
rupanews



Journal of the Retired United Pilots Association



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The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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PRESIDENT'S LETTER

Our primary issues still revolve around the retiree travel changes and the related retiree ID problems. The company still has not notified the retiree groups if an ID procedure has been established. I have been in direct contact with the company and to date (02/14/12) have not received any answers. The immediate problem with the travel issues is the reservation system change-over. Besides the reduction in travel benefits, the company to date is refusing to mail (snail mail) the new information to all of the retirees. If you do not have internet access you are out of the information loop!

For over 10 years RUPA and the Retired United Airlines Employee Association (RUAEA) have supported three travel desks - PDX, SEA, and ORD (your dues money at work). The company now sees no benefit in maintaining them especially when they can get \$25 up front if someone needs to call reservations. With the change-over from "Apollo" to the "Shares" reservation system on March 3, the company will no longer train or provide equipment support for the three travel desks. We hope that volunteers will provide necessary help during this transition. ***On March 3 the 1-800-UAL-LIST automated number for listing on flights will be changed to a United e-pass line 1-866-359-3727.***

Additional information from an earlier email from the company, edited for space:

"The retiree companion allotment in WebList will be carried over to employeeRES on March 5th and retirees will be able to book travel through March 31. All travel must be completed on or by that date.

Any bookings created in WebList prior to PSS Day 1 will be carried over to employeeRES and the companion will be able to travel. Changes to the created bookings can also be made in employeeRES post-PSS Day 1. We will update the Q&A on-line with this new information.

Companion passes: United subsidiary retirees will receive their normal companion pass allotment. However, these companion passes will only be valid through PSS Day 1, tentatively scheduled for the end of the first quarter 2012. The 2012 companion passes currently shown in WebList are valid from January 1st through March 31st."

Pending legislation you may want to be aware of is Senate Bill S.998 and House Bill HR 1867 which states: "To amend title IV of the Employee Retirement Income Security Act of 1974 to require the Pension Benefit Guaranty Corporation, in the case of airline pilots who are required by regulation to retire at age 60, to compute the actuarial value of monthly benefits in the form of a life annuity commencing at age 60." Check the Senate and House websites for the complete text. Consider contacting your local Senator or Representative and let them know your position.

Widows and widowers: A few of our members have had problems with contacting the company to notify them of their spouse's death. Because of this problem, at an already difficult time, we have asked UAL for a valid phone number for spouses to advise the airline that their spouse has died. Spouses should not have to struggle through inoperative phone numbers with no forward information or remain on hold for an excessive amount of time. To date I have not received that information from the company. We will publish that phone number in future issues of *RUPANEWS*, the RUPA Directory, and on our website. *Continued next page*

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

We need your input! A survey concerning a possible convention in September or October 2013 will be in your hands soon. Please take the time and answer the brief survey. We need to know the feasibility of a convention and your special interests before we invest time and money in the research - only to discover there is not enough interest.

For those of you with internet access, when we receive information from the company concerning the issues above and other notifications, we will post it ASAP on our website www.RUPA.org under the "Bulletin Board" tab.

Be assured the three UAL retirees groups are working on your behalf. We're all volunteers who care about our fellow retirees and their welfare. We are all frustrated with the company's responses, or lack of, to the most basic of questions and concerns, but we continue to forge ahead - we must!

United Airlines Historical Foundation update: February's UAHF two and a half hour teleconference was spent on UAHF business - primarily committee reports and updates to previous open items. But I wanted to relay that Dale Dopkins, UAHF Board member, thanked RUPA for our generous donations towards UAHF's two aviation scholarship programs. Dale also brought the group up-to-date about both current students' successes and their gratefulness for receiving a scholarship!

UAHF is suffering through a declining membership and lack of any support from UAL. UAHF continues to provide museum's with historical artifacts from the days of the 247s to the 747s. UAHF is actively collecting, preserving, storing, and cataloguing UAL historical items. A small number of volunteers are doing all the work at UAHF; our donation provides some of the funding they need to operate - storage costs, supplies, etc. There is no paid staff. Like us they are totally dependent on volunteers. *Phyllis Cleveland*

SEC/TREASURER LETTER



Dear RUPA members. Last I wrote, I had just had a shoulder replacement. That did not turn out to be a bad experience. What followed next was not bad either, but was not fun. The evening of the shoulder replacement, my heart rate took off, and they sent me to get a CT scan. And that showed a small nodule on the bottom of the right lung. Okay. Go home and 8 weeks later, get another CT scan they said. Did that, and the nodule was still there. No one would lead me in the right direction, so one has to advocate for one's self. That I did, and the end result was a surgical biopsy of the nodule, and it turned out to be a Southwest Dirt Fungus. Better

known as coccidiomycosis. Or Valley Fever. Doc removed it, and am have healed, and back to physical therapy for the shoulder, started last week, 9 Feb 2012.

If you have lasted this far, the PSS should be over and done with, and we move on to the next problem of recruiting the new retirees which start this December. Long story, and we are hoping for good help from the Company. We sent 500 Brochures to IAH for placement into the retirement packets. One of our helpers did a great job on the Brochure, and if you have working friends, let me know, and we'll send them one and an application.

In the past, your file number was never used. Recently, we added a space in the data base for a file number, so in case we ever need to use it, we'll have it. Other organizations use file numbers, so we figured why not. So when you send in your next check, just add your file number, please.

Have a great spring, and please remember to write a letter to your Editor, as that what our members love to read--about YOU. *Leon Scarbrough* Sec/Treasurer

I NEVER NEW THAT!

Q: Why do ships and aircraft use 'mayday' as their call for help?

A: This comes from the French word m'aidez -meaning 'help me' -- and is pronounced, approximately, 'mayday.'

ABOUT THE COVER

De Havilland DH89 Dragon Rapide

Design and development: Designed by the de Havilland company in late 1933 as a faster and more comfortable successor to the DH.84 Dragon, it was in effect a twin-engined, scaled-down version of the four-engined DH.86 Express. It shared many common features with the larger aircraft including its tapered wings, streamlined fairings and the Gipsy Six engine, but it demonstrated none of the operational vices of the larger aircraft and went on to become perhaps the most successful British-built short-haul commercial passenger aircraft of the 1930s.

Operational history: (Prewar WWII operations) The prototype aircraft first flew at Hatfield on 17 April, 1934 and 205 were built for airlines and other owners all around the world before the outbreak of World War II. Originally designated the "Dragon Six" it was first marketed as "Dragon Rapide" although later it was popularly referred to as the "Rapide". With the fitting of improved trailing edge flaps from 1936, they were re-designated DH.89As.

The type entered service with UK-based airlines in the summer of 1934 with Hillman Airways Ltd being first to take delivery in July. Railway Air Services (RAS) operated a fleet of Rapides from August, 1934 on routes linking London, the north of England and on to Northern Ireland and Scotland. The RAS DH.89s were named after places on the network and (eg) "Star of Lancashire".

Isle of Man Air Services operated a fleet of Rapides on scheduled services from Ronaldsway Airport near Castletown to airports in northwest England including Blackpool, Liverpool and Manchester. Some of their aircraft had been transferred to them after operation by Railway Air Services.

One famous incident involving the use of a DH.89 was in July, 1936 when two British MI6 intelligence agents, Cecil Bebb and Major Hugh Pollard, flew Francisco Franco in one from the Canary Islands to Spanish Morocco, at the start of the military rebellion which began the Spanish Civil War. It is on display in the Aeronautics and Astronautics Museum of Spain.

(World War Two operations) At the start of World War II many (Dragon) Rapides were impressed by the British armed forces and served under the name de Havilland Dominieer. They were used for passenger and communications. Over 500 further examples were built specifically for military purposes, powered by improved Gipsy Queen engines, to bring total production to 731. The Dominies were mainly used by the Royal Air Force and Royal Navy for radio and navigation training.

Other civilian Rapides continue to fly for UK airlines as part of the Associated Airways Joint Committee (AAJC). The AAJC coordinated the UKs wartime scheduled services which were entirely operated on over-water routes.

Many ex RAF survivors entered commercial service after the war, and 81 were still flying on the British register in 1958. Dominie production was by both de Havilland and Brush Coachworks Ltd, the latter making the greater proportion.



(Postwar WWII operations) The DH.89 proved an economical and very durable aircraft despite its relatively primitive plywood construction and many were still flying in the early 2000s. Several Rapides are still operational in the UK and several suppliers still offer pleasure flights in them. A Rapide can be seen in the Museum of Science and Industry in Manchester. Two Rapides are still airworthy in New Zealand. There is a Dragon Rapide flying with the Military Aviation Museum in Virginia Beach, Virginia, and another one based in Yolo County, California. Two are operated by Classic Wings for pleasure flights in UK.

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our first meeting of the New Year was held on January 19, 2012. We had our luncheon at the Marco Polo restaurant located in Vienna Virginia. Before the start of the "official" luncheon, we had a nice stand-around and get-together with the opportunity of satisfying any desires for liquid refreshments.

Lunch was a self serve buffet and the quality and variety were very good.

Our guest speaker was Mr. Bob Dorr, the author of *Mission to Berlin*. The book is about the Eighth Air Force raid over Europe on February 3, 1945. It is a history of B-17 Flying Fortress crews in one of the largest air battles of World War II. Mr. Dorr served in the U.S. Air Force during the Korean conflict. He has written several books and is a regular contributor to the *Air Forces Monthly* magazine. His presentation was very interesting.

E.K. Williams then started a discussion of some of the changes that are about to happen and have already occurred since the take-over of UAL by Continental.

Our 47 attendees were: Bob Aldridge, Bruce Anker, Al Badrow, Dick Baldwin, Jon Beckett, Bill Brum, John Cerisano, Hal Cockerill, Marty Collins, Gary Cook, Gil Coshland, Gene Couvillion, Dub Crawford, Robert F. Dorr (guest speaker), Jim Foster, Paul Gilson, Jerry Goebel, Larry Grube, Earl Jackson, John D. King, Roger Lemieux, John Linderman, Clyde Luther, Lew Meyer, Ed Miller, Pierre Ney, Bill Nolan, Ward O'Brien, Bud Reed, Bud Ruddy, Bernie Schwartzman, Fred Streb, Skip Strickler, Frank Tetreault, Stokes Tomlin, E.K Williams, Tom Williamson.



A special thanks to: Gary Cook and Hal Cockerill for handling the check-in. Jerry Goebel for handling the drawing tickets.

Our next scheduled luncheon will be on April 19, 2012 and it will be open to guests. The location will again be at Marco Polo's. *Jon P. Beckett*

SOUTHWEST FLORIDA RUPA LUNCHEON

Another sunny, but cool, day set the scene for the February 13, 2012 RUPA luncheon at the Olive Garden restaurant in Fort Myers, FL. Our servers were Amber and Linda who did a mighty fine job of feeding the gang. Everyone seemed occupied in conversation with a wide range of topics including the new pass system starting next month. Also, the pros and cons of flying back and forth to Europe compared to back and forth to the Pacific and Asia compared to up and down to South America. A good time for all!

There was a solid attendance of members and guests (in order of signing in): "Jungle Jack" McClure, Jim Downing, Harvey Hallberg, Gary Crittenden, L. Wally Alves, Dot Prose, Norb Cudnowski, Faith Osborn, Jim Howard, Kinglsey Purton, Madelon Purton, Rip Curtiss, Jim Sutton, Gene Chapman, Don Kincaid, Mammie Thompson, Michael Bennett and Anita Brooks.

There was a reminder for RUPA DAY at the Sun-n-Fun Fly-In at Lakeland, FL on 29 March, 2012 at the OX-5 Clubhouse providing shelter and BBQ. The RUPA web site at rupa.org provides more information under the Events Calendar tab. Our next luncheon is Monday, 12 March 2012.

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, prosedat@yahoo.com, 941-966-4538

THE JOE CARNES RUPA LUNCHEON

On January 10th 2012 the Joe Carnes RUPA luncheon was held at 31 North in McHenry II. We had a good turnout for January. Maybe the mild weather had an influence on attendance. Lunch and Drinks and camaraderie were good.

Mary Beth Kuhn gave us an update on the Flight attendants Golf outing to be held in the spring and some insight on what it is like still flying the line.

Bernie had a little information concerning the merger of the seniority lists. His son works for Continental. Lots of questions about the new Non Res. pass procedures but very few answers. Most were as confused as the recent posts on the internet.

In attendance were: Don & Joan Anderson, Andy Anderson, Leroy and Eva Bair, Ken Bergsma, Bob Blackwell, Jim & Corrinne Boyer, Duane Buchsath, Larry Cabeen, Phyllis & Phil Capuzelo, Norm Clemetsen, Barry Davidson, Jim Downing, Carl Eberle, Jim Gesler, Ed Gunderson, Dave Harris, Greg Heckman, Bob Helfferich, Tom Helms, Mike Hepperlen, Bob & Carolyn Kelly, Dick & Maribeth Kuhn, John Leidy, Wes Lundsberg, Jacquie Mathes, Dean May, Rob McCutcheon, Ralph Mikulich, Steen & Claudia Munter, Marjorie & Howard Nelson, Claude Nickell, Glen Peterson, Don Pheiffer, George Pylawka, Jim Rosater, Weldon Smith, Bernie & Rachel Sterner, Lyman Walter, Tom Wedel, John Wendell, Mary Day Wojtal, Frank Zackary.

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A very nice warm day brought out a total of 28 for lunch at our usual gathering spot, the Tolay restaurant at the Petaluma Sheraton. We meet there every first Wed. of the month so if you live in the North Bay area come and visit with us. We sit down at 12:30 after some socializing in the lounge.

Bob Donegan called the "meeting" to order with his infamous clicker and a few short announcements were made. It was nice to hear that there were no flown west announcements to make. Leon Scarbrough was reported missing because he was en route back from Hawaii. Hope he brought Kona coffee for all of us! George Hise reported that the stop smoking patches have been shown to not work. A few comments were made in regards to the health insurance pay methods and the problems with the new customer service for retirees.

Now it was time to order and enjoy our lunch.

Attending were: Sam and Mickie Orchard, Bob Grammer, George Hise,, Deke and Merle Holman, Dan Bargar, Lee Anderson, Gary Webb, Ellen and Ken Thompson, Linda Morley-Wells and Walt Wells, Tom and Joyce Grey, Ken and Shirley Corbin, Barney Hagen, Don Booker, Larry Whyman, Dick Hanna, Jules and Sybil Lepkowsky, John Baczynski, John Reed, Bob and Doris Donegan and me, *Bill Greene*

LOS ANGELES SOUTH BAY LUNCHEON

Nine of us arrived at the Hacienda bar and found that it was closed with new opening hours of 1500. We were then advised that the dining room was closed until further notice.

However, the manager opened the bar for us with the first drink on the house. We were able to have lunch in the back room of the coffee shop. This was not the buffet but it was quite adequate. We were also advised that they would open the bar for us at our next meeting and we will plan on using the coffee shop until further notice.

The woes of American Airlines were discussed and how it might play out and effect the PBGC in regard to us. Everyone had a wait and see attitude.

Walt Allbright filled us in on his freeway rollover (pretty scary). Others were; Dick McKay, Bill Horn, Marcene and Doug Rankin, Don Krueger, Loyd Kenworthy and Bob Gillette in from Wisconsin.

Also me. *Rex*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Wintery greetings to our fellow Ruparians from the clan in Southern Oregon. We met on January 19th at our old haunt, the Pony Espresso, in Jacksonville, OR for food and fun.... and told tall stories as we chewed and sipped.

The Winter has apparently finally decided to give us a visit after a rather mild start and the Mt. Ashland ski area is finally open to the delight of many here in the valley and so too the high country which is being covered with snow.

Of special note this lunch was all getting to sign a card for Dave Ellis on his 100th birthday! Dave and Joanne reluctantly decided to leave their Rogue River home this last Fall for the Sacramento valley and we miss them. Happy Birthday Dave!!!



Of course many of the usual suspects came and so we enclose the mug shot. Clockwise from the front is our senior member now, George Elliott, and on his left Art Lumley, then Catherine Dimino (George's daughter), Harvey Saylor, Jim Jaeger (missing Cheryl this month as she's been fighting a bug), Bob Niccolls, Marty Niccolls, Leanne Fusco, Janet Russell with Bill Monfort, Steve Fusco, Scot Lee (many will remember his Dad Don in SFO) and last but not least Banjo Bob Keasbey. (in fact, Bob had to leave early to get to a rehearsal for a gig he's doing) You'll note the ladies decided to partner up among themselves.....probably to avoid the hands flying about describing great adventures.

We invite any and all to join us as we meet each month on the third Thursday. Cheers, **Bob**

SAN DIEGO COUNTY RUPA LUNCHEON

Howdy Cleve, The San Diego area luncheon group met as usual on the 2nd Tuesday, and there were eight of us. Two of our regulars, Don Trunick and Bob Bowman couldn't make it, but present were Paul Whitby, Bill and Evelyn Pauling, Brad and Rhoda Green, and a newbie, Jack Davis.

Jack is a great outgoing guy, and the conversation was lively. We hope Jack will become a regular. He spent lots of time in the Marine Corps flying fighters, and later stayed in the active reserve. He came with UAL in 1956, and like some of us hired in that decade, flew the middle seat before becoming an F/O and later, Captain.

The two ladies always add class to the group and makes for a nicer lunchtime. I say to the guys "bring'em on" because I like girls! Best 2 ya, amigo! **Bob Harrell**

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

It was sheer luck that the SFO Bay-Siders February RUPA Luncheon fell on Valentine's Day this year. Cupid's Day brought us a really good turnout including SFOFO's Jim Taylor, whom we hadn't seen for a while; Dick Hooning, who flew in from Paradise, CA and first time attendee, Bill O'Connell. Our special guests were four month old Madison Meloni and her mother, Megan. They are the granddaughter and daughter respectively of Floyd and Charlene Alfson. As Madison was born on the day of the October RUPA Luncheon, it was suggested that she would be named Rupa. Thankfully, that suggestion was rejected.

We were especially pleased that so many Ruparians felt that the RUPA Luncheon was the perfect, romantic place to treat their wives to a Valentine's Day lunch. You retired pilots really go all out to spoil your ladies! Again, the main topic of conversation was the upcoming new pass policy which is to take effect on March 3.

Also, you have until March 9 (that is the date as of this writing) to certify your dependents for continued healthcare coverage. For those members who don't have a computer there is a phone number given under instructions. It says; *For Dependent Eligibility questions contact: Phone: 877-825-3729.*

The message on the website says: **Certify your dependents for continued healthcare coverage**

We are asking all U.S.-based co-workers and retirees to confirm that their spouses, domestic partners, children or stepchildren enrolled in healthcare coverage meet eligibility requirements as defined by the company's healthcare plans. See the annual certification page on the Employee Services tab.

I just completed the certification of my wife on line. Make sure you read all the directions when filling out the information. There are several steps involved.

It looks like those members who don't have a computer are at a disadvantage. If you are one of those I hope you have a child or grandchild who has a computer and can help you out. If not make sure you call.

In attendance were: Floyd & Charlene Alfson, Marty Berg, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob Clinton, Sam & Billie Cramb, Gerry Delisle, Bob & Jill Ebenhahn, Rich & Cyndi Erhardt, Carol Gillett, Dick Hooning, Dick & Jeri Johnson, Karl & Jan Kastle, Tom Kirby, Bill Klett, Bessie McEachern, Bruce McLeod, Jan McNaughton, Megan Meloni, George Mendonca, Bill O'Connell, Jay Plank, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, Jim Taylor, Isabell Traube, Larry & Pat Wright.

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

DANA POINT RUPA LUNCHEON

Another great day in sunny California for our group to meet on the deck at the Wind and Sea. The 'storms' seem to all pass quickly though, leaving us with another beautiful day for our lunch under the blue umbrellas. Today I arrived a bit late but the guys waited for me before 'we' started lunch. The number present was down... maybe they were taking their 'Valentine out for Lunch!' Parking was a problem if you arrive later than high noon as I found out!

John Grant started out with a short reading to the Group, on who St Valentine was...actually I heard there was about 14 different St Valentines and he was a Bee keeper to boot.

On deck were; Rusty Aimer, Park Ames, Walt Bohl, Bob Fuhrmann, John Grant, Rudy Aluza, Ken Jones, Bob McGowan, Al Pregler, Bill Rolling, Ted Simmons, Bill Stewart, Joe Udovch.

Quite a bit of talk about the New Pass Travel Updates...seems confusion reigns at least at the retirees level. Glad to see the Article on p.16 of Feb issue of *RUPANEWS*. There is some of us who still will use passes, 'ePasses' or whatever comes down the pike. The word Retirees seems to be way down at the bottom. On a personal bases, I had called the 800 number for United just before I came to Lunch...my reason for being late, and got great help in updating my password and getting on to Skynet. I hope that is going continue after we launch common PSS on March3, and the SHARES system kick in. The human voice is comforting! The learning curves seem to dimming as we become 'seasoned' retired pilots.

All the best, *Ted*



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

The most noticeable exterior difference between the "SkyTrain" and the "standard" DC-3 / C-47 was this front opening "barn-door" combined with a rear-opening "standard" door. The large "hole" required strengthening the fuselage structure and also "beefing-up" the floor to support the weight of a jeep (or two). "Cabin" differences included fold-up aluminum & canvas "bucket-seats."

Cargo loads to Alaska included: nitroglycerin, dynamite, TNT, tractors, jeeps, field kitchens, gas tanks, tires & tubes, welding machines, acetylene tanks, fresh meat, fresh water, clothing, gasoline and oil.

Guns, ammunition, high-octane gasoline, tools, clothing and other supplies were flown to Naknek, Cold Bay, Umank and Kodiak Island. The ATC pilots frequently took off in the face of highly unfavorable weather and then worked their way through narrow mountain passes, often without radio aid, to the north side of the Aleutian Peninsula. Then, often only a few hundred feet above the water, they would continue to their destinations. Round-trip flights ranged from 1,000 to 2,000 miles and required three to six hours on each leg. In addition to the cargo a considerable number of construction workers for the new Al-Can Highway were brought in, often as many as 28 per planeload.



In July 1942, General H. H. George, head of the Air Transport Command, outlined plans for a "Pacific Oceanic Airline" from San Francisco to Amberly Field near Brisbane, Australia in the South Pacific. The route was to be from San Francisco to Hickam Field, Honolulu – 2,446 miles; Hickam to Canton Island – 1,908 miles; Canton to Nandi, Fiji – 1,250 miles; Nandi to New Caledonia – 865 miles; New Caledonia to Amberly Field, Brisbane, Australia – 1,800 miles.

United's "Pat" Patterson accepted the challenge and agreed to start flying the 8,269 mile overseas route within 40 days. United's ATC pilots were to operate the route, nearly as long as the entire United Mainline system, with equipment few of them had even seen.

The planes to be flown were fat-bellied, 4-engine, Consolidated C-87s - the transport/cargo version of the B-24 Liberator bomber. In addition to the 40-day start-up deadline, no C-87s were available for flight training! 25 pilots, 25 co-pilots and other crew members were sent to the Boeing School in Oakland where they concentrated on Celestial Navigation, Dead-Reckoning flying, Radio-Code work and Meteorology. Ditching EP instruction included the use of "Mae Wests" (life jackets), Life Rafts and Emergency Radio Transmitters. Most of the "newly-recruited Navigators" were former United Ticket Agents, Clerks & Accountants and students from the Boeing School.

Compiled by Marvin Berryman DENTK Retired, from United Air Lines News, "Alaskan Saga" Dec. 1944 & "High Horizons".

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

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

VALENTINE's Day, 2012, and what a wonderful day it was for our Treasure Coast Sunbird Group Luncheon. As has become the NORM for us down here on SE FL, our ladies joined us for our February Luncheon (BTW, we also invite them to join us in December in the spirit of the Christmas Holiday Season) at the beautiful, hospitable and waterfront location known as The Sailor's Return Restaurant.

We were fortunate enough to be blessed with temperatures that got very close to 80, almost perfectly clear/blue skies and a gentle breeze as well (just enough to keep things comfortable for all). We were originally scheduled to dine inside but with the WX being so OUTSTANDING, we requested a move to the outside on the deck in an area referred to as "The Tiki Hut".....and WOW, what a treat that was for ALL of us. The Restaurant Staff is to be commended for making this last minute change possible for our group of 20. Our waitress, Tracy, provided excellent and timely service, the food was outstanding and I'm sure that we'll be returning for more lunches here in the future.

Those that were lucky enough to be able to attend (all 20) were: Ted & Hellevi Osinski; Skip La Rocque and friend, Barbara; Bill & Lulu Cole; Dick Starita and friend, Zsuzsa; Frank & Carol Guglielmino; Del & Pat Gartner; Paul & Lineke Andes; Denny & Shari Keast (drove over an hour from Boca Raton); Dick Baese and friend, Linda; and Bob & Kimberly Langevin. Actually, we were expecting 3 more, however, Jim & Connie Dowd; and Bill Smith had to cancel out at the last minute for family reasons or needs.

As has been the case lately, the nature of our many different conversations focused on the UAL Pass situation for Retirees, confirming Travel Eligibles with UAL for the new Pass Travel Program, the procedure required to confirm dependents (eligibles) for our Retiree Medical Insurance and the health status of one of our regular attendees, Sid Sigwald. Sid suffered a stroke a while back and currently is doing about as well as can be expected under the circumstances and the hope is that he will be getting out of his CARE Facility sometime within the next few weeks.

That's about it from The Treasure Coast for now, however, if any of our RUPA Members are passing thru the Stuart, FL area during your FL vacation this Winter, we'd love to have you join us. Our next Luncheon will be on March 13th (at 11:30AM) at Shrimper's Restaurant (near the SE corner of Salerno Rd. and A1A which is Dixie Hwy). For additional information, contact Bob Langevin at BobL34997@aol.com or call me at 561-756-4829.

Meanwhile, we'd like to wish all of you a SAFE Winter Season along with the hopes that it will remain a MILD Winter up North and that your Good Luck will last until Spring arrives. OK, let's close the door, release the brakes and get the H--- out of here. FLY SAFE!!!

Best Regards, *Bob Langevin*

RENO'S BIGGEST LITTLE GROUP

Reno's "Biggest Little Group" assembled promptly at 13:00, 25 Jan 2012, at Sparkly's on West Mc Carran Blvd for our monthly session of stories and camaraderie.

Gordy Newman talked about his days at PAA and how he got swindled out of 20 bucks by the real "Catch me if you can" character from the movie of the same name, starring Leonardo DiCaprio. He also said the TV series Pan Am reminded him of some of the glory days, but that it was written from a Stewardess perspective. Everyone agreed the first few episodes were pretty weak and the "boy Captain" was totally miscast.

Stories of "Filthy" Floyd Nelson, of SFOFO fame, surfaced and brought tons of laughter. Lyle said he had to endure a month of Floyd and Father Donigan flying the B-727 out of SFO, poor guy. :-)

Pass policy was also bantered about, with many questions about the new vacation pass policy.

After 2 hrs of tall stories and good jokes, we disband till next month.

Attendees: Lyle U'Ren, Tom Taber, Gordy Newman, Rick Swartze, Larry Fritz, Cort de Peyster, Tommy Diehl (RNOTR), Garry Dyer, Dean Shuff.

Respectfully submitted by *Cort* (substitute scribe)

HAWAIIAN ONO NENE'S RUPA LUNCHEON

Aloha, The Oahu Ono Nene group met on Thursday, January 26, 2012, at Mid Pacific Country Club on the windward coast.

A lively conversation about the adventures we had since our last get together ensued. There was a brief discussion on the new pass policy.

RUPA Secretary/Treasurer Leon Scarbrough, his wife Vicky and guest Carol Schmus, Retired F/A and member of the LAX RAFA Chapter, joined us and took the picture.



We had a great lunch and enjoyed the camaraderie. Also in attendance were: Carl and Flo Wild, Yuz and Yasuko Morita, Jim and Diane Whiteley, Larry and Diane Becker.

PHOENIX ROADRUNNERS LUNCHEON

We had our regular luncheon on Tuesday, Valentines Day, February 14th at our usual place the Bobby Q Restaurant.

We had a good group which included; Dennis & Darlene Leahy, Frenchy & Joan Bourgeois, Dave & Kathy Dyer, Fred & Judy Meyer, Hank & Jean Kyser, Jerry & Mary Beth Smith, Ken & P.J. Killmon, Charlie Schwob, Mike Carlin, Jim Trosky, Leif Jonasen, J. O. Martin, Sue Mennella, Dave Specht.

Not many had done a great amount of traveling on our new combined outfit. As usual the conversation came around to the changes in the new pass policies and also when the PSS program will start up and be completed. We discussed that we hope they will give a lot of thought to carry on with the same privileges for the spouses who have lost their mates for their travel privileges in the future. We also helped Arizona to celebrate its one hundredth birthday as a state. Our next luncheon will be on March 13th. *Ken*

SEATTLE GOONEY BIRDS

The host was unable to attend the February luncheon because of the Blue Light treatment by his dermatologist, which left him less than presentable for a social function, so Gerry Pryde was kind enough to fill in and take the roster.

In attendance: Howard Holder, Gerry Pryde, Dave Carver, Ted Woods, Bud Gudmundson, Herb Marks, Herb Breivik, Fred Sindlinger, Geogr Brown, Al Haynes, Fred Hope, Bob Howard, Brian Hope, Bob Wulff, and Bob Reid. Submitted by **Bill Brett** (the absentee host).

S.E. FLORIDA GOLDCOAST LUNCHEON

Thursday, February 9, was our Luncheon of the South East Florida Gold Coasters at Galluppi's Restaurant and Patio Bar, Seventeen of us came together under threatening skies.

Retired NWA Captain Stanley Baumwald (guest of Lyn Wordell), was with us to show us his rather large collection of wings from UAL, NWA, CAP and other Airlines including half wings from the U.S. Postal Flying Service. Very Interesting.

At today's lunch were: Lyn Wordell, Stanley Baumwald (RET NWA), Ed Wheeler, Our eldest member Ham



Front Row: Bill Garrett, Bob Seits, Murray Warren, Dave Dryer, Bill Landcaster, Ralph Rodriguez, Ham Wilson and Ed Wheeler.
Back Row: Jerry Bradley, Jim Good, Mike Warde, Warren Hepler, Jim Morehead, Dan kurt, Dick Smiley, Lyn Wordell, Ham Oldham
Ned Rankin, Les Eaton and Ed DeChant.
Picture from January meeting

Wilson, Don Collins, Jim Good (braved the weather to fly in), Denny Keast, Jack DellaRipa, Robert Beavis, Chuck Smith, Joe Jenkins, Mike Warde, Jim Morehead, Jack Wink, Ham Oldham, Bob Langevin (down from Stewart Treasure Coast Group) and myself, *Ned Rankin*

SENIORS & COMPUTERS

As we Silver Surfers know, sometimes we have trouble with our computers.

I had a problem yesterday, so I called Eric, the 11 year old next door, whose bedroom looks like Mission Control and asked him to come over.

Eric clicked a couple of buttons and solved the problem. As he was walking away, I called after him, "So, what was wrong?" He replied, "It was an ID ten T error."

I didn't want to appear stupid, but nonetheless enquired, "An, ID ten T error? What's that? In case I need to fix it again." Eric grinned..."Haven't you ever heard of an ID ten T error before? "No," I replied. "Write it down," he said, "and I think you'll figure it out."

So I wrote down: ID10T.

I used to like Eric, the little s--t head.

PICKLES | Brian Crane



SIMPLIFIED EXPLANATION OF NEW PASS POLICY (CON UAL)

The existing "interim" pass policy will continue through March 2, 2012. On March 3, 2012 (PSS Day 1) the NEW program begins. Exception: 2012 Companion Passes will be valid through March 31, 2012 (except for embargo March 3rd – 5th).

Retirees will list for all flights using employeeRES. Weblist will be retired on March 3, 2012. Currently, we can list for both UA and CO flights on employeeRES. On or about March 3, 2012, the 1-800-UAL-LIST automated number for listing on flights will be changed to the United e-pass line 1-866-359-3727.

Early in March you will see your vacation passes in your e-pass allotment in employeeRES. When listing for a flight after you have selected your flights, you will then select the traveler's name, out to the side of the traveler's name you can select "personal pass or vacation pass" and then follow the steps to complete the listing.

Retirees will be "pre-paying" for pass travel with a credit card on employeeRES.

We're hoping there will be an open enrollment period announced so retirees can "designate" two enrolled friends.

On March 3, 2012 under the NEW program, retirees will receive:

- Unlimited personal passes and 8 annual vacation passes.

- Our eligible pass riders will get unlimited personal passes.

- Personal and vacation passes are valid systemwide on both UA and CO routes.

- Our boarding priority will drop behind all employees, except when we use vacation passes.

BOARDING PRIORITIES: BP-6s and BP-8s ARE GONE... REPLACED BY:

BP-A: Employees, retirees, and their accompanied pass riders when using VACATION passes

BP-B: Employees and their accompanied pass riders when using PERSONAL passes.

BP-C: Retirees and their accompanied pass riders when using PERSONAL passes.

BP-D: Unaccompanied pass riders when using a retiree's VACATION pass

- Exception: unaccompanied spouse/domestic partner fly on vacation passes at BP-A

BP-E: Unaccompanied pass riders when using a PERSONAL pass.

- Exception: retiree's unaccompanied spouse/domestic partner fly on personal passes at BP-C

RETIREES' ELIGIBLE PASS RIDERS

Spouse/domestic partner

Dependent children thru age 25

Two parents

Two enrolled friends (registered annually on Flying Together/All About Me/pass riders)

Note: 2012 companion passes expire on 3/31/2012

PASSES:

Use employeeRES to list for flights

Retirees and their eligible pass riders will receive UNLIMITED personal passes.

Retirees will receive EIGHT annual vacation passes.

PERSONAL PASSES: good for service-charge waived* economy class travel & svc charged travel in FC/BC systemwide. If retiree has 25 or more years of service then they (and their pass riders) will ride service-charge waived* in ALL cabins (FC, BC, Y) system-wide.

*service-charge waived = retirees & pass riders only pay airport/departure/regulatory taxes/fees.

VACATION PASSES: good for one-way, multiple segment, service-charge waived* travel in ALL cabins system-wide at the highest boarding priority (BP-A). Valid for 5 years. One pass can be used for retiree and their pass riders when traveling together (accompanied). Roundtrip requires 2 passes.

EXAMPLES:

1) Retiree can fly with all accompanied pass riders at BP-A SFO-IAD-CDG and use only one vacation pass. Another vacation pass would be needed to fly back together.

2) If an enrolled friend in PHX wanted to go to Hawaii without retiree, the retiree could give up 2 vac passes (1 for PHX-SFO-HNL and 1 for return); enrolled friend would be BP-D (unaccompanied). Better idea: let enrolled friend use their personal passes to go to Hawaii (BP-E, unaccompanied...not much difference than flying at BP-D).

Important notice: WebList retires on March 3 WebList will no longer be available when we complete our transition to the consolidated SHARES passenger service system (PSS) planned for March 3. At that time, all co-workers, retirees and eligible pass riders will list for personal or company business travel through employeeRES.

employeeRES <<http://us.mg5.mail.yahoo.com/web/myCoair.jsp?myCoair=res>> is available through Flying Together's home and Travel pages. We are making design and navigation changes to employeeRES that will debut on March 3. We encourage you to familiarize yourself with basic procedures in the current version of employeeRES before the PSS transition, especially if you are a frequent traveler or commuter. To prepare for the transition: * Employees will be restricted from creating space available reservations in WebList for travel after March 31.

If you already have a listing in WebList/Apollo for travel on or after March 3, the reservation record will move to employeeRES/SHARES along with other passenger records. You will be able to access these itineraries under My Travel Plans.

As part of our combined reservation system, all existing travel plans will be issued a new confirmation number. When checking in, online or at the kiosk, the old confirmation number automatically be referenced to the new.

If you are unable to find the original stand-by reservation record under My Travel Plans, please create a new reservation.

If you need to change an itinerary after it transfers to employeeRES, you will need to delete the reservation and create a new one in employeeRES.

For questions, please send an email to ETC@united.com.

INFORMATION ABOUT CERTIFYING HEALTHCARE DEPENDENTS and MANAGING TRAVEL ELIGIBLES from UAL

ABOUT ANNUAL CERTIFICATIONS OF HEALTHCARE DEPENDENTS. All U.S. domestic co-workers and RETIREES are asked to confirm any dependents enrolled in healthcare coverage meet the eligibility requirements defined by the company's sponsored healthcare plans. Dependents who are not confirmed by Friday, March 9, will LOSE medical, dental and vision coverage through the company for 2012.

Missing Dependents: Some dependent files are still not available for certification. The listing of your dependents in All About Me does not affect whether those dependents have healthcare coverage. We continue to work very closely with Aon Hewitt to ensure we are receiving accurate data. When we are confident the information we receive is accurate, we will post those dependent files to All About Me and send notices via e-mail to all employees/retirees who are required to take action. Please make sure your preferred email address is on file with the company.

DEADLINE EXTENDED: Due to the delay in uploading these files, we are extending the deadline to certify dependents. The new deadline to complete the process is March 9. (*This date may have been extended again by the time you receive this information*) We will not drop any dependents until we've reached out to every employee who is required to take action. Thanks for your ongoing patience.

We are undertaking this process to ensure co-workers and RETIREES cover only eligible dependents as family situations often change from year to year. As you know, providing coverage for ineligible individuals places additional costs on companies and employees, and it creates compliance risk with federal law, so it's important for co-workers and RETIREES to certify dependents.

If you do not certify your dependents for healthcare, they will be REMOVED from your pass travel profile at

the same time they stop receiving healthcare coverage. To restore travel privileges for these dependents, you will need to follow the instructions provided below under "managing eligible pass riders." You will be required to provide documentation when adding these dependents as pass riders.

ABOUT MANAGING ELIGIBLE PASS RIDERS: Beginning on Jan. 1, all co-workers and retirees will use All About Me to manage their eligible pass riders, including spouses and domestic partners, children, parents, as well as UA enrolled friends/CO travel companions and CO extended family members.

CERTIFYING HEALTHCARE DEPENDENTS MANAGING ELIGIBLE PASS RIDERS NEED-TO-KNOW INFORMATION.

These are the types of dependents that you must certify:

Spouses

Domestic partners

Children

Stepchildren

Dependents who are not confirmed will NOT receive these types of coverage in 2012:

Medical

DentalVision

NEED-TO-KNOW INFORMATION.

All domestic and international co-workers and RETIREES will begin using the "Pass Riders" section of All About Me on January 1, to manage their eligible pass riders. United subsidiary co-workers and RETIREES will use All About Me instead of UALbenefits.com to manage spouses or domestic partners, children, parents and enrolled friends.

FOR MORE INFORMATION

Review your 2012 benefits elections.

Visit 'All About Me'.

For questions regarding the dependent certification process or dependent eligibility:

United subsidiary co-workers may contact the Employee Service Center (ESC) at 877-825-3729, Option 9, 1. Representatives are available between 8 a.m. and 5 p.m., Central time, Monday through Friday, except on holidays. The ESC also can be reached at ESC@united.com.

NOTES;Co-workers and RETIREES will need to provide documentation for new pass riders as described on All About Me within 60 days after they are added. The company will review the documentation and confirm that the new pass riders are eligible for pass travel privileges.

It's important to understand the certification process is required for healthcare coverage only.

For pass travel, co-workers may make updates when they wish to change their eligible pass riders.

FOR MORE INFORMATION Visit All About Me.

Read more in United Daily.

View important information about enrolled friends/travel companions.

For questions about managing eligible pass riders, you may send an email to ESC@united.com.

Click to certify your dependents now.

Manage your eligible pass riders.

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. Phone number is: 1-800-651-1007

BLINDNESS EASED BY HISTORIC STEM CELL TREATMENT

By [Andy Coughlin](#)

For the first time since they were discovered 13 years ago, human embryonic stem cells (hESCs) have shown medical promise.

Two people with eye degeneration both say their vision improved in the four months after they received implants of retinal pigment epithelial cells made from hESCs. The treatments were also safe, with no sign that the cells triggered aggressive tumors called teratomas, no sign of immune rejection of the cells, and no inflammation.

Discovered in 1998, hESCs had previously failed to deliver on their medical promise. The new procedures, performed by Robert Lanza of [Advanced Cell Technology](#) of Marlborough, Massachusetts, and colleagues, could represent a turning point for hESC therapies.

One of the women in the trial had [Stargardt disease](#), an inherited form of eye degeneration in which the pigment cells wither and die. She had replacement cells made from hESCs injected into one of her eyes.

Before the treatment she could only make out hand movements, but afterwards her vision in the treated eye had improved enough to discern finger movements too. She could also read five letters on a standard visual acuity chart beforehand she could not make out any letters.

"That doesn't really capture the difference it's made in her life," says Lanza. "She reports she can see more color and has better contrast and dark adaptation out of the treated eye. She started using her computer and could even read her watch. Little things like that, which we all take for granted, can make a huge difference in the quality of people's lives."

Stem cell boost: The second woman in the trial, who has age-related macular degeneration, also reported improved vision. She expanded the number of letters she could read on a visual acuity chart from 21 to 28.

Although modest, the vision improvements represent a huge boost for researchers developing treatments based on hESCs.

From the outset, these studies have been opposed by anti-abortion groups on the grounds that the cells can be obtained only by destroying human embryos. Consequently, most progress so far with stem cells has been with [adult stem cells](#) extracted from tissue such as fat or skin.

Former US president George W. Bush impeded progress in federally funded US labs by [restricting researchers' access to hESCs in 2001](#). The move was [reversed by Barack Obama in 2009](#), paving the way for treatments to enter trials in 2010, including the [eye trials](#) that have now been completed.

"The goal of this therapy is not to cure blindness, but to slow down or prevent its onset," says Lanza. However, with evidence now that the stem cells are safe they could be used earlier in treatment, where they might have a greater impact.

Other researchers welcomed the developments. "At last we're seeing the fruits of hESC research entering clinical trials, and I am immensely happy this has happened in the eye," says [Pete Coffey](#) of University College London, who is head of a team developing [tiny patches of retinal pigment epithelial cells from embryonic stem cells to treat age-related macular degeneration](#). "Hopefully, we will be able to enter our own clinical trials using hESC therapy soon," he says.

"The results move us much closer to the future of regenerative medicine for vision disorders," says Paul Sieving, director of the US National Eye Institute in Bethesda, Maryland. He adds that the institute is also working with hESCs to combat retinal diseases and cataracts.

WANT RUPANEWS BY E-MAIL?

If so — Please send an email to Leon and tell him.

rupa.sectr@yahoo.com

MORE CRACKS DISCOVERED ON A-380

By Tim Hepher - (Reuters)

Airbus insisted its A380 superjumbo is safe to fly after another set of cracks was discovered in the wings of the world's largest jetliner, though an engineering union said it was downplaying the issue and some Asian airlines said they would develop inspection programs.

It is the second time in as many weeks that hairline cracks have surfaced inside the mammoth double-decker jet, which entered service four years ago, and their discovery is expected to lead to expanded safety checks.

Airbus said the cracks were found on a number of "non-critical" brackets inside the wings of two aircraft during routine two-year inspections, after similar flaws showed up in five aircraft in early January.

It said the cracks did not prevent the A380 flying safely, but the Australian engineering body which handles routine servicing and engine checks on the super jumbos operated by Qantas Airways said Airbus's reaction was concerning.

"They (Airbus) have described these as tiny cracks, but every crack starts off as a tiny crack and they can grow very quickly," said Stephen Purvinas, Federal Secretary of the Australian Licensed Aircraft Engineers Association. "I would be worried that Airbus aren't taking seriously the ever increasing number of cracks being found in the wings of their A380 aircraft. Put it this way, I wouldn't put my family on an A-380 at the moment," he said.

Qantas said the latest cracks were not found in its fleet of 12 A380s.

Airbus has dismissed calls to ground its superjumbo fleet over the cracks, which first came to light during repairs of a Qantas A380 damaged by an engine blowout shortly after taking off from Singapore in November 2010.

"It is embarrassing, but we will do everything to ensure safety is not compromised," Chief Executive Tom Enders said. "We have a pretty good understanding, but the investigation is ongoing. What we have developed already is a repair solution and this is what we will apply on the various aircraft if and where it is necessary," he told CNN television.



AIRLINES CUT SMALL JETS AS FUEL PRICES SOAR

The little planes that connect America's small cities to the rest of the world are slowly being phased out. Airlines are getting rid of these planes — their least-efficient — in response to the high cost of fuel. Delta, United Continental, and other big airlines are expected to park, scrap or sell hundreds of jets with 50 seats or fewer in coming years. Small propeller planes are meeting the same fate.

The loss of those planes is leaving some little cities with fewer flights or no flights at all. The Airports Council International says 27 small airports in the continental U.S have lost service from well-known commercial airlines over the last two years. Travelers in cities that have lost service now must drive or take buses to larger airports. More shutdowns are planned.

"I don't know if they really care about (passengers) in the small markets," says Rick Steece, a consultant for the Centers for Disease Control who travels overseas two to three times a year.

In the late 1990s, when jet fuel cost one-fourth of today's prices, the small jets and turboprops were a profitable way for airlines to connect people in small cities to the rest in the world. The flights attracted business travelers who tended to pay more for tickets.

Airlines loved the planes. Bombardier and Embraer sold more than 1,900 50-seat jets during the late 1990s and early 2000s. "We all got carried away with it," says Glen W. Hauenstein, Delta's executive vice president for network planning, revenue management and marketing. Then jet fuel prices soared. That's changed

the economics of small planes.

For airlines, it all comes down to spreading fuel costs among passengers. A Delta 50-seat CRJ-200 made by Bombardier takes 19 gallons of fuel to fly each passenger 500 miles. Fuel usage drops to just 7.5 gallons per passenger on Delta's 160-seat MD-90s over the same distance. So while the bigger jet burns more fuel overall, it's more efficient.

Delta is moving away from small jets more aggressively than other airlines. It will have eliminated 121 50-seat jets from October 2008 through the end of this year. That will leave it with 324.

Some Delta routes served by 50-seaters are getting bigger planes instead. Delta's Atlanta-Des Moines flights are on larger MD-88s, which seat 142, and it has shifted the mix toward larger planes between Atlanta and Birmingham, Ala., Nashville, and Savannah, Ga., too.

United Continental Holdings Inc. still has 354 50-seat jets. But that number is expected to shrink, said Greg Hart, the airline's senior vice president of network.

Continental's effort to get rid of its 37-seat planes shows how eager airlines are to quit flying them. It has 30 of the jets under lease, some until 2018. Twenty-five are grounded. The rest are subleased for \$6 million less than Continental is paying for them.

American Eagle, which feeds traffic to its corporate sibling American Airlines, owns 39 of the same 37-seaters, but 17 of them were parked as of the end of 2010. Parent company AMR Corp. had been trying to sell some of those planes in 2009 but couldn't get any buyers.

Many travelers won't miss the small jets. One of them, Tony Diaz, is a technology support manager from Dallas. He was changing planes in Minneapolis on his way to Moline, Ill. The second leg was a small Delta jet. "The larger planes are definitely better to ride in," he said, glancing down at his larger-than-average frame.

There's still a market for larger jets, which allow airlines to spread out fuel costs.

Nearly all so-called regional jets sold between 2010 and 2019 are expected to have 51 seats or more — with the biggest category being jets with 76 to 130 seats, according to Forecast International.

"More of those are going to see the skies," said aviation consultant Mike Boyd. But those aluminum-skinned 50-seaters will be scrapped for parts. "They're on their way to the Budweiser display."

The Pearly Gates

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?'

The guy replies, 'I'm Rick, retired airline pilot from Fort Myers, Florida.'

Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.'

Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'

'Just a minute,' says the good father. 'That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?'

'Up here - we go by results,' says Saint Peter. 'When you preached - people slept. When he flew, people prayed.'

IT'S NEVER BEEN SAFER TO FLY; DEATHS AT RECORD LOW

By Joshua Freed and Scott Mayerowitz / Associated Press

Boarding an airplane has never been safer in the U.S., but there are still some corners of the world where flying is risky, including Russia, the Democratic Republic of the Congo and Somalia.

The past 10 years have been the best in the country's aviation history with 153 fatalities. That's two deaths for every 100 million passengers on commercial flights, according to an Associated Press analysis of government accident data.

The improvement is remarkable. Just a decade earlier, at the time the safest, passengers were 10 times as likely to die when flying on an American plane. The risk of death was even greater during the start of the jet age, with 1,696 people dying — 133 out of every 100 million passengers — from 1962 to 1971. The figures exclude acts of terrorism.

Sitting in a pressurized, aluminum tube seven miles (11 kilometers) above the ground may never seem like the most-natural thing. But consider this: You are more likely to die driving to the airport than flying across the U.S. There are more than 30,000 motor-vehicle deaths each year, a mortality rate eight times greater than that in planes.

"I wouldn't say air crashes of passenger airliners are a thing of the past. They're simply a whole lot more rare than they used to be," says Todd Curtis, a former safety engineer with Boeing and director of the Air-safe.com Foundation.

The improvements came even as the U.S. airline industry went through a miserable financial period, losing \$54.5 billion in the past decade. Just to stay afloat, airlines eliminated meals and added fees for checked luggage.

But safety remained a priority. No advertisement of tropical beaches can supplant the image of charred metal scattered across a field.

Russia, the Democratic Republic of the Congo and Somalia have particularly high rates of deadly crashes. Russia had several fatal crashes in the past year, including one that killed several prominent hockey players. Africa only accounts for 3 percent of world air traffic but had 14 percent of fatal crashes.

Still, 2011 was a good year to fly. It had the second-fewest number of fatalities worldwide, according to the Flight Safety Foundation, with 507 people dying in crashes. Seven out of 28 planes in fatal crashes were on airlines already prohibited from flying into European Union countries because of known safety problems. (There were fewer fatalities in 2004 — 323 — but there were also fewer people flying then.)

There are a number of reasons for the improvements.

— The industry has learned from the past. New planes and engines are designed with prior mistakes in mind. Investigations of accidents have led to changes in procedures to ensure the same missteps don't occur again.

— Better sharing of information. New databases allow pilots, airlines, plane manufactures and regulators to track incidents and near misses. Computers pick up subtle trends. For instance, a particular runway might have a higher rate of aborted landings when there is fog. Regulators noticing this could improve lighting and add more time between landings.

— Safety audits by outside firms. The International Air Transport Association, an industry trade group, started an audit program in 2003. Airlines prove to the industry and each other that they have proper maintenance and safety procedures. It's also a way for airlines to seek lower insurance premiums, which have also dropped over the past 10 years.

— An experienced workforce. Air traffic controllers, pilots and maintenance crews — particularly in North America and Europe — have been on the job for decades. Their experience is crucial when split-second decisions are made and for instilling a culture of safety in younger employees. Former US Airways Capt. Chesley "Sully" Sullenberger — who spent three decades as an airline pilot — was praised for his skill after safely ditching a plane in the Hudson River in 2009. Both engines died because of a bird strike but all 155 passengers and crew survived.

— Luck. Safety experts discount the effect of chance. However, it takes just one big accident — especially now with mega-jets such as the Airbus A380, which is able to carry up to 853 passengers — to ruin an otherwise good period for safety.

"Was Chesley Sullenberger lucky or skillful?" says Perry Flint, a spokesman with the International Air Transport Association. "It was luck that it was daylight, but how many geese do you know that are flying south in the pitch black of two in the morning? So it was also luck that he hit them. Bad luck."

The most recent fatal U.S. crash was Colgan Air Flight 3407, a regional flight operating under the name Continental Connection. The 2009 crash near Buffalo, New York, killed all 49 people on board and a man in the house the plane hit.

In fact, all fatal crashes in the U.S. in the past decade occurred on regional airlines, which are separate companies flying smaller planes under brands such as United Express, American Eagle and Delta Connection. The most recent deadly crash involving a larger airline was American Airlines Flight 587 in 2001. It crashed moments after taking off from New York, killing 265 people.

There have been some near misses.

In April, a Southwest Airlines aircraft had a rapid loss of cabin pressure after part of the fuselage ruptured, leaving a five-foot long hole in the ceiling. There were no serious injuries.

The prior year, a Southwest jet came within 200 feet of colliding with a small Cessna at a California airport. In December 2009, an American Airlines jet landing in the rain in Jamaica was unable to stop on the runway, crashing through an airport fence, crossing a street, and finally stopping on a beach. And in December 2005, a Southwest jet skidded off a Chicago runway. No passengers died, but a 9-year-old boy riding in a passing car was killed.

A poor economy might also have improved safety.

Bill Voss, president of the Flight Safety Foundation, says that during a boom period, airlines tend to quickly grow. That, he says, can mean weaker standards for safety and for pilots.

"We tend to see people being pushed forward perhaps a little too early, before they're ready," Voss says. "There's not as much time for captains to create new captains by tapping a guy on the shoulder and telling him when he's out of line."

A NEW AUTOPILOT WILL MAKE ANOTHER 9/11 IMPOSSIBLE

A hijack-proof piloting system for airliners is being developed to prevent terrorists repeating the 9/11 outrages.

The mechanism is designed to make it impossible to crash the aircraft into air or land targets - and enable the plane to be flown by remote control from the ground in the event of an emergency.

Scientists at aircraft giant Boeing are testing the tamper-proof autopilot system which uses state-of-the-art computer and satellite technology. A Boeing spokesman said: "We are constantly studying ways we can enhance the safety, security and efficiency of the world's airline fleet. There is a need in the industry for a technique that conclusively prevents unauthorized persons gaining access to the controls and threatening the safety of passengers."

It will be activated by the pilot flicking a simple switch or by pressure sensors fitted to the cockpit door that will respond to any excessive force as terrorists try to break into the flight deck. Once this system is initiated, no one on board is capable of controlling the flight, making it useless for anyone to threaten violence in order to gain control of the aircraft. The so-called "uninterruptible autopilot system" - patented secretly by Boeing in the US - will connect ground controllers and security services with the aircraft using radio waves and global satellite positioning systems.

After it has been activated, the aircraft will be capable of remote digital control from the ground, enabling operators to fly it like a sophisticated model plane, maneuvering it vertically and laterally. A threatened airliner could be flown to a secure military base or a commercial airport, where it would touch down using ex-

isting landing aids known as the "Autoland function." After it had landed, the aircraft's built-in auto brake would bring the plane safely to a halt on the runway. Boeing insiders say the new anti-hijack kit could be fitted to airliners all over the world, including those in the UK, within the next three years.

The latest move to combat airline terrorists that scientists in Britain and Germany are developing is a passenger-monitoring device. This will use tiny cameras linked to specialist computers to record every twitch, blink, facial expression or suspicious movement made on board flights in order to identify potential terrorists.

Swiss Develop Satellite to Dispose of Space Junk

By Christoph Seidler /SPIEGEL-ONLINE

Scientists warn that the amount of space debris orbiting the planet has reached a dangerously high level. But a new miniature satellite has been designed to clean up this cosmic clutter -- by the paragons of tidiness themselves, the Swiss.

Donald Kessler's vision was a rather ominous one. Twenty years ago, the NASA consultant envisioned a scenario in which space junk blocked humans from traveling in space. The risk of colliding with such heavenly detritus, he argued, would one day make it too dangerous for astronauts. He warned that the number of hazardous objects could multiply by breaking apart, hopelessly trapping mankind on Earth.

Tens of thousands of little pieces of space junk are already orbiting the planet. But now a project from a nation known for orderliness and cleanliness aims to prevent Kessler's nightmare scenario from becoming reality. Researchers at the Swiss Space Center, based at the École Polytechnique Fédérale de Lausanne (EPFL), presented their plans for "CleanSpace One." They envisage a launch of their clean-up mission within the next three to five years, with the aim of taking out a recently-discarded satellite. If it proves successful, further space cleanup jobs could follow.

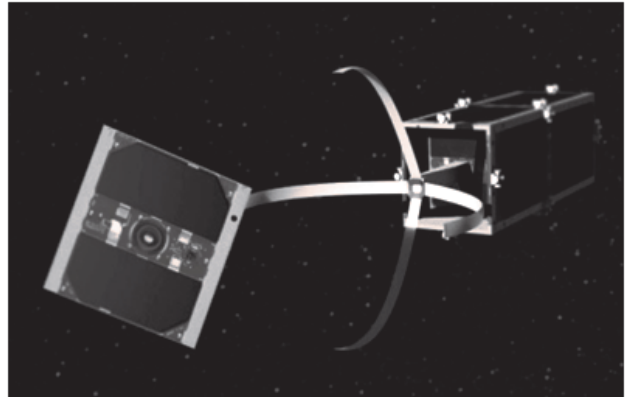
"We have our eyes set on a clear target," Swiss Space Center head Volker Gass told SPIEGEL ONLINE. We initially want to start with one of the two satellites that Swiss universities launched in 2009 and 2010. The two mini orbiters known as "Swiss Cube 1" and "TISat 1," which are cubes with four-inch sides, belong to the class of so-called picosatellites. At a certain point, these satellites either die or outlive their usefulness. They could just be left alone in their eternal orbits, but not everyone thinks that's the correct choice. "Universities across the world have to clean up their junk, too," Gass says. And "CleanSpace One," he says, should help them do it.

The proposed cosmic disposal service will be only slightly larger than the flying objects it targets for destruction. While traveling at 17,400 mph, it will approach and catch its target using a technique reminiscent of the one that sea anemones use to catch their prey. "It sticks out its feelers and pulls its prey to its chest at the right moment," Gass explains. Once that is done, the dance becomes deadly: The conjoined satellites race toward Earth together and burn up upon re-entry into the atmosphere.

What's more, since it will probably only measure 10 by 10 by 30 centimeters, getting "CleanSpace One" into space will be relatively inexpensive. "There are so many ways to launch small satellites," Gass says. "For example, the new European 'Vega' rockets would be a good possibility, especially since the project was supported by Switzerland." But he also thinks that an Indian rocket could do the job.

Space junk is naturally of concern to space-travel heavyweights. For example, the German Aerospace Center (DLR) has drawn up plans for a "Deos" satellite that could also dispose of larger counterparts. But it's anybody's guess whether the orbiter will ever make the leap from the drawing board into space.

Currently, space junk is usually just watched. US Strategic Command, the Department of Defense command whose mission includes space operations and missile defense, keeps a constantly growing list of all the dis-



used objects in orbit. And the Europeans intend to build up their own radar capabilities for that purpose. Just a few days ago, the DLR reported a successful testing of a high-powered laser system that might even be able to detect space objects that are only a few fingers wide. Despite their miniature size, even these objects can prove dangerous to satellites and the International Space Station (ISS).

"It has become essential to be aware of the existence of this debris and the risks that are run by its proliferation," says Swiss astronaut Claude Nicollier.

One of the most attractive aspects of the "CleanSpace One" project is that it will reportedly be downright cheap. Initial estimates put the costs for both its production and launch at \$10.8 million).

If the "CleanSpace One" ever really makes it off the ground, the project would arrive at the right time. Just a few months ago -- or roughly 20 years after his first warning -- Donald Kessler started signaling the alarm again. As the head writer on a recent report by the National Research Council (NRC), he warned that the amount of junk in space has reached a "tipping point."

The report warned that there are already so many small pieces of space debris that they are in constant risk of slamming into each other and splintering even further.

When it comes to man's mess in space, Kessler says, "We've lost control of the environment."

Ray Lahr, Treasurer
United Airlines Historical Foundation
18254 Coastline Drive
Malibu, CA 90265-5704
310 459 2232

February 16, 2012

Captain Leon T. Scarbrough, Jr.
Secretary/Treasurer RUPA
PO Box 400
Vineburg, CA 95487-0400

Well, I am proud to be a member of RUPA. This organization has been the back-bone of the United Airlines Historical Foundation.

Captain Bill Arnott was the original gatherer of the collection of artifacts that he was allowed to display at our training center. It was Captain Don Toeppen who brought a group of pilots together to take some of the load off his back. That formed the beginning of the United Airlines Historical Foundation.

Captain Kay McMurray is a former president of UAHF. Years ago he went to a RUPA annual meeting and solicited the support of RUPA. As treasurer of UAHF, I can verify that RUPA's generous response has been our mainstay.

On behalf of UAHF, I would like to express our heartfelt gratitude for RUPA's latest donation of one thousand dollars for our Scholarship Fund and one thousand dollars for the operation of the Historical Foundation. The cause is right and we are a tax free foundation.

Sincerely,



LETTERS

DAN BARGAR—Santa Rosa, CA

2011 was spent selling our home of 40 years and moving to a golf course community 5 miles down Sonoma Highway.

We purchased the "retirement" home two years ago knowing the market had bottomed. WRONG! So after watching our current home decline another 20% we decided to sell. We finally had a wonderful buyer that beat us down another 10% and the moving vans loaded and moved 40 years of stuff to our new home plus a 25 foot storage unit.

Oakmont is a 3,500 home community with two 18 hole golf courses and three rec centers. Although we lost 1000 sq. ft. of living space we still have an extra bedroom for guests. Chris and I hope you'll visit us at 150 Valley Lakes Drive, Santa Rosa 95409.

February birthday means only two more years to the magic 80. *Dan*, SFO 1966-1994

MARTIN BERG—Saratoga, CA

Abraham Lincoln had a way with words. "four score and seven years" March is my birth month and that is how old I am.

Jean and I are still healthy and enjoying life and each other. We have given up on using our passes, glad to hear that some brave souls still get first class. *Marty*

TOM BRANCH—Denver, CO

Lest I forget, many thanks to all of you responsible for keeping us informed on a monthly basis.

Katie and I feel blessed that the Lord has added another year to our lives, that all of our kids are employed and grand-kids healthy (and, of course, above average).

We visited Indonesia last summer with stops in Hong Kong, Singapore and Bali; confirming our belief that space-A travel is becoming more cumbersome. We've been skiing a couple of times already this season, and were once again amazed at how those moguls that used to just sit there are now running uphill at us. I guess that comes with octogenarianitis.

Hope you had a joyous Christmas and will experience a fulfilling New Year! *Tom*

MIKE BARRETT—Absecon, NJ

Greetings, Another year has passed, with no significant issues or noteworthy news.

Got onto the Government teat by way of Medicare, thank God for the Tricare backup.

Hopefully the year finds everyone in good health, and the pass travel bias gets resolved, but I'm not holding my breath. *Mike*

RAY & JAN BRICE—Washington, D.C.

It's 2012 and my pension still has not arrived. What's with that?

I'm still in Washington D.C. working under a FAA Contract to develop and run their voluntary self-disclosure programs. So far so good, as I have the Air Traffic Controllers (NATCA) and Tech Ops ones running and I am working on one for the Federal Contract Towers right now. At least I get to work with our President of RUPA (Phyllis) here at CSSI. It's interesting work but it is still work and my 'dream' was to work for United and then retire comfortably at some point. So much for dreams.

I was on the national liver transplant list but I seem to be doing well on the very expensive medications I take. Someone is making money on that too. \$150 per pill twice a day really adds up quickly.

One really bright spot was that I was able to save enough to buy tickets for my kids to visit with us in Texas over Christmas and New Year. NO... not on United! Never again! We had two weeks together with our sons and grandchildren at the young Cap-



tain Brice house in Fort Worth. No, not United ...
AA.

Best wishes for everyone in the New Year. After all,
it's the last year if the Mayans' are correct.

Look us up if you get to Washington D.C..

Aloha, *Ray & Jan*

TOM BRINGAS—Maitland, FL

To all the staff! Kudos to you all! Great publica-
tion and letterhead!

Sorry about the delinquency. I just open up and
start reading. A remarkable group of pilots, and I'm
proud to just be a member.

Flying through the Eiffel Tower? I savor just imag-
ining it, let alone having that on a list of accom-
plishments. Willie set a standard of what I, as a lit-
tle boy, imagined what a pilot would be!

Thanks, *Tom*

BARRY DIXON—Las Vegas, NV

Not much to report this year. My dues are sent to
Vineburg, CA. with some extra for whatever good
cause is appropriate.

The past year has been taken up mainly with Dr.
visits. One visit showed a lump on a kidney. Fortu-
nately not malignant. However, a short stay in the
hospital and a chunk of kidney removed set me
straight again, with the loss of a rib to access the
kidney.

We haven't done much travelling lately. A couple
of trips to visit kids and grandkids is about all we've
done. A trip for a funeral put me in touch with
UAL for the first time in a couple of years. South-
west Airlines seem to do a good job with reduced
fares.

Thanks to Cleve and the troops for all the good
work and management of the Association.

Cheers, *Barry*

DALE DOPKINS—Hampshire, IL

The William S. Arnott Scholarship is a program of
the United Airlines Historical Foundation, the
UAHF. Each year we grant a \$1,000 scholarship to
an outstanding aviation student at Southern Illinois
University in Carbondale, Illinois and a \$1,000
scholarship to an outstanding aviation student at Mt.
San Antonio College in Walnut, California. The
Scholarship honors the memory of Captain Bill Ar-
nott.

Two things stand out in Bill's remarkable career
with United Airlines. The first was his unwavering
effort to inspire young people to pursue a career in
aviation. This passion led him to set up the
"Classroom in the Sky" flights for students from Mt.
SAC. He put in countless hundreds of hours orga-
nizing, arranging and then trying to convince the
Company that they should let him use one of their
airplanes for the flight. He never gave up and I be-
lieve he arranged six or more of these flights, and I
am almost certain that the Company made a bucket
of money on every one of them.

The second was the countless hours of volunteer
time he spent to collect and display artifacts from
the early days of aviation at DENTK. Going to TK
was not always fun, but it was always fun to walk
through the halls and admire Bill's remarkable col-
lection. He always dreamed of a first class museum
to display his constantly growing collection.

We established the Scholarship to honor Bill and to
recognize his passion for remembering the past and
for looking to the future. I am sure Bill looks down
with pleasure and pride every time one of these
bright young students receives a scholarship in his
name.

We all now have the opportunity to honor Bill and
insure the continuation of the Scholarship program
by making a generous donation to the scholarship
fund. The check should be made out to the UAHF,
with a notation, on the check that it should be
placed in the designated fund for the William S. Ar-
nott Scholarship Fund.

Please consider a donation today!

Dale A. Dopkins

Chairman, William S. Arnott Scholarship Commit-
tee.

Dear Cleve, Just as most of us would respond to the
question, "Which airplane was your favorite" with,
"The one I'm flying now." When asked, "what were
the best times of your life," I would respond, "Right
now, today." I'm healthy, wealthy and wise, and my
wife says I am delusional. Actually the one thing
we do know is that we are very happy!

Thanks to all you good folks who keep this ship
called RUPA afloat. It is appreciated!

Dale and Pam Dopkins

1959-1993 MDW, SEA, DENTK, ORD, EWR,
ORD, SFO

BILL GREENE—Santa Rosa, CA

I remembered to send my dues, but have been slow in getting around to writing a letter. Have way too many things going on and not enough time.

My wife's health has declined rapidly over the last year and she is now in a skilled nursing facility and under the care of a hospice group. I will not bore you or depress myself with the details. This Feb. is our 27th anniversary and it looks like she will not be here for the 28th. The nursing home is only a ten minute drive so it is easy to visit her.

My health is still good so I continue to walk and exercise at least five times a week and am out at the Pacific Coast Air Museum every Tuesday and Thursday.

I almost have the cockpit section of a DC-6B completely restored. Too bad that only the cockpit was saved from being scraped. The aircraft was sold new to Swiss Air and flown on international routes. Later, it was sold to Olympic Airways and eventually was converted to a forest service air tanker that ended up here in Santa Rosa. The owners went broke and three DC-6s were sold for scrap after having the cockpits cut off. One was a UAL airplane and is now down at the Oakland Air Museum. I am also the Crew Chief for an F-4 cockpit and serve on the Board of Directors. Keeps me busy and out of trouble.

Bill Greene

DEKE HOLMAN—Napa, CA

Sorry I'm two months late but better late than never.

It was a good year except for December. I sold my pride and joy, my Christen Eagle. I finished building it in 1988 and I am the only one who ever flew it from the back seat. It was a real tear jerker when I saw it leave without me. It has a good home, Matt Chapman, who is one of the top aerobatic pilots in the world.

Palm Springs in March for golf visiting friends. Oshkosh Again in July, my 33rd year, Kona in October and my 87th birthday, then back to Virginia for Thanksgiving with my kids and grandkids and then back to the garden spot in the USA (Napa Valley).

The last time I shot my age on the on the golf course was June 30th and now I am having trouble breaking 100. This is supposed to be the golden age, but I can't Complain, I'm still vertical and pouring wine and taking tours and really enjoying it.

Thanks to all of you who-make this epistle possible. Keep up the good work. *Deke*

FRED HOPE—Ocean Shores, WA

I have just completed 15 years since I landed in SEA from JFK on that rainy night in February. It's getting to seem like a long time ago when UAL was a better airline.

Last year was filled with some memorable events. In September Sarah and I celebrated 50 years of marriage. It's a long time since we stepped out of the Chapel at RCAF Station Gimli and watched my buddies do a T-Bird fly by.

We had our whole family together to help us remember the occasion. First we went to the Puyallup Fair and cheered on the riders at the annual rodeo. The next day we took the gondola to the top at Crystal Mountain and had a family dinner watching the close-up view of the sun setting on Mt. Rainier. There is a 1st class restaurant there.

To top it off we took a 15 day cruise from Montreal to Bermuda. It was a smaller expedition type ship that held 130 passengers with only 63 on board. We put ashore in zodiacs at many places along the way down the St Lawrence River and into the Atlantic Ocean.

In November, we went to Toronto to attend a 50 year reunion of Sarah's U of T Faculty of Music class. It's amazing how everyone looked old except us!! (We need to look in the mirror more often)

At Christmas, we had the whole family together again (all 16 of us including 8 grand children) We don't all get together very often. We anticipate all getting together again on July 4th.

The rest of the year we occupied our time doing our usual activities- skiing, boating and hiking. I still guard the local skies (on sunny days) in a Cessna 172. I just did my biennial check 3 days ago so I'm good for another couple of years. Sarah keeps oc-



cupied playing the piano at church and accompanying a local singing group.

This is getting kind of long but I have wanted to relate this story for some time. I saw Al Meyering at Eddie Marker's funeral and he gave his permission to pass this on.

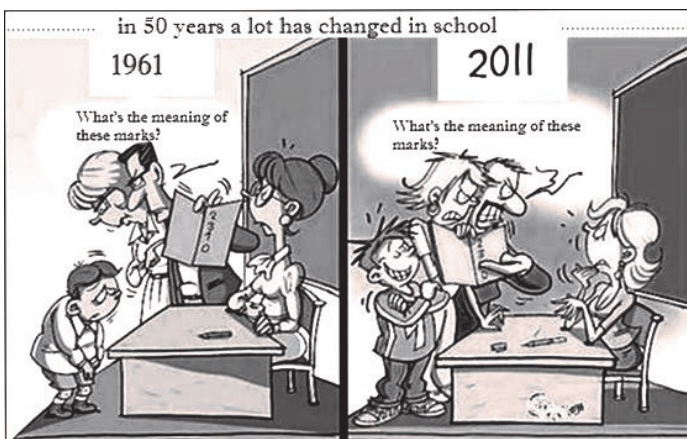
Back in my DC-10 F/O days SEA was flying to Hong Kong (1986) I got a call from Al Meyering telling me he was assigned to fly to Hong Kong the next day. He asked me if I had been there before and I replied that yes I had done about 6 or 7 flights there. He said that's good because he was going there tomorrow for his first time. I questioned him on that and he said the crew desk showed him qualified and that he was good to go.

Off we went the next day and he asked me to do the approach and landing in HKG and he would observe. We had a grand time in HKG with me introducing him to the cultural sights there such as the Kangaroo Club, etc. He flew the leg into Singapore and the layover there included more educational things to do such as sampling a world famous Singapore Sling at Raffles Hotel. It wasn't that great! On day 3 he knew everything about landing in HKG, so he felt qualified to do the notorious approach to runway 13. He did an excellent job and didn't even need my meager coaching. We did more of the same in HKG and then we had an uneventful flight home to SEA. He thanked me very much and we parted.

About 3-4 days later he called me and said "Guess where I am going tomorrow?" I said "Beats me." He said "I'm going on my IOE to Hong Kong. Thanks for the training run!!!"

Something was lost in the system somewhere, but we never heard anything more about it!

Every time I see Al now we have chuckles about



this episode. He also thanks me for saving his life in Honk Kong. He went to step into the street looking left instead of right and I yanked him back to miss an oncoming wild Hong Kong driver!! Just think, I could have moved up a number and I blew it! By the way Al is still playing his 1 inch organ!

The check is in the mail with a little extra for purchasing a few Senior Coffees at McDonalds! *Fred*

MICHAEL HUFF—Glen Burnie, MD

Thanks Guys, I enjoy reading the *RUPANEWS*. You should make the dues \$50 instead of \$25. I'm sure most of us would pay it just to know you guys will stay on the job.

Well thanks, *Mike*

BOB HUSKEY—Hendersonville, NC

Another year has slipped by and I'm still looking down at the grass.

I am more or less recovered from my medical travesties of last year. Albeit I'm sure taking a lot of pills to keep it that way. Figuring out the day's doses keeps my mind agile and working, I think. However my wife, bless her, thinks my mind has gone the way of my hair.

I envy all those guys who report here the wonderful trips and adventures they are still involved in. My wife and I have settled with staying at the So. Carolina beaches two weeks a year with all our family, kids and grandkids etc.

Till next year, hopefully. *Bob*

STEVE JAKUBOWSKI—Grasonville, MD

Hi Cleve and all. We had a fairly busy year rebuilding the house that burned in April of 2010. It took us about eleven months, and while I wouldn't want to go through it again, we did wind up with a beautiful new home and furnishings to take us into the golden years.

We stuck pretty close to home during the process but when we finished up we celebrated with a cruise down the Rhine during the Christmas market season, and had a wonderful time with Grand Circle Travel and their beautiful boat "Rhapsody." The trip left from Basel, Switzerland and wound up in Amsterdam with about eight or nine stops at cities along the way, each with their own version of the Christmas market thing. We were fortunate as we were one of the only boats that could make the trip

as the water levels were at all time lows and we only drew about five feet of draft in the river that had six and half feet of water in the most channels along the way. We were actually held up for a day while they cleared a 4000# WWII bomb someone spotted from their window in Koblenz. I understand they have cleared about two dozen of these things over the past couple of decades.

Besides a trip in April to see the kids in Hawaii and California, we have one more planned for Ireland in late August to watch Navy beat Notre Dame in a football contest to be held in Dublin on September 1st, and after that to do a week tour in the south of the country. That should pretty well use up the vacation funds for a while, so if you're in the Annapolis area, give us a call and we'll be happy to show you around, or at least tell you where to go.

Regards, *Steve & Linda*

DAVE JONES—Trent Woods, NC

Hi Cleve, There is not much good to report this year, so I will make it brief. On Christmas Eve and the eve of my birthday, my wife, Betty suffered an eye stroke which resulted in the loss of vision in her left eye. After spending 3 days in the hospital where they were looking for other stroke symptoms she was released.

In the early hours of Saturday, February 4, Betty experienced chest pain and pain down her left arm. I called 911 and in a very short time the ambulance was in the driveway. The medics started treatment including an EKG monitor, and the administration of nitro glycerin. She was eventually diagnosed as having had a mild heart attack. Without doubt the early treatment minimized the heart damaged.

The message to anyone reading this is: Do not think twice about driving the patient to the hospital. CALL 911!!!

Very little travel last year. The best trip was to Ashville, NC to attend our daughter Mary's wedding. They live near Knoxville, TN.

We continue to enjoy life here in Eastern North Carolina. We occasionally see retired Captain Walt McNamara and his wife Lorraine. *Dave*

MARV KRUSKOPF—Int'l. Falls, MN

We have had a relatively easy winter here in Northern Minnesota and I'm not getting the exercise from shoveling snow as in previous winters.

Made a two-week trip to Southern California and stopped in Vegas to rent a car. The last time I was in Vegas was flying the 727 or DC-10 about 26 years ago. I could not believe how they filled-in the desert. As I looked down on all the sub-divisions, I wondered how many of those homes are being fore-closed on. Better times are coming soon I hope.

As far as passes go, we doubt that we would travel four round-trips a year with all the hassle involved but there is one aspect of the use of passes that's unclear. HOW ARE THEY GOING TO ADMINIS-TRATE "CHECK IN TIME" ALONG WITH YEAR OF HIRE AND OR LENGTH OF SERVICE? Would you have to show up at the podium two hours before boarding? Maybe someone out there could clarify this. Sounds sort of like "screwed again".

Still flying but not enough. *Marv*

MARK LUND—Carson City, NV

Thank You RUPA, for a job well done with this magazine. I so much enjoy touching back to some of the past with the monthly issues.

All is well with Hildegard and me, 71 this year.

I had Rotator Cuff surgery last July. That was not much

Fun, but it is much better now.

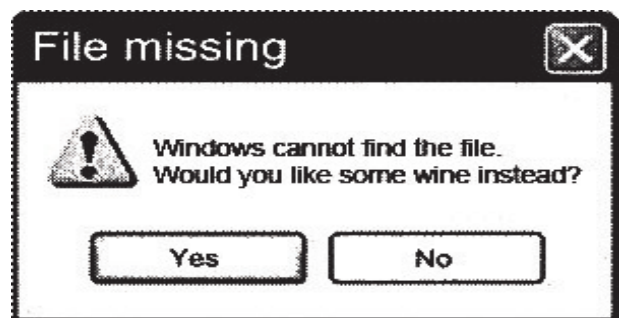
Hildegard and I travel some in the RV. With the price of gasoline, we have a much shorter rope now. Hildegard had 2 trips to Germany last year, visiting relatives and friends.

I keep busy with Firearms Instruction, Tactical and Law Enforcement. I enjoy it and it keeps me busy. Until next year, Cheers and Good Health. *Mark*

GEORGE MENDONCA—San Mateo, CA

I can't seem to get this sent on time. Not much has changed the last year.

I am having a real good relationship with my #2



daughter, son in law and 2 grandsons.

My flying has been down somewhat due to the weather, my commitment to the United Flying Club and a loss of energy. My Kitfox 4 has developed a leak in the right fuel tank so am starting the repair today. I hope it doesn't turn to a major project. It has turned into a major fix but the end is in sight. (I hope).

I did manage to attend the Guppy Group get-together the end of September with Jan McNaughton from United's FOSAR at SFO.

I can't think of anything else so until next year adios. This got lost in the black hole of the Internet.
George, LAX SFO ORD SFO

W.E. "Bill" MOSSOP—Boulder City, NV
Annual check in (Dues+ a little in the mail). Nothing new to report.

At leisure since '92. The PBGC checks are still welcome and very important, although they only buy about half of what they would in 1992.

Still staying current in the Bonanza, but don't use it as much since selling the place in Bend, OR. We have a condo in Fishers, Indiana, but mostly use the airlines for those trips to visit family. I made one trip there and back, just for fun, in the Bonanza. The fuel cost exceeded two airline fares, so we won't be doing much of that.

Still enjoying good health, all praise to the Lord!

Many thanks to you folks keeping the "RUPANEWS" alive.

Bill SFO ORD SFO '65-'92
billmossop@embarqmail.com

GEORGE NOLLY—Castle Rock, CO
A big THANKS to Leon, Cleve and all the hard-working RUPA volunteers. Hard to believe another year has passed. When I look in the mirror, I don't see a 67-year-old looking back, but restaurants and theaters give me the Senior discount without asking (they automatically give me coffee for 50 cents at McDonalds), so I guess the inability to see an old man in the mirror is due to my eyesight getting worse! Health-wise, June and I are doing well. I still work out regularly, and my weight is the same as when I became a Body-for-LIFE Champion 12 years ago.

The IATA Operational Safety Audit (IOSA) busi-

ness was a bit slow in 2011 – I performed about half as many audits as the previous year. Just as I was getting REALLY HUNGRY (the \$1,100 from the PBGC doesn't go very far toward monthly expenses) a friend from my Jet Airways days called me and offered to hand-carry my resume to Boeing, where he is a B787 IP. Fast-forward to October 16 (my UAL new-hire anniversary), and I started work at Boeing on a contract basis. Four months ago I couldn't even SPELL B787 IP and now I am one! There are a lot of UAL retreads working as IPs either on the 777, 787 or both, and it's like old home week at the hotel in Seattle. I'm hoping to get checked out on the 777 also, which will open up additional instructing opportunities.

I finally finished my six-year odyssey in graduate school, and received my Doctor of Business Administration Degree in August. My specialization is Homeland Security. I had written two books over the past couple of years, but waited until I could put "Dr" in the byline before I put them on Amazon. They're in the Kindle store now. Sales have been underwhelming so far, but I'm in it for the long haul, and currently working on a third title in the "Captain's Guide" series. My blog is at <http://captainsguidetotravel.com/>.

I really appreciate RUPA's efforts to bring active pilots into the fold. When the age-65 rule went into



effect, retirements dried up, and I think it's a great idea to maintain contact with our former comrades. I keep hearing rumors that the age limit will eventually go away altogether, so I guess I should start thinking about renewing my medical. At over \$100 for the exam, I'm still in the thinking stage.

Check for dues, plus a little extra, is on its way via snailmail.

George E. Nolly

Doctor of Business Administration
720-480-5572

A. W. "BUZZ" OSTERBUSCH—Sanibel, FL

To Buzz on his 80th birthday

*Buzz Buzz your haircut's mostly fuzz
And some parts aren't what they used to be
But you manage to get around just fine
On a re-built hip and a brand new knee*

*You flew the skies for many years
On the silver wings of United
Carrying folks to most everywhere
And watching them get excited*

*Gardening is one of your favorite things
Especially the growing of flowers
Puttering around Demere Lane
Resulting in beautiful bowers*

*So today on the eighth of January
We celebrate your birth
It was way back in 1932
That you landed on this earth*

*'32 was an interesting year
Roosevelt won and Earhart flew
Huxley wrote the "Brave New World"
And the Rockefeller Center was new*

*So Happy Birthday to our friend Buzz
Always a handshake and a smile
For eighty years he's been this way
And he does it with grace and style*

All the best. **Bob & Nancy Risch**

JOHN RAINS—Morrisville, VT

Margie and I have 11 years of retirement this February (IAD 767) and have settled into what we think is an OK life.

We live in Northern Vermont and I buy a ski pass every winter although I seem to use it a bit less every year. I've discovered that I'm pretty happy being at home. However, we love going to Panzano

in Chianti in May as our vacation of choice. It's a small town south of Florence in the heart of the Chianti wine country. We discovered it back in 2005 and fell in love with this wonderful villa a few miles outside of town, and have now been there 11 times!

If you're interested you can check it out on www.fattoriacasenuove.it. An added plus is that the 2011 running of the Mille Miglia went right by the place and I'm almost positive it will happen again in 2012. I'm planning on it and will be beside the road, camera in hand, as they go by. If you're a car guy it's a definite bucket list event. Delta has a non-stop from JFK to PSA (seasonal) which can be perfect and we used it this last year in October on a Zed fare. Worked great and it's 2½ hours closer to the villa than going through FCO.

Other than that trip it's the usual things that most of us do with family, church, local activities, etc.

Our health is good, the kids are doing well, and we feel very blessed. **John**

CLIFF RHODES—Ormond Beach, FL

Turned 65 this year, one more candle and one more trip around the sun.

My wonderful wife Ida and I have settled into life here by the beach. We play golf and tennis, spend time at the beach, and do volunteer work for the Salty Church, our non-denominational church home. I do the books for the church and it takes a lot of time, but is very rewarding. We are opening a campus in Costa Rica and we travel there to help out the staff. I get to fly for fun on Saturdays with my friend Chet, who owns a 170. He is an engineer by trade and calls me Captain and salutes when appropriate.

Health wise I am going through the 45 days, 8 minutes a day radiation for early stage prostate cancer. I feel great and still do my 3-4 times a week workouts at the gym. Hoping some folks here will start renting LSA's so that I can kiss the FAA goodbye. I long for the days in Pensacola instructing in the T-28, especially acro and formation.

Our grandson in Chicago turned 2 and he is a hoot. We try to pass ride when we can to go see him, but you know how the pass riding is these days. It is only going to get worse when the new policy starts. We have resorted to buying tickets on Southwest. Can anyone explain to me how Southwest pays their 737 Captains more than United pays its 777 cap-

tains? Employees at Southwest smile and seem to really enjoy their jobs. The morale at United is somewhere below my shoes. God bless our buddies who are still at work.

I really miss flying with the great bunch of guys I sat across from for years. You were great professionals, YOU built the airline, and it was a pleasure to fly with all of you. Thanks for making my career at United a good one. You should be proud of the airline that became United. It is sad to see what has happened in the past 7 or 8 years.

Be safe my friends, may fair winds and following seas be your companion and may you enjoy every sunrise. *Cliff*

RANDY RYAN—Tucson, AZ

Here we are in 2012 and to celebrate our 50th anniversary we are taking an around-the-world cruise. We'll fly to Sydney, Australia, cruise around the world, return to Sydney, then either extend our celebration by taking another Australian outback tour or we'll fly back to Tucson. 104 days with only unpacking once and packing once! Pam has a blog site: worldcruise12.blogspot.com for anyone interested in reading about the plans or the actual cruise.

2011 was good in that we both stayed healthy and each celebrated 50th reunions. We spent about two months driving from Tucson to New England since Pam's was in Greenwich celebrating 50 years after getting her RN at Greenwich Hospital and Randy's was in Hartford celebrating actually making it through Trinity in four years. We both enjoyed seeing so many of the classmates we had not seen in those 50 years. We learned that in Vermont, New Hampshire, and Maine the time between Mother's Day and Father's day is best left to the mosquitoes and black flies. Ouch. Ouch!

Other than that there was a trip to Las Vegas when our daughter, Kathy and her husband, Ken, decided to celebrate their 20th anniversary by being "re-married" by Elvis in Las Vegas. Randy walked Kathy down the aisle (again) and it was GREAT Fun! Hokey, but FUN!

The not so good news (for us) was that Greg and Yolanda moved to Sydney, Australia where they both now work for Costco. They are happy that they moved and are enjoying life down under. We do miss them.

Pam is still a Sunday Docent at the Arizona Sonora

Desert Museum, continues teaching a bunch of survival type courses, and now volunteers at Tucson Medical Center where she has taken over the job as editor of their volunteer newsletter. Randy continues to work on the Board of Trustees at St. Luke's Home in Tucson and is now on the Board for the Loma Sabino Homeowners' Association (that includes our cabin on Mt. Lemmon). Otherwise he works during tax season for H&R Block and continues to play golf and bridge and tennis year round. Life is tough being retired in Tucson.

We hope that you will find time to visit us here in Tucson. Remember, when it is 104 ("it's a dry heat!") it is about 78 at our cabin so come on down.

Finally, a big Thank You to all who work so hard making RUPA possible. *Randy*

ART SHATTOCK—Los Altos, CA

Leon, I received your letter a few days ago and thought I'd answer before my credit rating goes down the tube. You were correct in stating that I was remiss in the payment of dues for the months of November and December, but I assume you are a relatively young retiree and had no idea of my relationship to RUPA so let me proceed.

I am not a retired Pilot although I spent most of my term with UAL in Flight Operations Dispatch in DEN, SFO and OPB, and became acquainted with many Flight Officers. In the mid Fifties my wife became disenchanted with the DEN winters and asked me to see if I could transfer back to SFO. I did, and was offered a job as Editor of the Flight Manuals, from there I became Supervisor of the Printing Department. So much for the lead-in to the gist of this letter.

In 1963, Bill Kennedy, Bill Williams and Harry Huking came up to my office and asked if I would run-off a letter they had composed and were going to mail it to all Retired Flight Officers. The letter was to see if there was any interest in forming a Social group. I'm sure you know what the response was. To make a long story short, I'll tell you.

From 1963 to 1979 I printed, collated, addressed and mailed the Newsletter - no charge of course. I furnished an area for the Folders and Stuffers, and a goodly group would assemble every month. (I believe the only survivor of this wonderful group is Bob Callahan (he was an early retiree)

Anyhooooo, Hugh Coleman "calligraphed" a Scroll

for me signed by all in attendance at the RNO Convention, and John Strong and George Howson presented me with a sizeable check at my 1979 Retirement Party. In addition to these goodies, I was also named an Honorary Member of RUPA in recognition of my years of service to organization.

So you see Leon, my delinquency over the years far exceeds the recent two months but you're correct, and if you so desire you can adhere by the rules and discontinue my mailing. With the exception of Bob all the rest of the early timers have flown West. There is one person who might remember me and that is Floyd Alfson. When I retired, UAL stopped printing the Newsletter and I recall doing the Folding and Stuffing at his house in San Mateo.

Comments from Floyd Alfson

I first met Art Shattock about 1990 while helping Scotty Devine, then editor of the *RUPANEWS*. I think it was then called the "Journal of the United Pilots' Association."

Scotty mentioned that Art had done a lot to help get our newsletter up and running. The United Print Shop printed it at no cost and our big expense was only for the postage to send it to the membership. Art would let us know when the newsletter was ready for mailing and quite a bunch of us would go to the print shop, located at the maintenance base, and do the "folding and stuffing."

At that time it was more like "licking and stamping" since we each had a wet sponge in front of us to wet the first class stamps as we put them on - we also put on the mailing address labels at the same time. Our membership was about 2,400 retired pilots at that time so we did a lot of "licking and Stamping." All of us were very appreciative of Arts effort on our behalf. He was also responsible for the revisions to our various manuals along with printing for other departments within United.

Without Art's help in the early years of our organization it would have been much more difficult to get it off the ground. We owe a lot to Art. *Floyd*

Wyldwood Baptist CHURCH

MIKE SCHWARTZ Pastor SUNDAY SCHOOL 9:45AM WORSHIP 11:00AM & 6:00PM WED. 6:30PM

READ THE BIBLE - IT WILL SCARE THE HELL OUT OF YOU

SHELDON SCHIAGER—Portland, OR

I'm over a month early, and this from someone who doesn't buy green bananas!

All's well here, and both Gene and I are still walking a little faster than the *Grim Reaper*.

Thanks to all of you for all the work you do, keeping us up-to-date on all the characters from the past. *Sheldon*

ED SCHNEPEL—Lexington, SC

Check for 2012 enclosed. Keep up the good work.

Latest internet quote; "If the Wright Brothers were flying today, Orville would have to fire Wilber for cost reduction." Quote from Pres. Delta Airlines. See ya soon, *Ed*

SIDNEY TIEMANN—Dundee, IL

Hi-everyone, Thanks again to the RUPA staff for their contribution and effort to make the *RUPANEWS* possible, and thanks to all of you who made this career such a delight.

I'm 80 years now! The sixteen of us celebrated that birthday with a family reunion in Orlando;- the first time we have all been together in a few years. Our youngest grandson had just turned two years old, and our oldest grandson is married.

Louise and I continue with good health. We ski together, she sings, I fence. Louise is now the senior member of the ELGIN CHORAL UNION and has sung in their chorus for more than 44 years. Her voice remains excellent. I look for gentler slopes to ski, and the younger fencers seem to be faster now. Keep in touch,- I enjoy reading *RUPANEWS*.

W.C. "FRED" VINTON—Cle Elum, WA

Long time reader, first time writer. Forgive me if I ramble a bit as a lot has happened in 15 years of retirement.

First I have to get something off my chest. I sometimes receive a cool reception from a few compatriots and I think it is due to the little yellow booklet from 1985. Seems there is a person on the list with my last name and even one of my initials. That is not me nor is he related to me. I walked the line with the 95% and was terminated by management in May for my conduct before and during the strike. Fortunately, ALPA gained amnesty for those of us so treated. Enough of that.

At retirement, Kathy and I built a little shack in the

middle of a 50 acre forest on the Yakima River. It has been an enlightening experience to learn to plow snow and live among the wildlife. We have enjoyed both good and bad experiences. Face to face with a cougar and skunked dogs are some of the bad. Birds eye views of eagles and other creatures are some of the good ones. I am glad to have retired at 60 as the first 5 years of retirement were the best. Fishing, flying, boating, golfing and just enjoying all the benefits of living in Central Washington. Things started to slow down the next 5 years and the last 5 have kind of sucked. Kathy is battling R/A which results in constant pain and I have developed some health issues, also. In January I had a pulmonary embolism. That really smarted. They airlifted me from Grand Coulee to Spokane at midnight. I was quite concerned until I realized I was flying east and not west. Now we are hoping to dispose of a lot of belongings and head to a retirement home. Not a good time to try to move real estate but you do what you have to do.

I always thought I was in the company of eagles but realize it even more when I read an obit of one of our compatriots who served in WWII. They seldom talked about and never bragged about their exploits. But they will always be heroes for their sacrifices while just "doing their job." It was a real honor to share the cockpit with these men. Yeah Jake, you are still my hero.

In closing, I want to thank everyone who helped me have a wonderful career with what once was the world's greatest airline. I'm even grateful to Dick Ferris for buying the South Pacific routes so that we could enjoy that part of the world and its people.

God speed and may we all have a tailwind on the flight west!

Fred, JFK, DEN, SEA, SFO, LAX.

MRS. EILEEN WOOD—Chico, CA

Please continue to send me the *RUPANEWS*. I love reading about all of you and still recognized a few.

Lee's desire to fly began when he was 5 years old and though his retirement came in 1990 his love for flying never ended. It wasn't a job to him; it was a fulfillment of life.

We have been married for 55 wonderful years and I never heard a negative word from him. I am so proud of his accomplishments and miss him so very much. It helps a little to know that he is with the Lord and with our daughter, Cindy. She was a Flight Attendant with United and he was very proud of her.

Thanks to all of you who helped make his flying career so memorable.

Enclosed is my check for renewal of RUPA. A little early but I guess that's okay!

Eileen Wood

Wife of Retired Capt. Vernon (Lee) Wood

LARRY WRIGHT—Sonora, CA

A little while ago I wrote you to ask about the \$5,000 program that United had for hearing problems for United retired pilots. I called the Blue Cross Blue Shield people to ask them if this policy was still in effect. They replied that as of last year (didn't say exactly when) this policy was cancelled. So I asked what do we do now? Their reply was that it should be treated the same as any other medical problem. So I got an appointment with a company called "AccuQuest Hearing Center." AccuQuest Hearing Centers is on the internet under AccuQuest.net and are all over the good ol' USA. They have several configurations of hearing aids to "fit" whatever the situation calls for. I believe the manufacture name is AudioSync.

They checked my hearing, checked my ears, etc. and offered me a set of hearing aids that were \$5,396 a piece. I tried them on and was able to hear like I did about 20-30 years ago. I could hear the birds singing and everything else. The hearing aids had several ranges of hearing programmed into them that I could control with a small push lever on top of the hearing aids. Each switch would "talk" to the opposite hearing aid. A remote control unit came with the "package" as well as a unit to plug into the TV.

After the final fit on the first visit the manager gave me the whole package to take home. It was about eight weeks later that a check came from Blue Cross Blue Shield for the full amount.

I thought this would be a good article to pass on to our superb group for their information.

Larry

IN MEMORIAM

CLIFTON L. "Clif" BLOOM

"Clif" was born Dec. 26, 1913 in Limon, CO and died Jan. 2, 2012. When he was around 10 years old the family moved to Kremmling, CO where his father, William, became the Post Master and barber. Clif was 15 or so when his Dad bought the Red and

White grocery store in Hot Sulphur Springs and he along with his brothers, Chuck and Mac, helped their Dad in the store. William died in 1929 and it was left to Chuck and Clif to run the store themselves. They ran it successfully until the late 1930's when their Mom died in 1938. Shortly thereafter they sold the store and went about their separate ways.

Clif met a local Hot Sulphur Springs girl named Dorothea (Dotti) Woolums and they eloped and were married on in 1941. They moved to Texas and Oklahoma for a while where Clif went through a rigorous flight training program and came out a civilian flight instructor for pilots for the Army Air Corp. In the latter part of 1942 Clif was hired by United Airlines where he retired in 1974 as a senior captain on the Boeing 727 after 32 years of service.

Not wanting to retire, Captain Bloom worked many jobs in the airline industry. For two years he flew in the summer months for Sterling Airways in Copenhagen, Denmark. He instructed Flight Engineers for United and an independent company at the same time. He also worked briefly for NASA in various capacities.

Finally in the late '80s, Clif decided to concentrate on one of his favorite hobbies.....golf. A highlight in his golf game would have to be the 2 holes in one that he had, both on the 7th hole at Aurora Hills. His other hobbies included skiing, baseball, basketball, fishing, skating, water skiing, hunting and hockey, all of which he worked at very hard to be the best. He was good friends with Barney McLean and they both helped build the ski jump in Hot Sulphur Springs many years ago. If they wanted to play hockey, they would put up some barriers and flood the town park. To watch him ski or skate was just like watching the pros he was so smooth. It seemed like he always came back with the biggest fish and never bragged a bit about it. He was quite a guy.

He is survived by two sons, and 2 grandsons.

One of his favorite sayings was: "When you stand over the ball, have no fear in your ability to hit it or where the ball will go. Rejoice in the fact that you can still play the game."

We will all miss him and know that he is now flying with the angels.

GORDON C. "BUD" GIMPLE

Gordon C. "Bud" Gimple, 79, passed away January 4, 2012 with his family by his side in Tucson, AZ.



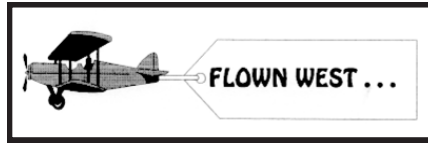
Bud was born on March 8, 1932 in Liberal, Kansas. He was always interested in flying and dreamed of becoming a pilot.

From 1950 -1954, Bud attended DePauw University where he met his beloved wife, Jeanne DeButts. While at DePauw, Bud studied Geography and was a member of the Air Force ROTC and Sigma Chi fraternity. Following graduation, Bud completed officers training in San Angelo, Texas and served in the United States Air Force. In 1959, Bud fulfilled his dream by becoming a pilot for United Airlines. During this time, Bud and Jeanne raised three daughters in Glen Ellyn, Illinois. In 1987, after 30 years of service, Bud retired United Airlines.

Jeanne preceded Bud in death in 1995, after 40 years of marriage. Bud found another love in his life and married Kennie Ruth Patterson in 2000. They shared a passion for flying and their wedding was held at Mack Mesa Airport, where they hangared their three airplanes. They enjoyed flying their airplanes to many places, including to Palm Desert, CA, as well as Tucson, AZ, where they purchased a second home. Bud and Kennie Ruth also enjoyed gardening and traveling. Bud was an active member of the Rotary and was honored as a Paul Harris Fellow. He was also a member of the Quiet Birdmen. Bud had many interests including flying, hunting, fishing and other outdoor activities. He would frequently volunteer to take high school kids flying to encourage their interest in aeronautics.

Bud is survived by his wife, Kennie Ruth; three daughters, two step-daughters, 11 grandchildren, and seven great-grandchildren.

Contributions in Bud's memory may be made to Hospice & Palliative Care of Western Colorado, 3090B No, 12th St., Grand Junction, CO 81506 or to the Grand Junction Symphony Avelon Restorations, 225 North Fifth, Suite 120, Grand Junction, CO 81501.



Clifton L. Bloom	Jan. 2, 2012
Gordon C. "Bud" Gimple	Jan. 04, 2012
Stanley F. Blaschke	Feb. 01, 2012
George P. Ohlman	?



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 Wednesday)—*Edgar's at Quail Lodge*—*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