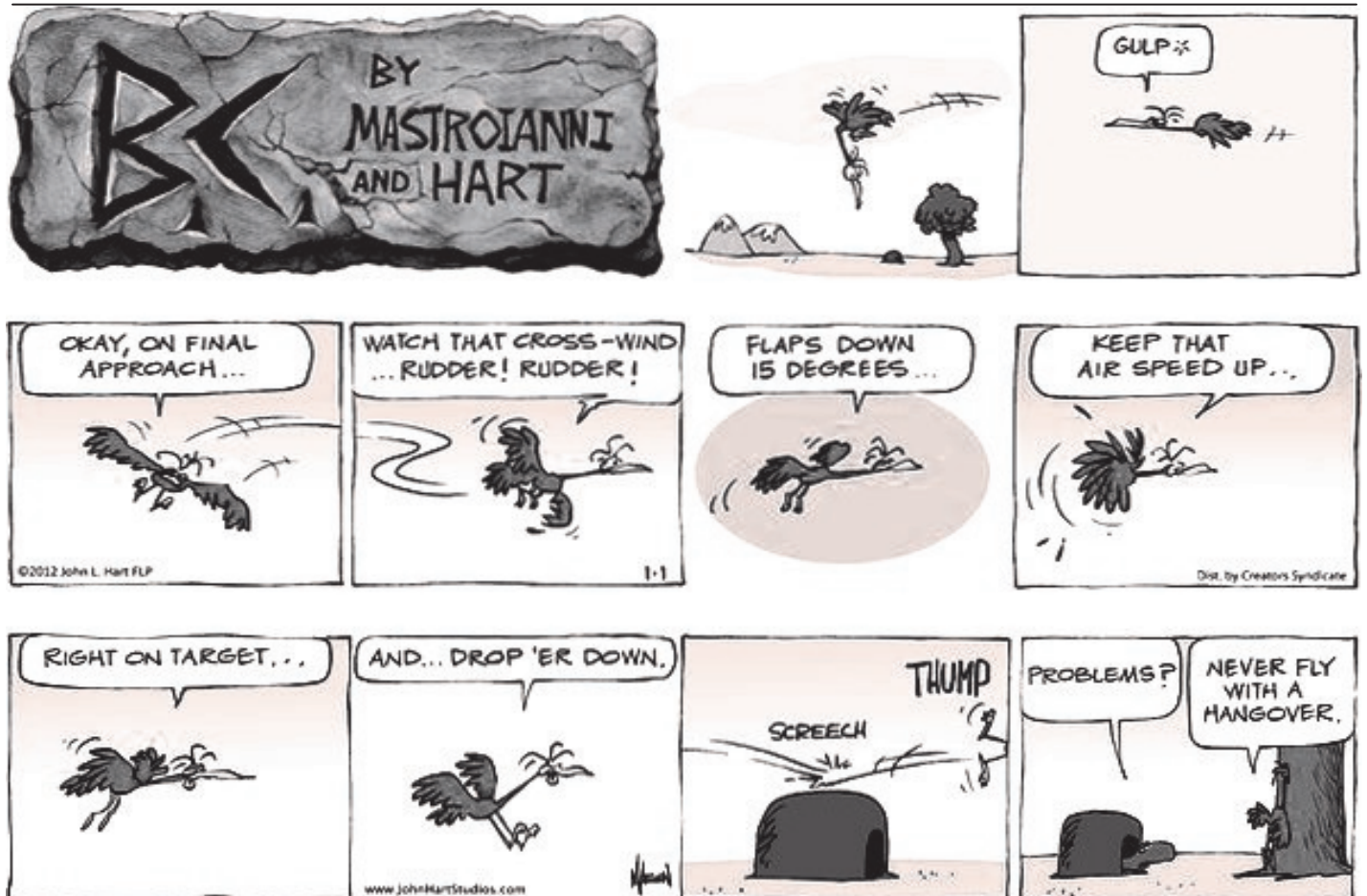
An unusually mild winter brought us a lovely day for our first SF Bay-Siders' RUPA Luncheon of the New Year on January 10 at Harry's Hofbrau in Redwood City.

As usual, the company was delightful, the conversation lively and good will abundant.

Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billie Cramb, Gerry Delisle, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Dick & Jeri Johnson, Bob Kallestad, Bill Klett, Bill Madsen, Norm Marshall, Bessie McEachern, Bruce McLeod, Jan McNaughton, George Mendonca, Ken Miskow, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be Mar. 13, 11:00 am

at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*



SEATTLE GOONEY BIRDS (December) LUNCHEON

The Seattle Gooney Birds met for the first time in our temporary luncheon location, (the atrium near the swimming pool) while the restaurant is being remodeled. We are scheduled there for December and January. It was a little noisier but not too bad (there were no kids in the pool playing Marco Polo) and the wait staff had to hoof it a lot farther to the kitchen, but overall it was satisfactory.

We welcomed Bill Shumway to our group, who we haven't seen in several years. We even coaxed a joke from Bill followed by jokes from Dave Carver and the Host. No bad news or obits, so all-in-all it was fun and the food was good as always.

In attendance: Jim Barber, Bud Granley, Jim Chilton, Fred Sindlinger, Herb Breivik, Mark Gilkey, Al Haynes, Chuck Westphal, Dave Carver, Jack Brown, Bill Stoneman, Bill Shumway, Dick Anderson, Ken Case, Vince Evans, and **Bill Brett**.

SEATTLE GOONEY BIRDS (January) LUNCHEON

The Seattle Gooney Birds met for second time at our temporary meeting place near the indoor swimming pool in the SEATAC Marriott.

We welcomed Ted Woods and Toby Dunlap to our group, who we haven't seen in some years. We managed to coax a joke out of Ted Woods and Ken Case and the host told one that was forgettable.

There were no announcements of any consequence and thankfully no obits. We should be back in our remodeled usual meeting place in February.

In attendance: Bill Stoneman, Tom Smith, Bill Lamberton, Gere Pryde, Bob Reid, Jim Chilton, Fred Sindlinger, Ray Hanson, Alex Dunn, Bud Granley, Howard Holder, Herb Marks, Chuck Westphal, Jim Barber, Ken Case, Toby Dunlap, Mark Gilkey, Ted Woods, Bob Howard, and **Bill Brett**.

THE COLUMBIA RIVER GEEZER'S LUNCHEON

Six of the "Former United's Finest" got together for lunch at Romano's Macaroni Grill, Clackamas Town Center on Wednesday January 11, 2012.

Attendees were: Rich Warden, Dick Ionata, Doug Howden, former Crew Man Ray Reed (Ray, you were the "best"), Ron Lyall and Tony Passannante. Conversation was spirited and sometimes resembled a competitive sport, but with an always appreciative audience and no winners or losers. Perfect!

One of the things that always amazes me is how many different ways a pilot can continue to tell the same story over the years and how funny and fresh they still remain. At least mine do :-)

We were certainly privileged to fly with quite a cast of characters, on both sides of the cockpit door, not to mention meeting the wonderful and interesting persons from the many other departments across our worldwide system. Someone should write a book. Oh wait, discretion being the better part of valor, "never mind."

Our lunches are held on the second Wednesday of every odd month, 1100 Hours, at the conveniently located Macaroni Grill-Clackamas Town Center on Sunnyside Road in Clackamas, Oregon (Sunnyside Road exit off I-205).

Mark your calendars for the next one, March 14, 2012, with any and all retired UAL pilots and/or their family members always welcome, give us a shout if you think you can make it, but "drop-ins" are always welcome.

Any questions, email Tony Passannante at hotshotcharley@aol.com or Ron Blash at rblash@mac.com. You can also call our mobiles: Tony: 503-318-7899, Ron: 503-504-5324. Regards, **Ron & Tony**

Golf Snippets

Golf! You hit down to make the ball go up. You swing left and the ball goes right. The lowest score wins. And on top of that, the winner buys the drinks.

The MAN WILL NEVER FLY MEMORIAL SOCIETY



INTERNATIONALE

Our History

Our Society was born at Kitty Hawk on one of those dark and windy nights when nothing flew; even the sea-gulls bounced from place to place like hoppy toads. Our founders, who had been invited to attend a ceremony on December 17, honoring a pair of bicycle mechanics from Dayton Ohio, began drinking and thinking on the evening of December 16. They drank and they thought until the myth of the Wright Brothers' flight in 1903 became as hard to swallow as the bootleg rye they imbibed.



Thus was born the society's motto: "Birds Fly, Men Drink". And thus its purpose: Exposure of the widely held myth of machines moving through the air with men "flying" them. This myth, it was clear, had its origins in folklore, long before the Wright Brothers.

First came the nonsense of Cupid flying through the air. Then there was the fairy tale of Pegasus, a winged horse. Next came the fabled Arabian carpet. And the bit of flummery about a flying stork that dropped babies down chimneys. Small wonder that humankind, nourished on such nonsense, would believe that bicycle mechanics could move through the air like winged fowl.

Accepting the challenge these myths have perpetuated, The Man Will Never Fly Memorial Society has fought the hallucination of airplane flight with every weapon at its command save sobriety. We remain dedicated to the principle that two Wrights made a wrong at Kitty Hawk.

Our Mission

Members of the *Man Will Never Fly Society* are not opposed to flight. Birds do it, Bees do it, even educated fleas do it, as Cole Porter once said. But when you stop to think about it, do you actually believe that a machine made of tons of metal will fly? Small wonder that the editor of a Dayton newspaper said, when informed of the mythical first flight in 1903. "Man will never fly. And if he does, he will never come from Dayton."

The Society's members believe that balloons fly, but we do not believe in flying machines. Indeed, members of the Society have proposed a variety of apparati for movement through the ozone. One of our members is even cultivating an enormous jumping bean which, when saddled and heated by a laser, will propel a human for great distances.

But let us hear no more of planes moving through the air, unless they are hurled by carpenters. Airports and airplanes are for the gullible. Little do "plane" passengers realize that they are merely boarding Greyhound buses with wings, and that while aboard these winged buses, given the illusion of flight when cloud like scenery is moved past their windows by stagehands in a very expensive theatrical performance.

We ask you to gather under our banner and combat the myth that man can, did, or will ever fly, except in his or her imagination.

For more information on the *The Man Will Never Fly Memorial Society* go to their website: Manwillneverfly.com

What have we learned in 2,065 years?

"The budget should be balanced, the Treasury should be refilled, public debt should be reduced, the arrogance of officialdom should be tempered and controlled, and the assistance to foreign lands should be curtailed lest Rome become bankrupt. People must again learn to work, instead of living on public assistance." Cicero - 55 BC. So, evidently nothing.

From United Daily Report, January 16, 2012

We are on track to launch common PSS March 3, 2012

We plan to convert to the consolidated SHARES passenger service system (PSS) platform in the overnight hours preceding the morning operations start-up on March 3. At that time, we will begin managing all passenger travel data through the SHARES system, allowing seamless customer service across both airlines.

“Our UA customer service and reservations agents have been working very hard to get ready for the conversion to SHARES,” said Airport Operations PSS Planning VP Joanne Calabrese.

“Their co-workers and coaches — the experienced CO agents — have helped every step of the way, proving yet again that the path to success is to work together.” Later in 2012, we will introduce a point-and-click user interface for SHARES, which will be more intuitive and easier to use. It will enable us to deliver even higher levels of customer service than the native SHARES system. The launch of a single PSS affects several other business areas as well, including MileagePlus, our combined loyalty program.

The 2012 Pass Travel program also becomes effective March 3. Retirees and their accompanied pass riders will retain their current boarding priorities when flying on UA flights (BP-8 & BP-6) and on CO flights (SA4U) until March 3. See the Travel tab on Flying Together for more information.

NEW PASS TRAVEL UPDATE FOR RETIREES (Affective March 3, 2012)

From Kirk Moore, RAFA Travel Benefits Committee

1. Retirees will each receive 8 new vacation passes (one-way, multi-segment, including accompanied eligibles). Vacation passes are service-charge waived in ALL cabins systemwide and they are valid for five years. We should receive 8 new vacation passes every year.
2. UA employees/retirees will be boarded together with CO employees/retirees on both UA/CO flights under the new boarding priority system. Simplified, it is:
BP-A= all riders using vacation passes
BP-B= employees on personal passes
BP-C= retirees on personal passes
Boarding priority within each category is determined by “**year of hire**” and check-in time. Unless retirees are using vacation passes, they will be boarded AFTER everyone on vacation passes + all employees + all employee accompanied eligibles.
3. Retiree companion passes are no longer valid, but retirees can annually designate 2 enrolled friends in addition to their spouse/domestic partner. In January, go to Flying Together/All About Me and select “Pass Riders” to update your eligible pass riders.
4. All retirees using personal passes fly service-charge waived in economy class cabins systemwide. Retirees with 25 or more years of service using personal passes fly service-charge waived in ALL cabins systemwide.

This information is available online from:

Flying Together/Travel/ New Pass Travel Program/Employee Bulletins/Pass Travel-November 29, 2011
Flying together/Travel/ New Pass Travel Program/Program Chart.

The Employee Bulletin of 11/29/2011 mentions that UA employees (NOT retirees) will be getting 8 temporary vacation passes (valid 1/1/12 to PSS DAY 1). Also, UAL employees (NOT retirees) will be getting 8 retroactive vacation passes (valid 1/1/12 to 12/31/2015) in addition to the 8 new vacation passes distributed to everyone on PSS DAY 1. Note: temporary and retroactive vacation passes are only good for one rider, new vacation passes are for multiple eligible riders.

So, when boarding airplanes for pass travel, retirees should be prepared to compete with many employees who will be using vacation passes.

AIRBUS EXPECTS UNITED TO PLACE A380 ORDER

By Darren Shannon (Aviation Week)



United Continental Holdings is contemplating an Airbus A380 order, and while a final deal will take some time, Airbus expects the U.S. airline to adopt the double-decker for its extensive Asian network.

Airbus Chief Operating Officer-Customer John Leahy, speaking with Aviation Week yesterday after a market forecast presentation in Washington, asserted that United President and CEO Jeffery Smisek has changed his previously held view that the widebody was inappropriate for U.S. operators and now saw possibilities for

the A380 in the new United fleet.

However, the Airbus executive issued a caveat when pressed on a pending United deal, noting, "I'm not saying there is an order soon, but United understands that if it wants to have a major presence in Asia it needs the A380."

Airbus considers Boeing 747 operators as likely A380 customers, and in North America that means United and Delta Air Lines are candidates. However, Delta is no longer a target, having told Airbus it wants to focus on smaller widebodies, says Leahy. "That leaves United as our target," he added.

Despite its popularity in Asia and the Middle East, the A380 so far has failed to generate much interest in the Americas, with North American carriers favoring a high-frequency schedule using smaller aircraft and Latin operators simply aware that the region's current infrastructure is insufficient for such a large-capacity aircraft. But Leahy is adamant that the A380 will be adopted in the region, especially in the U.S. as traffic demands outstrip efforts to upgrade the country's air traffic control system.

"I flew into JFK [John F. Kennedy International Airport] and it looked pretty crowded," Leahy said during the presentation, which predicts a doubling of U.S. and Canadian demand in the next 15 years. "Are we going to double movements? That is why we are offering our A380," he noted.

Airbus's 20-year forecast is optimistic that North American carriers will realize this predicament and order 206 ultra-widebody aircraft (i.e. the A380) between 2011 and 2031 to relieve some of the pressure being placed on the largest, namely U.S., airports. At the same time, the region's operators are also expected to order 4,970 single-aisle aircraft with more than 100 seats and 1,140 twin-aisle aircraft, spending some \$648 billion at list price.

One Pilot's Retirement Routine

Being an Airline/Corporate Pilot was really glamorous and I cannot understand why I do not miss it. Something is wrong with me!

We have a cockpit mock-up in our house: When I mention to my wife that I miss flying, by being retired, she puts me in the mock-up around bed time for 8 hours. She has a chair in a closet, puts on the vacuum cleaner to simulate cockpit air noise, has a dim night-light to simulate cockpit lighting, serves lukewarm chicken with cold vegetables on a tray. When I get sleepy and attempt to doze off, she knocks twice loudly on the door to simulate the F/As entering the cockpit. Then after 6 hours she turns on a flood light directly in front of me to simulate the sun coming up when approaching 20 west. I then get a cup of coffee that has been in the coffeemaker all night. Finally she lets me out and I have to get in the back seat of her car while she runs morning errands to simulate the bus ride to the hotel. When we get home I tell her I am ready for bed and the bedroom door is locked for an hour to simulate the hotel rooms not being ready. When I promise to never "complain" about being retired, I am allowed to enjoy my "layover" and go to bed. Oh, and one more thing, she talks to her friends loudly outside the bedroom door to simulate the hotel maids chattering in the hall in their native language. After two hours of sleep she calls the phone next to the bed from her cell and says "this is crew scheduling, you are re-sked!!!, vee vill calla-you back when you have legal minimum rest," and "by the way, the company has filed for bankruptcy today"... sleep tight honey.

A CANCER THAT CREEPS UP ON YOU ALMOST SILENTLY

By Dave Warner

Your pancreas is a relatively small part of your body, only about six inches long, but as pancreatic cancer patients know, it is capable of causing big problems.

Consider this grim statistic from the Pancreatic Cancer Action Network: some 44,030 people are expected to be diagnosed with the disease this year, and 37,660 will die from it.

Indeed, 74 percent of people hit with the disease die within the first year, the network says, and the 5-year survival rate is only 6 percent. The network is trying to push research funding to double that rate by 2020. But some beat those odds. Jeff Ross, 62, of Laguna Beach, California, who is an 8-year survivor is one of them.

As is typical, Ross at first had no real symptoms, which is the reason the action network says pancreatic cancer is sometimes called a “silent” disease.

Ross puts it another way: “It is absolutely an asymptomatic disease until you get to the later stages.” He had always thought of himself as a pretty fit guy when he was 54, just before he was diagnosed. “I was in perfect health, I had no major diseases, I worked out regularly at the gym,” he said.

But symptoms began creeping into his consciousness, kind of on little feet. He noticed he was getting heartburn from time to time, for instance, but did not pay it much attention. But things came suddenly and without warning to his attention when he was working in his yard, replacing some boards on the side of his house. He was wearing a tool belt, when he leaned forward. “It caught me,” he remembered, “and the pain knocked me silly.”

It was time for his annual physical anyway, so he went to the doctor, and there he learned that his blood work was showing some problems. “My cholesterol was through the roof,” he said. Jaundice set in shortly after that, his wife noticed it in his eyes, and told him to look in the mirror.

Then came pancreatitis, which is an inflammation of the pancreas. “Pancreatitis is one of the most painful things that can happen to you,” he said. All of that led to his first surgery, in July of 2003, which is when his “survival” date was set.

Doctors told his wife his prognosis was that he would probably live for six to nine months. He soon began both radiation and chemotherapy treatments. Seven months after the surgery and treatments, his weight had dropped to 140, from 185.

Since then, he has had surgery to repair some tissue damage, has been diagnosed with Type II diabetes, has had a benign tumor surgically removed from his pancreas, and in January of this year underwent another surgery to remove a second malignant tumor. With all that, Ross said on a recent day as he answered his telephone, “I just got in from the gym.”

Nobody really knows why some people get pancreatic cancer, and some people do not.

But there are some things that can put you at risk:

Don't smoke. Some believe that of the several risk factors, smoking is number one.

A family history of relatives with pancreatic cancer.

Pancreatitis, which is inflammation of the pancreas.

Being overweight.

Diabetes.

Your pancreas may be relatively small, but it plays a big role in your body chemistry. It produces enzyme laden juices that help you break down food, and also produces insulin and other hormones. The insulin helps you to control your blood sugar, and the hormones help you store energy.

In common parlance, most people refer to just pancreatic cancer as being one type of disease. In fact, though, there are two types. Some 95 percent of pancreatic cancers fall under the type that stem from exocrine tu-

mors, so called because the cells that produce enzymes are exocrine cells. The remaining 5 percent of cancers are from endocrine cells, which produce insulin and other hormones.

A key in the diagnoses of the disease comes when your doctor determines what stage your cancer has reached. It can range from the lowest stage on a six-step scale, 1A, to the highest, stage four, with several steps in between. The 1A staging means your tumor has not spread beyond your pancreas, and is 2 centimeters or smaller in size. By the time the cancer gets to stage four, the tumor can be much bigger, and the cancer has spread to other parts of your body.

Determining whether the cancer has spread is one of the keys to what kind of treatment your doctor may prescribe. The other key factors are the location of the tumor, and your age and your general state of health.

There are several factors in determining what kind of treatment you may get too.

Here's a list of possibilities:

Surgery to remove the tumor. That tends to be the option for people with early stage cancer.

Chemotherapy, which can be given either before or after surgery.

Targeted therapy, which tends to be the treatment for people who are not surgical candidates. It's a drug that helps slow the cancer, and can stop it from spreading.

Radiation, used to kill cancer cells. It is sometimes prescribed with other treatments, including chemotherapy.

A HEARING AID THAT CUTS OUT ALL THE CLATTER

By John Tierney

After he lost much of his hearing last year at age 57, the composer Richard Einhorn despaired of ever really enjoying a concert or musical again. Even using special headsets supplied by the Metropolitan Opera and Broadway theaters, he found himself frustrated by the sound quality, static and interference.

Then, in June, he went to the Kennedy Center in Washington, where his "Voices of Light" oratorio had once been performed with the National Symphony Orchestra, for a performance of the musical "Wicked."

There were no special headphones. This time, the words and music were transmitted to a wireless receiver in Mr. Einhorn's hearing aid using a technology that is just starting to make its way into public places in America: a hearing loop.

"There I was at 'Wicked' weeping uncontrollably — and I don't even like musicals," he said. "For the first time since I lost most of my hearing, live music was perfectly clear, perfectly clean and incredibly rich."

His reaction is a common one. The technology, which has been widely adopted in Northern Europe, has the potential to transform the lives of tens of millions of Americans, according to national advocacy groups. As loops are installed in stores, banks, museums, subway stations and other public spaces, people who have felt excluded are suddenly back in the conversation.

A hearing loop, typically installed on the floor around the periphery of a room, is a thin strand of copper wire radiating electromagnetic signals that can be picked up by a tiny receiver already built into most hearing aids and cochlear implants. When the receiver is turned on, the hearing aid receives only the sounds coming directly from a microphone, not the background cacophony.

"It's the equivalent of a wheelchair ramp for people who used to be socially isolated because of their hearing loss," said David G. Myers, a professor of psychology at Hope College in Holland, Mich., who is hard of hearing. "I used to detest my hearing aids, but now that they serve this second purpose, I love the way they've enriched my life."

After his first encounter with a hearing loop at an abbey in Scotland, where he was shocked to suddenly be able to understand every word of a service, Dr. Myers installed a loop in his own home and successfully campaigned to have loops installed at hundreds of places in Michigan, including the Grand Rapids airport

and the basketball arena at Michigan State University.

“One of the beauties of this simple technology is that it serves me everywhere from my office to my home TV room to nearly all the worship places and public auditoriums of my community,” Dr. Myers said.

The Midwest has been in the vanguard, but New York is starting to catch up. Loops have been installed at the ticket windows of Yankee Stadium and Citi Field, at the Apple store in SoHo and at exhibits and information kiosks at Ellis Island, the Metropolitan Museum of Art and the American Museum of Natural History.

Even in that infamous black hole of acoustics — the New York subway system — loops are being placed in about 500 fare booths, in what will be the largest installation in the United States.

“This isn’t just about disability rights — it’s about good customer service,” said Janice Schacter Lintz, the head of the Hearing Access Program, a group in New York promoting the loops.

“The baby boomers turn 65 this year,” Ms. Schacter Lintz said, noting that more than 30 percent of people over 65 have hearing loss. “That’s a big group of customers who won’t go to museums or theaters or restaurants where they can’t hear. Put in a loop, and they can hear clearly without any of the bother or embarrassment of wearing a special headset.”

The basic technology, called an induction loop, has been around for decades as a means of relaying signals from a telephone to a tiny receiver called a telecoil, or t-coil, that can be attached to a hearing aid. As telecoils became standard parts of hearing aids in Britain and Scandinavia, they were also used to receive signals from loops connected to microphones in halls, stores, taxicabs and a host of other places.

People in the United States have been slower to adopt the technology because telecoils were traditionally sold as an optional accessory, at an extra cost of about \$50, instead of being included automatically with a hearing aid. But today telecoils are built into two-thirds of the hearing aids on the market as well as in all cochlear implants, so there is a growing number of people able to benefit from loops.

Hearing loop systems are more complicated to install than the assistive-hearing systems commonly used in theaters and churches, which beam infrared or FM signals to special headsets or neck loops that must be borrowed from the hall. Installing a loop in an auditorium typically costs \$10 to \$25 per seat, an initial investment that discourages some facility managers. But advocates for the loops argue that the cost per user is lower over the long run.

“The joke among my friends is that the loop system sounds too good to be true, but it is,” said Christine Klessig, a retired lawyer living near Stevens Point in central Wisconsin. “Before they installed a loop at the public library, I had to sit in the front row at lectures and try to lip-read because I missed so many words. Now I sit wherever I want and hear everything.”

The Hearing Loss Association of America, the largest group representing people with hearing problems, has joined with the American Academy of Audiology in a campaign to make loops more common in the United States. The technology is a cost-efficient way to provide benefits that even the most expensive hearing aids cannot deliver, said Patricia Kricos, an audiologist at the University of Florida and a past president of the American Academy of Audiology.

“Audiologists have always had a lot of faith in new high-tech hearing aids and cochlear implants, which are wonderful, but we’re coming to realize that these work primarily in relatively quiet places without a lot of reverberation and noise,” Dr. Kricos said. “In many settings, like a train station, they can’t give you the crystal-clear clarity that you can get from a hearing loop.”

In the pre-loop days at Dr. Myers’s church in Michigan, the assistive-hearing headsets were rarely used by more than a single person at any service. Other worshipers were dissuaded by the inconvenience and embarrassment, he said. Shortly after the loop was installed, 10 people told him they were using it, and the number has been growing as more people get hearing aids that work with the system.

“If we build it, they will come,” Dr. Myers said. “I see no reason why what’s happened here in West Michigan can’t happen across America.”

THE GREEN THING

Checking out at the store, the young cashier suggested to the older woman, that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized and explained, "We didn't have this green thing back in my earlier days."

The clerk responded, "That's our problem today. Your generation did not care enough to save our environment for future generations."

She was right -- our generation didn't have the green thing in its day.

Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled. But we didn't have the green thing back in our day.

We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the green thing in our day.

Back then, we washed the baby's diapers because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 220 volts -- wind and solar power really did dry our clothes back in our early days. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that young lady is right; we didn't have the green thing back in our day.

Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Montana. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used wadded up old newspapers to cushion it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the green thing back then.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the green thing back then.

Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service. We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

Please forward this on to another selfish old person who needs a lesson in conservation from a smartass young person.

Remember: Don't make old People mad. We don't like being old in the first place, so it doesn't take much to piss us off.

Flight attendants choose new wing design



EWB-based flight attendant Joseph "Kepa" Takata submitted the winning design.

LETTERS

JIM & ARLETTA ADAIR—Kiowa, CO

A great big thanks to Cleve & Leon and a special thanks to Phyllis for stepping up to the plate!!

Well I'm late as usual as I try to keep up the standard for the retired. We always enjoy the *RUPANEWS*---Thank you!! I enjoy the different tales or experiences that happened on the line at a more relaxed and better times. I think we all were very lucky to have flown when we did.

I would like to relate a trip with Capt Lee Grudy--a great pilot with a great sense of humor and was a great stick. When UAL sold the DC-6s we all were moved over to the new 737--I know it wasn't that simple but that is about what happened. We did have an engineer but he was not to touch any control or switch once airborne so the pilot not flying made the power adjustments. Now Lee really flew a great airplane, that is it was always in trim, on air-speed and right on profile. Now back to the power settings. In the 737 you set the power every 5,000 ft in the climb. Welllll I would set the EPR, one epr up on one side and one epr back on the other side which would screw up the trim and Lee would retrim and all the while would be really grumbling that the lousy airplane just wasn't right!!! By now it was time to reset the power-- ah yes I did--I set the epr opposite of last time and Lee would start all over again *#^%* air plane, what's wrong with it? Oh yes, this went on for 4 power settings when the S/O and I couldn't hold our laughter any longer and burst out loud. Of course Lee wanted to know what's wrong with us and I had to tell him. After a

few expletives Lee burst out laughing. All the years after that He would never let me forget that and would burst out laughing again. It is this type of memories that we all enjoy so much and have made our aviation life so very special!

We are both doing well, haven't gone on any big trips sense Antarctica a few years ago but we did spend a month in Hawaii for my 75th birthday. Wow, it seems like I set the brakes for the last time just a year ago---hmmm maybe not.

Jim & Arletta '65-'96 LAX, SFO, DEN, HNL

VERN BALDESHWILER—Cheyenne, WY

I just enjoyed a once-in-a-life-time event as my birthday was on 11-11-11! So that should be reason for a party in itself. Now I am an octogenarian plus one.

Paula and I are still enjoying high, wide, and windy Wyoming. We had a fabulous late summer and fall. It didn't seem fair while much of the rest of the country was either flooding or burning up. We are also fortunate to have very good conservative elected officials so that Wyoming is one of the few states that are comfortably financially in the black, and Ahem, still no income tax.

We have managed to get on a few United flights as pass riders. But waiting around for available flights, we have enjoyed the Red Carpet Clubs which seem to be constantly providing better service.

Well, thanks to all who help keep the *RUPANEWS* coming, and wish all my former excellent United co-workers the best of everything, and hope we all bode well in the pass business in the future. *Vern*

AL BADROW—Warrenton, VA

Another wonderful year. My 5th since age 60 and out the door. Missed the change to 65 by a year but I would have quit anyway.

We're averaging 150 hours per year on the Cherokee 180, to include Angel Flight and Young Eagles, and as much part time teaching for the FBO as I want.

Interesting vacation. Instead of flying from Virginia to Maine for a week or two in July, we drove to Oshkosh, via California. Six weeks, 8,000 miles. What a beautiful country. Much more to see than what is visible from the flight levels at 450 true.



Oshkosh was the usual, aviation overload. Once every 2 or 3 years is enough for us, though we look forward to Sun and Fun every spring. Nice to be among aviators overflowing with optimism about the future of general aviation. And maybe even the country. *Allan Badrow*, DCA '89-'07

LEROY BAIR—Gurnee, IL

December 27, 2011 – it's my 73rd birthday. Gee, two years in a row I'm actually writing on the eventful day. This is a new record for me. Doesn't mean that I'm up-to-date with everything though. That "get done" list seems to get longer rather than shorter. Something's wrong with this picture. But I'm at least here to complain about it. I've already outlived my father so everyday is a gift. Spent the last two days with the family – Christmas day and then last night for my birthday dinner. Today we are taking the grandkids to lunch and a movie. What better is there in life?

We've had a great year. In January we went to Disney World with our oldest son, Steve, his best buddy and his brother along with their wives to encourage the boys to run the half marathon on Saturday and a full marathon on Sunday – otherwise known as the Goofy Challenge. Appropriate name. Disney does a great job – outstanding medals and accommodations. By being with runners we had a special price to stay on the concierge floor of the Contemporary hotel. What a view and treatment. We told the boys to sign up again next year so we can enjoy the facilities and they didn't have to run. Ha! In March Eva and I took a river cruise through Holland and Belgium. It was a little early for the tulips but we saw fields and fields of daffodils. It is always a relaxing trip. We've already signed up for 2012 to cruise from Budapest to Bucharest. In June Eva and her girlfriend drove out to Philmont Scout Ranch in New Mexico to attend a week long training session on Boy Scout Advancement. Eva's friend is the Eagle Advancement Chairman for our district and Eva is her assistant. The guide books were being rewritten so they were on the ground floor for the advance draft copies and were able to have input on some changes. They came back so excited that they have put together their own presentation of the changes – have done it once already and are scheduled to do it two more times for Wisconsin councils. In August we had a fun long weekend at the Dells at Kalahari water park with Steve's

family, our other grandsons, and our extended family. That's always a great time by all. The end of August LeRoy and the three runners flew out to Disneyland where they ran the half marathon on Sunday of Labor Day weekend. By doing a run at both parks in the same year they completed the Disney Coast to Coast Challenge and received another beautiful medal. Steve tore his calf muscle playing softball in June so it was touch and go if he was going to be able to run the race but the doctor released him the week before the race and he just made it in the time allotted with a lot of walking. He has now decided to slow down his pace of running. We're so grateful that with his leukemia that he feels well enough to participate in all of these activities along with a full time job (domestic travel manager for Abbott Laboratories) that also takes a lot of time. Our youngest son, Ken, knows that he is going to be spun off (the pharmaceutical division) in the new company from Abbott. Steve doesn't know where he'll end up yet.

All four grandkids keep us busy. Doug (24) works for the city of Lake Forest, Illinois, and is goalie for the Vernon Hill Capitals in the Michigan-Midwest League. They've been in existence for 4 years and last year they took the championship. They have an 8-1 record so far this year. Jacque (18) is a freshman at Carroll University in Waukesha, Wisconsin.

Bizarro Dan Piraro



She loves the campus life. Ken's family keeps us also on the go. Kevin (13) keeps us busy with baseball (2 teams); ice hockey, and iceless hockey. Tyler (10) is in the same sports as his brother so there are many Saturdays that we spend at the ball field and Sundays in ice rinks. Can't think of a better way to spend our retirement years.

We appreciate the Magazine and read it cover to cover each month. The health articles keep us abreast of the latest and enjoy hearing of the travels of others. We were blessed with the great camaraderie of workers in our era. *LeRoy*

MARLIN BELL—Moneta, VA

Time fly's. Another year, 12 more checks, (Thank You Louie!)

Health holds, memory is going in the trash can, probably just as well, some things you don't care to remember.

Hearing is going, not too shabby; find a lot of what I listened to is not worth the time.

No fishing this year, boat has been dry for three years now. Just don't have the "want" to get on the water anymore. Come to think of it, there is a lot of "wants" I don't have the want for anymore.

I'm 87 this month, very few names stir any memories anymore, (very little stirring anymore).

Starting to sell my fishing tackle, never dreamed I had so much. Kinda like cars, can only drive on at a time.

I truly hope everyone had a great Holiday Season. 70 years since Pearl Harbor, time do fly. *Harlin*

BOB BERKEY—Sun Lakes, AZ

Well another year has gone by and I'm still upright. Amazes me, never thought I'd get this far. Now being optimistic just paid my dues for two years (it's on the way).

Carol and I have mostly stayed with family visits this year. Scattered from Long Island to Seattle via Chicago and Saint Louis.

I stay active in EAA chapter 1445 at Casa Grande, and volunteer for the Cactus Fly-in in March of every year. Also serve as Safety Officer for the "Copperstate Fly-in" held in late October.

I've sold both my airplanes. One less thing to keep after as I'm trying to make life simpler each year.

I always look forward to the *RUPANEWS* and find out what is happening to my fellow retirees. Thanks for all the good work. *Bob*

MONTY BLATT—Sycamore, IL

Greetings to All. Cleve, the check's in the mail with a little extra. I haven't been late yet and hope to keep it that way.

Joane and I have been doing fine with no major problems so far. Last year I had to have open heart surgery to repair a valve and now I seem to be able to keep up with all the kids. I have lost the fine motor skills in my left hand and can no longer write, unless you can understand scribble. When one cannot write checks you would be surprised how much money can be saved.

Now if I can just get Joane....

My best to all. *Monty*

FRENCHY BOURGEOIS—Scottsdale, AZ

We did a lot of traveling this past year. Saw Canadian Rockies, a cruise to Alaska on Holland America, PDX on SWA, MSP on SWA, CVG on UALX, BDL (Hartford), and a few trips to Prescott to attend RUAEA luncheons.

Joan and I will celebrate our 2nd anniversary on 1-16-2012.

I get to fly my C182 whenever we are in CVG to visit my two great grandsons.

We attend all the RUPA luncheons at the Bobby Q Restaurant in PHX. Wishing all of you a Happy New Year! *Frenchy*

DAVE FORBES—Atherton, CA

Still flying Cessna T-210, working on the Lancair. Finished our hangar and small apartment at the Mogollon Air Park in Overgaard, AZ.

Did some traveling, and went to New York in December. Got first class both ways, probably our last trip. *Dave*

PHIL FOSS—Lake Forest, IL

February 2012 brings the ten year anniversary of my final flight at UAL. So I feel compelled to report on events after a five year hiatus. I struggle with topics that are newsworthy, because after my last missive in September of 2006, I did receive the odd comment.

Time has not dimmed the ardor of some in my age category who still focus upon bankruptcy, ALPA and the PBGC, but I continue to hope that attitudes will turn positive before the sands of our individual timelines run out. The good news is that PBGC has seen fit to send us larger checks as a result of their final audit. I intend to invest at least fifty percent of mine until its gone; forty percent on wine, women and song; and the remaining ten percent I'm going to waste. In five or so years I will report on the results of these efforts.

Debi and I have been very fortunate medically and are happy to report no major maladies. Wintering in Hawaii improves our perspectives and makes living in Chicago the rest of the year with friends and family all the more fun. We have also made several trips to Europe in an effort to improve their economy.

Notable was a two week trek to Normandy to walk the invasion beaches, visit the many museums, and stand in awe at the American Cemetery above Omaha Beach. As frequently as I have seen photographs of this cemetery at Coleville, setting foot on the grounds almost makes your heart stop. White marble crosses as far as the eye can see in perfect military formation. The grounds are immaculate with not a sixteenth of an inch variance in the blades of grass as they surround each cross. The land of the cemetery was given by France to the US in perpetuity and it is maintained by the US department of Monuments. Easily the most impressive sight in Normandy and about the only place you can visit there that focuses on the war that is free of charges (courtesy of the US taxpayer). France apparently utilizes its world war two history as a money-producing enterprise.

As a Vietnam vet, I was and am impressed by the "wall" in Washington DC. But the emotional im-

pact of the Cemetery far exceeds that of the Vietnam memorial. It truly drives home the sacrifice made by the US. Each cross bears the name, rank, home town and date of death of the individual soldier. We walked for hours among the crosses reading history up close.

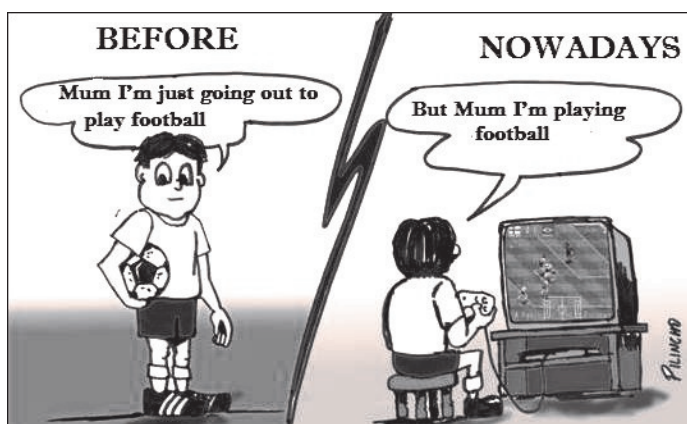
Other places worthy of your consideration include Lake Annecy in the Alsace region of France and just about anywhere in Switzerland. We also greatly enjoyed Munich, as we are beer lovers. Munich has, count em, forty breweries. Each has brewed its own beers, in many instances, for hundreds of years. Bavaria has a 'pure' beer law that prevents any additives being utilized. So when you drink to excess, your body will not complain. This is a wonderful thing for those of us counted among the 'near dead'.

As much fun as it is to visit other places, we always appreciate coming home. We never tire of Chicagoland and we try to spend a fair amount of time enjoying the amenities of downtown.

I still practice a little law from time to time (aviation crash cases) with one of my old partners who is now in a smaller firm. Had occasion to try a case for four weeks this past May in Federal District Court in Los Angeles. Haven't worked that hard in a long time and it did remind me that trials are a young man's game. Trial concerned a runway excursion in Santa Barbara of a business jet that we (representing the manufacturer) believed was caused by (ahem) the pilot. Jury agreed. Now I can hang up my spurs and ride off in the sunset, having satisfied myself that I haven't totally lost the touch.

Debi and I, children and grand-children still do a little skiing. Not so much in the Rockies any more, but up in Wisconsin at a place called Devil's Head. The hills are fairly spacious and long enough to emulate the lower areas of Salt Lake and Colorado. Good for us old guys and, would you believe, they still let 65 + ski for free (I try to keep dropping these pilot pearls to hold your interest). The resort is less than an hour from Madison (where my son lives), so we have a daily sport at Christmas time.

One of the pleasures of reading Hawaiian newspapers is the almost daily reporting of political corruption. It takes me back to my childhood in Chicago when amateurism of the political theft class was at its height. We now need to sponsor internships for the Hawaiian politicians to Chicago so they can learn



the sophisticated methods of today. I may take up a collection if any of you show interest.

Well, hopefully I've rambled long enough to cause one to hope it will be at least another five years before I am again tempted to put fingers to keyboard. Thanks to all the worker-bees at RUPA for the effort they make on our behalf.

Semper fi. *Phil* 1969-2002 ORD

RUSS HACKETT—Inverness, FL

As Barb and I approach our 54th year of marriage, and I enter my 19th year of retirement, we are still blessed with good health, albeit with a few parts missing and the usual routine problems of old age.

In March of 2011 I had the pleasure of flying the first flight in my Van's RV-7. Photo attached. The flight was successful and the 7 1/2 years (3,644 hours) of work proved to be a source of great pride and enjoyment for me. For those who have had the experience, the RV-7 flies very much like the Navy



T-28. My RV (tail dragger) is equipped with a Lycoming IO360-M1B (180 hp) with a constant speed prop; the empty weight came out to 1,089 pounds. Like the T-28, it is very responsive and light on the controls. A real "kick" to fly. The plan was to have an IFR capability with a glass cockpit. It is equipped with two independent Blue Mountain EFIS Lite G-3's with a two axis autopilot. Nothing seems to work very well and Blue Mountain has gone out of business. While I try to improve the situation, the FAA required flight test program has been completed which requires only VFR operations. I have about 30 hours on the plane now and am in the process of demonstrating the aerobatic maneuver capabilities for future owners/users. I can remember when 3 1/2 G's was nothing; at the age of 79 that's a real challenge--at least for some of us.

Barb and I do not travel by air much anymore. We enjoy driving to the central and northeast parts of

the country to see family and old friends. Barbara makes road travel most enjoyable; she prepares picnic lunches for rest areas on our route. We try not to push too hard and get to "smell the roses." Sure beats what's left of SA travel with the security mess and full flights.

Our thanks to the officers, committee chairs, and other volunteers that make RUPA and *RUPANEWS* such great news media. A most happy, healthy, and successful new year to all.

Russ, JFK, CLE, DEN, ORD, 1964-1993

MRS. PATRICIA IDE—St Simons Is, GA

I just sold my castle on Lake George, NY. Roger died three years ago and would be sad to see it go; but for me, it's a blessing!

There is a beginning and an end to everything in life, and right now, I'm very happy!! I'll still be spending summers in the Adirondacks!

My best to everyone and thank you so much for your *RUPANEWS*! I enjoy it. *Pattide*

AL JOHNSTON—Salem, SC

Hi everyone, today's Thanksgiving Day & also my 87th birthday, but going on 39 and in reasonably good health with just a few minor problems. I still have 20-20 vision in my left Eye without glasses and my right eye is being treated for macular degeneration.

I'm still playing Golf one day a week. My wife insisted I get hearing aids, and now I can hear the birds singing and the cash register ringing up my monthly payments for them.

If anyone's interested, my new e-mail address is now aljohn37@yahoo.com.

Famous last words, The checks in the mail. *Al*

LOWELL JOHNSTON—Port Orange, FL

2011 has gone fast and very well for Anne and me. Still at Spruce Creek Fly-In and Country club in Port Orange, FL (Daytona Beach). Not too much traveling on United or Continental or whatever we are supposed to be. Usually we just buy tickets when we are in need of airline service.

Several cruises and an interesting trip from Chicago to San Francisco on Amtrak that we enjoyed very much.

Still flying the Bonanza and made a few trips with it

to various spots around the East and Midwest. Still enjoy it and hope to be able to keep it up for a few more years. Having your airplane in a hanger right outside the back door makes it very convenient. Golf and enjoying the lifestyle here is our main pas-time.

Thanks to everyone at RUPA for the job you do to keep us informed and in the loop. I appreciate your efforts.

Lowell & Anne- 1993

GRAHAM JONES—Bowling Green, KY

Dear Leon, Thanks for the 'heads-up' on the dues. I've enclosed the 'old' amount as penalty for blowing past my birthday, a date that comes up more and more often as you get older, or so it seems!

It's been a relatively quiet year for Carol and me. Health is still fine, at least according to some of the guys on the RETUP forum. Still taking a cruise or two a year to break up the monotony of dealing with two dozen tenants, it's like having 40 more kids! A big 'Thank You' to the 'old' United and the bankruptcy. Now I get to buy and rent apartment buildings to supplement my PBGC stipend. So much for rocking away my golden years in the Cascades and fly-fishing in my spare time, not gonna happen! Now it's southern Kentucky, Nashville and a little less exuberant standard of living.

Buying tickets (80%'ers most of the time) and just about given up pass traveling, it's just too difficult to plan anything that resembles a schedule. Maybe an occasional trip to Australia to see our daughter

once a year. Now I can use our new 'vacation passes' (the key word is occasional) on United/Continental, or whatever the airline is going to become. TSA has become more of a hassle than I remember and that's probably an annoyance I don't much need anymore, especially since time is not nearly the factor it use to be.

My very best Holiday wishes for everyone I worked with so long at both PAA and UAL. I hope you enjoy your health and find something you really like doing now that you all have so much free time! Good memories of great experiences with the people I worked with, those are things that can't be taken away. Fair winds and clear skies to you all. Rollicking in Retirement, *Graham Jones*

CARL JORDAN—Port Charlotte, FL

Well, the upcoming age discrimination began on January 10 when active UAL employees began to board Continental flights with an SA-3P priority while UAL retirees kept doing so at a lower SA-4U priority. And, the active UALers got an allotment of higher-priority vacation passes while the UAL retirees didn't. It represented the first part of the quest to shove the old folks aside for the benefit of the younger folks. If that ain't "age discrimination," I don't know what is. We'll get a bigger taste of it when our "New and Improved" pass policy goes into effect in March.

Also at that point in time, all pilots who were forced to retire under the Age-60 rule will lose five years of boarding priority to everyone else on the airline (s) who was able to retire at the normal retirement age of 65. Somehow or other, this has been determined to be "fair."

And, it's only "fair" that older retirees should no longer have buddy (formerly "companion") passes, while the younger, active employees continue to enjoy this perk - - right? Why does this not also smack of age discrimination? Methinks something's certainly rotten in Denmark.

Carl B. Jordan Class of 1956

DON LAMB—New Bern, NC

I enjoy reading the letters and articles from mostly folks I don't know. I feel as though we're all brothers in a way with shared experiences and mutual respect so that makes it personal and interesting for me.



All's well in New Bern. Knees—Check, Pace Maker—Check, wife Janet—Check, Cleared for TO.

Thanks to those workers that make *RUPANEWS* such a good read.

Hope to see you next year.

Be Well! **Don**, DCA '56-'90

JERRY LAMBDEN—Castro Valley, CA California, “the land of fruits, nuts, and outstretched palms.” For me, another birthday cake with more candle wax than frosting. In hind sight on my journey of 77 years, I'm reminded of two quotes; The first, “Don't look a gift horse in the mouth; and second, “Eighty percent of life is just showing up.” I did OK on both counts.

It's been an interesting “Trip” with many legs, mostly smooth with only the occasional “Fasten your seat belts” warning along the way. For this I thank providence, my DNA and of course, Lady Luck, for sure not the brain department.

Looking forward to another “fiery” birthday cake and a few more “Legs”, bumpy though they may be. Warmest regards, **JDL**

STEVE LAURANCE—Redmond, OR

I am getting lots of interesting (and sometimes boring) news on the RETUP newsgroup. I encourage everyone to sign up. The current hot topic is medical insurance. Lots different from the topics in the '60s.

Travel is also another hot topic & I'd like to share my latest travel experiences. I took my last pass in 2002. It was a nightmare! From what I read, things are only getting worse. I bought tickets on SWA a couple of times and it was fine. For some reason, their prices have gone up a lot.

I bought tickets from on AA, PDX to DFW last January for October travel. I also bought insurance which I have never done before. I used Access America and I highly recommend it. My mother-in-law got sicker & sicker as October neared. I called AA to request changing my reservations, and was turned down cold. It seems that you have to travel within a year of the time you book. No exceptions. I contacted Access America and they couldn't have been nicer. They were sympathetic and very helpful. They sent a check for the full amount of travel after I completed the necessary forms. I finally got

someone at AA who was a bit more helpful. They issued a voucher for 2/3 of the ticket prices & we plan to use them in April. I returned 2/3 of the money to Access America and all is well. Next year I may have a comment on travel on AA. I've ever been on them but I am told to not expect much.

Health is reasonably good and we are enjoying life in Central Oregon.

I wish all of you a Happy New Year and smooth skies. BTW when do the dreams of flying stop? It's been 12 years now and I still have them. (*Hi Steve, it's been 20 years for me and I still have them.* Ed) **Steve**, SFO-ORD-SFO 1969-1999

PHIL NEUBIG—Beaufort, SC

Hi Leon, I apologize for being late and adding to your time and expenses. My only legitimate excuses are my brain being “fried” by radiation going thru Navcad primary flight training at NAS Whiting Field, PNS – in 1952- my 2 eustachian tubes had grown shut so I couldn't equalize pressure in my ears – perforated my ear drums – after 3 hops the local Flight Surgeons started a process of washing ME OUT – I wouldn't accept that so I went over their heads and demanded a “Capt's Mast” – So, one on one with the captain in charge of NAV med at PNS. I said, “Capt this looks like a mechanical problem to me – can't you go in there and cut the excess skin away?” He said “Yes we have tried that before but 2-3 months later it would grow back, however we are experimenting.”

“I'll take it,” I broke in before he could explain it and he went on to say that they are planning on taking pure radium salts and fusing them on the end of a wire and slipping the wire thru your nose and letting the radium rest on the openings of your estuation tubes one on each side in your throat for 15 minutes each. For 3 sessions two weeks apart and let the radiation burn the skin away. I wasn't concerned that the radium was only 2 inches from my brain and by golly after 6 weeks it worked and for the 1st time in my life I could pop my ears! This allowed me to fly 7 yrs in Marine Corp and 34 years with UAL. Luckily, the EPA wasn't around then because the wimps have since banned the procedure and no current ENT doctor that I talked to ever heard of it! My brain – my decision!

Frying my brain with radiation numbed my senses enough to allow me 6 years later to punch out of a

F9F-6 “Cougar” going thru the canopy at M-1 at 10 T ft with the chute opening prematurely - being armed when the ‘D’ ring and Mae West toggles snagged on the Plexiglas allowing my ejection seat to go thru the chute taking 10 panels of the 28 with it and resulting in a very rapid decent busting both knees and arms - but luckily rapid enough that I didn’t hang long enough to strangle when my Mae West inflated and pushed the chest strap of my chute harness under my neck – blood vessels in face began to pop. Hitting the ground (muddy corn field from thunderstorm) took the pressure off my neck and luckily a farmer’s son checking if it was going to stop raining so they could go back to work in their fields just happened to look up in my direction and as I broke out of the overcast (1,100ft), and he said, “Dad look at that collapsed balloon coming down” – “That’s no balloon, that’s a parachute and a man is hanging from it!” Lost sight of me, hopped in their P.U. truck driving up and down the road till they saw my chute blowing on top of the corn stalks – Fire Dept got me to the Burlington, WI hospital and 4 days later to the Great Lakes NAV Hospital and 8 months later went back to work with UAL. Two days before my P.E. board with the Marines at the Hospital I went down town Chicago and got my FAA class I Physical back and I went to see UAL Dr. Kidera. As I walked into his office, “he said, “Well Phil, you’re still warm so come on back to work!” He had previously delivered my first son, Nick. He wasn’t about to get me fired while I was still making payments on his delivery!

So with my brain being fried and battered, at 82 I sometimes forget to pay my dues!

There are many more stories associated with this but no space for now. I went through the canopy because 2 guys previously got into trouble and had to eject – blew their canopies but ended up dead in



the aircraft. We weren’t going to wait around for 2 or 3 months and not fly while they tried to figure that out – so we decided if we got into trouble we’d go thru the canopy – we’d get banged up but we’d get out – by golly it worked and had best ride of my life – and luckily this before the days of big brother! Check to follow. *Phil*

KEN PETERSON—Hampshire, IL

We enjoy the monthly magazine and appreciate all who work so hard to put it together.

It is 18 years this month since I retired.

We have had our small livestock farm for 35 years now, raising Black Angus cattle. It keeps us pretty close to home. But our two daughters and half of our six grandkids live nearby, so that works out well.

We get together with fellow retirees Norm and Theora Hart and also Bob and Mary Lamothe.

We are in good health and life is good!

Ken & Shirley

JIM SHIPP—Battleground, WA

Another year gone by, however I am still looking down at the grass, or water. We do not travel on United as no desire to be treated as steerage class. What a change from the way we used to think of our airline.

We did not take our boat North last Summer. We stayed at the marina and did a fiberglass and plywood core replacement in a part of the upper deck. We likely will head for Alaska again for next summer.

My health has been holding pretty good compared to many of the letters in RUPANEWS. I feel fortunate to not be having joints replaced or other health issues. Guess I am lucky to only be without a medical to fly my Cub. The FAA wanted \$5,000 worth of tests to prove to themselves that I am okay to fly, so I will just look at it in the hangar.

A friend just rode on a 747-400, and called me to say he did not realize what an experience it was to ride on such a huge airplane. Hearing him talk about it brought back real memories of once flying it. My appreciation goes out to all that I was honored to fly with. What a great bunch of pilots. Thank you. Enjoying retirement.

Jim Shipp, Mostly SFO

ROBERT SMITH—Electric City, WA
Greetings from Northeastern Wash. Time keeps inching along after retiring in Aug. of '99.

We (Norma and I) have pretty much settled into a pattern over the years. About half of the year is spent at Banks Lake (Grand Coulee Dam area). Another 90 days or so, at our cabin in the woods about 20 miles NE of Sandpoint, ID, and the remainder of the time (in no particular order) out and about, mostly visiting our 4 children and their families (6 grandkids now). They are spread out from Manhattan Beach, CA to Denver, CO to Austin, TX. We get to Hawaii about every other year, and were evacuated during the tsunami from the earthquake in Japan last year.

Our health is good. We keep active, but take more breaks. Bird hunting outings only last 2-4 hours, and I only need 1 waterskiing pull per outing. We did upgrade the 25 year ski boat to a 5 year old one at the end of last summer.

Two summers ago all our children, their children, plus some guests arrived at Banks Lake for a long weekend, boating etc. This past May everyone was present again for our 2nd son's wedding in Redlands, CA at my parent's family home/orange grove.

I am writing this at the cabin awaiting Thanksgiving. It is pouring rain. There was 12 inches of snow when we arrived and that is almost washed away. I had hoped to be working in the woods, burning slash etc. That will have to wait until spring. We did get a load of logs out this fall, our 1st in several years. Prices are still down, but the woods need thinning!

We do see Wayne and Susie Wollard fairly often, and Bill Records some, as well as Dave Brown and Irv Jones.

There is no active RUPA group in the Spokane area, so we really enjoy receiving the magazine and the reports of our fellow retirees.

Thanks to all the people responsible for making the organization viable.

Robert & Norma Mostly SEA 1966-1999

JAMES F. WILSON—Clearwater, FL
I missed sending the annual letter last year because I lost my wife of 60 years in December. Her health had been on a gradual decline for about the past

four years. Now I am getting used to living alone but have not left the big house for smaller quarters. It is handy to have when the kids and grandkids come to visit.

I'm still doing pretty well for an old guy. This year is my start on the 90's so that makes 30 years retired. I still have no restrictions on driving, and walk a mile (treadmill) and bike 6 miles (stationary) about 20 days per month. I take a 'SILVER SNEAKERS' class for balance and range of motion 2 or 3 times a week. It gets me out of the house and seeing other people.

Sometimes I hardly see a letter from anyone I know but the September issue had a good number of names I knew. I enjoyed Lee Swofford's story of getting home with a damaged B-17. It reminded me of nursing a few wounded birds home to England. None of mine were as exciting as his. Thank God. I flew copilot for Bob Gruber in Den and remember him grumbling that the birds landing on his roof were wearing hobnailed boots and waking him up too early in the morning. I also flew copilot for Willy Anderson in ORD. Never a dull moment. So it was a great issue for me. Keep them coming.

The tribe continues to be a joy. The first marriage for any of the 30 grandkids occurred in Sept. so we were all together for that. I finally have someone in the aviation business with one grandson, a marine Lt, due to get his navy wings next March.

That about covers it for me. Thanks to all who keep the *RUPANEWS* coming.

Happy Holidays and New Year to the RUPA Family.

Jim, ORD, DEN, EWR, JFK

JAMES WRIGHT—East Brunswick, NJ
I can't believe that I've lived to be 90 years-old this January. My health isn't too bad besides my arthritis.

Since my wife died three years ago, I am very lucky to be able to live in my own home with the help of a neighbor, a friend, and my granddaughter who lives with me.

I'm currently trying to sell my new, large Lionel toy train collection and beautiful 30 foot sail boat which has given me much pleasure.

I also enjoy reading the *RUPANEWS*, and thanks to those who make it possible. *James Wright*

IN MEMORIAM

ROBERT PAUL BOND

Robert "Bob" Bond, 86, of Fallon, NV died December 15, 2011 after a lengthy illness.

Bob was born June 19, 1925 in Long Beach, CA. He played football for Manual Arts High School, but he wasn't allowed to drive the team to games in his rattletrap old car because the first time he did, the car had three fiat tires on the way there and the football team almost didn't make it to the game on time.

Bob's love for flying first began when he was five years old. His mother had always been fascinated by flight and saved every extra penny she had until she had enough money to buy two tickets for a sightseeing flight from Los Angeles to Catalina Island. She took Bob with her, and that flight began his lifelong passion for flying. Bob joined the Army Air Corps at the age of 17½ where he was able to pursue his love of flying. He had completed multi-engine training and received his bomber qualification and was awaiting assignment to the Pacific when Japan surrendered.

After his discharge from the army Bob tried his hand at various occupations including lifeguard, chauffeur for the motion picture studios, firefighter and finally made his way back to aviation. He was hired as a Pilot with United Airlines in 1953 and spent the next 48 years flying all over the world.

He was a remarkable man with a great sense of humor. One day, he was watching a movie with his wife, Toni, and the couple on the screen was dancing to "their song." Toni said, "Hey, I've been cheated all these years! We don't have an our song." Bob smiled serenely at Toni and said "Of course we do, don't you remember?" Toni said, "No, what is it?" With that little glint in his eye that everyone familiar with his sense of humor will remember, Bob began to sing: "I love you, you love me, we're a happy family." "Their song" was the theme song from the Barney cartoon!

Bob was also highly intelligent and had many interests, including computers, anything to do with avia-



tion photography, and farming. He loved to travel and had a lively interest in other countries and cultures. He was also an active member of Churchill County Search and Rescue, a Past Exalted Ruler of the Elks Lodge, a lifetime member of the American Legion, a friend to anyone who needed a helping hand and a wonderful husband and father.

Bob is survived by wife of 61 years, Toni, and two daughters, several grandchildren great-grandchildren, and a great-great-grandson.

GORDON J. "Gordy" CUPPLES

Gordon Joseph Cupples, 74, died November 18, 2011 of a heart attack while evacuating from a fire in Southwest Reno.

Gordon was born May 20, 1937 in Reno, Nevada. He grew up in Red Bluff, California, attended Oregon State College in Corvallis before joining the Marine Corps and becoming a Naval Aviator. After six years of flying A-4D's he joined United Airlines in 1965 domiciled in San Francisco. He relocated to Reno in 1976 and continued his 32-year career with United, retiring in 1997.

He was an active member of the QB's, a member of the Washoe County Honorary Deputy Sheriff's Association, and volunteered with the Washoe County Sheriff's Air Squadron. He supported the Reno Boy's and Girl's Club, Reno Lion's Club, and was a member of the Vesper Masonic Lodge 84, Red Bluff, CA.

He is survived by his wife Roxana, two sons, a daughter, two stepsons and a sister.

EDWARD J. P. "Ed" DUFFY

Edward Duffy (75) passed away peacefully on November 27, 2011 at his home in Lusby, MD.

Ed was born on September 2, 1936 in Brooklyn, NY. He graduated from Erasmus High and then the Brooklyn School of Aeronautics certified in aircraft maintenance. Ed graduated from flight training at US Naval Air Station, Corpus Christi, TX in 1957. He served 6



years active duty as a Transport Training Commander and Pilot, then served most of his 18 years in the Naval Reserve as a Transport Pilot at Andrews Air Force Base, MD until his retirement in 1978.

His commercial career with the airlines spanned almost 30 years beginning with Capital Airlines in 1959 and then with United Airlines where he retired in 1988. After 30 years of residing in California he returned to Maryland with his wife in 2008.

He was proud to be a member of The Naval Reserve Association, The American Legion, The Benevolent and Protective Order of Elks, The Honorable Order of Kentucky Colonels, and The Retired United Pilots Association. He belonged to both Our Lady Star of the Sea Church in Solomons, MD and St. Teresa of Avila in Bodega, CA.

Ed enjoyed gardening, fishing, boats, reading and researching Civil War History.

ED is survived by his wife, Peggy, of 27 years, two daughters, a son, 6 stepchildren, 15 grandchildren, 3 great-grandchildren and numerous nieces and nephews.

In lieu of flowers, contributions may be made in his memory to The Katie Duffy Memorial Scholarship Program c/o YWCA, Sonoma County, P O Box 3506, Santa Rosa, CA 95402, The Fisher House Foundation, Inc., 111 Rockville Pike, Suite 420, Rockville, MD 20850-5168 or the charity of your choice.

JOHN "JACK" H. HANSEN, JR.

John "Jack" Harold Hansen, Jr. 77, died in his home in Madison, CT, surrounded by his loved ones, on January 6, 2012.

Jack was born on December 1, 1934 in Kenosha Wisconsin. He attended Parks College at St. Louis University and went on to become a Marine aviator VMA-331 1956 -1959, and was stationed in Japan. After his discharge from the Marines, Jack flew for United Airlines and retired in 1994. No man loved his job more. He met his wife, Janet Maureen Goduti, a stewardess at United in 1960, and they were married in 1962.

Jack had a lifelong passion for reading. He shared his love of fishing and boating with all his children and became a power squadron instructor. After retiring, Jack's enjoyment of travel took him, his wife

and a group of friends to destinations across the world including, Budapest, China, Egypt, Germany, Malta, Prague, Turkey, Russia and even France.

Jack was an active member of The Marine Corps Aviation Association (MCAA), The Air Line Pilots Association (ALPA) Retired United Pilots Association (RUPA) and the Madison Library Book Club.

He is survived by his adored wife Janet, three sons, one daughter and his six cherished grandchildren. Jack will be missed, by both family and friends and in particular the Cusa girls.

In lieu of flowers, Memorial contributions may be made to Connecticut Hospice 100 Double Beach Road Branford, CT 06405 (203) 315-7575.

GENE H. JOHNSON

Gene H. Johnson, 74, passed away, Nov. 21, 2011, after a courageous battle with cancer.

Gene was born on Aug. 6, 1937, in Oklahoma City, OK. Gene was a proud graduate of the University of Oklahoma, where he earned a bachelor's degree in physics. He was a lifelong Sooner fan who played varsity baseball for OU. He kept season football tickets, read the "Daily Oklahoman" religiously during football season, and frequently attended games. He earned his master's degree in aeronautical engineering from Trinity University, Hartford.

Gene was a retired Col. with the United States Air Force Reserve and retired from United Airlines, where he flew for 30 years. He was a captain on the 727 and 767.

Gene was an avid golfer and tennis player as well as a voracious reader. Gene loved baseball and softball and for many years was active in coaching with the Tri Cities Little League in Dundee. He will be missed on the sidelines, where he still continued to coach and be heard loudly. He touched more lives than we can ever know since he never met a stranger. His stories will be missed.

Survivors include his beloved wife and best friend of 51 years, Patricia J, a daughter, a son, seven grandchildren, Christian, Andrew, Jessica, Thomas, Amanda, Alyssa and Zachary, all of whom he loved dearly and of whom he was incredibly proud.



JOHN E. KING

John E. King, age 87, of Midland, Virginia, died on December 6, 2011 at Fauquier Hospital.

John was born on June 25, 1924 in Dillsburg, Pennsylvania. He entered the Navy shortly after the attack on Pearl Harbor and served for twenty years as a Naval aviator. He flew a variety of aircraft from the Boeing Stearman in flight school to carrier operations in the Grumman Hellcat, Bearcat and others. He also was one of the few pilots who flew the Martin Mars Flying Boat carrying troops and supplies from the US mainland to Hawaii. Later in his career, he flew transport aircraft for the Navy and flew Navy and government officials to locations around the world.

After retiring from the Navy in 1963, John tried his hand at the real estate business, but soon jumped at the chance to join United Airlines as a flight instructor. Four years later, he became a line pilot flying with many of the pilots he had previously trained. During his twenty years with United, John occasionally had the opportunity to fly with his son, John D., who joined United as a pilot in 1969. John and his son flew his retirement flight together with his wife, Doris, on board.

In 1971, John joined the Flying Circus Airshow in Bealeton, Virginia, where he flew his restored WACO UPF 7 and various other antique aircraft every Sunday from May to October for forty years. He, along with his wife, Doris, worked in various capacities contributing to the success of the airshow. Over the years, John ran King Aviation providing sight-seeing rides in the antique airplanes along with a banner towing business. In 1976, John and Doris moved to a farm where he built a grass airstrip and hangars and enjoyed restoring vintage airplanes, cars, and tractors.

John's greatest joy came from time spent with his family several of whom built homes on the farm. With ten of his twelve grandchildren growing up on the property, large family gatherings were common. John's love of aviation has inspired two sons and three grandsons to become pilots with several great-grandchildren certain to follow the same path.

John is survived by his brother, four children, twelve grandchildren and fifteen great-grandchildren.

In lieu of flowers, memorial contributions may be made to Fauquier Hospital Infusion Center 500 Hospital Dr. Warrenton, VA 20186, Fresta Valley Christian School 6428 Wilson Rd. Marshall, VA

20115 or Midland Christian Academy 10456 Old Carolina Rd. Midland, VA 22728.

ROBERT JAMES MCCARTY

Robert J. McCarty, 83, died December 7, 2011 at Gino J. Merli Veterans Center, Scranton, PA. Bob was born Dec. 13, 1927, in Brooklyn, NY. He grew up on Long Island in the town of East Rockaway. Bob was a graduate of St. Agnes High School, Rockville Centre, Long Island, N.Y., and furthered his studies at Swarthmore College, Swarthmore, PA, Adelphi College, Long Island, NY, St. Francis College, New York City, and later the University of San Francisco.

Bob joined the Navy following the attack on Pearl Harbor, and became a pilot serving in both World War II and the Korean War. He started flying for United after his discharge from the Navy in 1952. Bob flew out of New York, San Francisco and retired in 1987 on the 747 out of LAX. His favorite airplane was the 727.

Bob was an avid outdoorsman; he enjoyed hunting in the west with his sons. Fishing and golf were also passions. He was a member of Glen Oak Country Club and served on various committees. Bob is surviving by his wife, Jill, six sons, four daughters, and seven grandsons.

Memorial contributions may be made to Gino J. Merli Veterans Center, 401 Penn Ave., Scranton, PA 18503; or Our Lady of the Snows Church Building Fund, 3015. State St., Clarks Summit, PA 18411. To send an online condolence, visit www.jenningscalvey.com.

**RICHARD K. MEADOWS, SR.**

Richard Keith Meadows Sr., 76, a 36 year resident of Naples, passed away on December 8, 2011 with loved ones nearby after a long battle with MDS.

Rich was born November 17, 1935 in Chicago, IL. He began flying in 1953 at the age of 18 as part of the University of Illinois aviation program. After one year, which included many "missions" buzzing the pier on Lake Michigan in a Stearman biplane, he was hooked. He decided to leave the books behind to join the U.S. Air Force. Rich served six years in the Airforce flying



B-25 Mitchells and KC-97s. After that, he flew for United and retired on the 747 after 35 years with the company. United also introduced Rich to his wife Gwen who worked as a stewardess for the airline. Once his professional piloting career ended, Rich enjoyed boating up and down Florida's West Coast. He also devoted much of his time volunteering for Guardian Ad Litem and the Foster Care Review Board helping troubled youth live better lives. In his later years, Rich focused his time on his three "priceless" grandchildren.

Rich is survived by his wife and love of 47 years, Gwen; a brother, two sons and three grandchildren. In lieu of flowers, memorial contributions in his honor may be sent to either The MDS Foundation, 4573 South Broad Street, Suite 150, Yardville, NJ 08620, or Avow Hospice, 1095 Whipoorwill Lane, Naples, FL 34105.

CURTIS W. OWENS

Curtis W. Owens, 70, passed away on Christmas Eve, 2011.

Curtis grew up in Fort Worth, Texas and graduated from Castleberry High School. He had a 35 year career with United Airlines and was a flight instructor after his retirement. Curtis had a lifelong interest in gardening and the healing properties of foods, and was a certified herbalist. He also had a passion for the guitar and for songwriting, and spent much of his time composing songs for the amusement of family and friends.

He is survived by his wife, Dolores, two daughters, two sons, six grandchildren, a stepdaughter and three step-grandchildren.

Donations in honor of the deceased may be sent to one of the following charities: Sutter VNA & Hospice, 1836 Sierra Gardens Drive, Suite 130, Roseville, CA 95661. Redwood Empire Foster Parent Association, PO Box 1084, Santa Rosa, CA 95402. The Sierra Club Foundation, 85 Second Street, Suite 750, San Francisco, CA 94105.

JOHN X. STEFANKI

John X. Stefanki, died December 22, 2011 at the VA hospital in Palo Alto, CA. He was 91 and had lived in Los Altos Hills, CA for 46 years.

John was born to Ukranian immi-

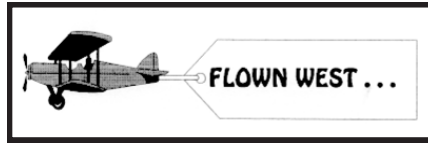


grants on July 14, 1920, in Chicago, IL. He was raised in Elmwood Park, IL and left college to enroll in the Civilian Pilots Training Program, originated by President Roosevelt to train pilots for World War II. On April 16, 1942, he became the first pilot in his class to solo, in a Piper Cub. At 150 feet, the engine quit and he was able to land the plane in a cemetery. As he later wrote, "Although I was surrounded by tombstones, the airplane was intact and I was not hurt. Everyone ran into the cemetery and I told them, 'I knew eventually I would end up here, but this is a little early for a cemetery arrival.'"

When John enrolled in the Navy, he lacked a middle name, so he put an X in the box. When issued dog tags, his last name was misspelled and ever since then he was John X. Stefanki. He flew the F6F Hellcat fighter and served out the war teaching night-flying techniques. In 1945, John received orders to report to an aircraft carrier in the Pacific, but the war ended before he saw action. While still in the Navy and based in Atlanta, John was set up on a blind date with Dorothy Lancaster, who worked for the Civil Aeronautics Association. They married in 1945, which cost him an invitation to try out for a Navy stunt team then being formed. The Blue Angels, as they were later named, did not accept married men due to the danger. Upon discharge from the Navy he sent resumes to every airline and was hired by United in August 1946.

John was first based in Chicago, and transfer to SFO in 1964. John flew with United for 34 years and retired in 1980. He was best known in the airline industry for initiating the first national fire-and-rescue simulation practice at SFO in the early 1970s. The drill, which involved more than 100 volunteers posing as burn victims, became the prototype for such drills. John earned that assignment after helping organize the first simulated, full-scale aircraft carrier disaster exercise in the United States on May 1, 1971. In 1973, he received a commendation from the state signed by Gov. Ronald Reagan "for service on his endeavors in the planning of airport disasters."

John is survived by his wife, Dorothy, three sons, five daughters and thirteen grandchildren. The family requests donations to Veterans Affairs Hospice Unit, 3801 Miranda Ave., Palo Alto, CA 94304.



*Edward J. Reilly, Jr.	Aug. 08, 2011
*Brian P. Carroll	Sep. 06, 2011
*Francis E. Harrington	Sep. 09, 2011
*Robert J. Montagne	Sep. 09, 2011
*Roger W. Morrison	Sep. 11, 2011
*Ronald K. Cummins	Sep. 27, 2011
Harry W. Parker	Oct. 08, 2011
Luther B. Honaker	Oct. 18, 2011
*Gary L. May	Nov. 09, 2011
Gordon J. "Gordy" Cupples	Nov. 18, 2011
Gene H. Johnson	Nov. 21, 2011
*John A. Krogh	Nov. 21, 2011
Edward J. P. "Ed" Duffy	Nov. 27, 2011
*Donald T. Stiff	Nov. 28, 2011
John E. King	Dec. 06, 2011
Robert J. McCarty	Dec. 07, 2011
Richard K. Meadows, Sr.	Dec. 08, 2011
*Robert G. Parker	Dec. 10, 2011
Robert P. Bond	Dec. 15, 2011
Curtis W. Owens	Dec. 25, 2011
Richard A. Bodner	Dec. 25, 2011
Clifton L. Bloom	Jan. 02, 2012
John H. Hansen, Jr.	Jan. 06, 2012
*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

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

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

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908

Los Angeles South Bay (2nd Thursday, Even Months) - *Hacienda Hotel* - 310-821-6207

Monterey Peninsula (2nd Monday)—*Location to be announced*—*Please RSVP* - 831-622-7747

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

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

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

Denver Good Ol' Boys (3rd Tuesday)—11:30am *American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr) - 561-756-4829

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—31 N. Banquets & Conference Center - 815-459-5314

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (3rd Wednesday)—*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 Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Geezers (2nd Wed. of every odd month)—*Macaroni Grill, Clackamas, OR*

Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com

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