
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson
President: Phyllis Cleveland..... 831-622-7747..... one747czi@redshift.com
Vice Pres: Jon Rowbottom..... 831-595-5275..... Rowbottom0@aol.com
Sec/Treas: Leon Scarbrough..... 707-938-7324..... rupa.sectr@yahoo.com
Membership Bill Richards..... 813-938-5509..... wrichards4@yahoo.com

— BOARD OF DIRECTORS —

President - Phyllis Cleveland, Vice President - Jon Rowbottom, Secretary Treasurer - Leon Scarbrough
 Floyd Alfson, Rich Bouska, Sam Cramb, Ron Jersey, Milt Jines, Tony Passannante
 Walt Ramseur, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Convention Sites......**Ron Jersey**..... ronaldjersey@aol.com
RUPANEWS Manager..... **Cleve Spring**..... clevespring@comcast.net
RUPANEWS Editors..... **Cleve Spring**..... rupaed@gmail.com
Widows Coordinator..... **Carol Morgan**..... perdidol@cox.net
 **Patti Melin**..... pjmelin@aol.com
RUPA WEBSITE..... <http://www.rupa.org>

— AREA REPRESENTATIVES —

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Phoenix Road Runners..... Ken Killmon
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PRESIDENT'S LETTER

I'm sorry to report that long time RUPA Board member Milt Jensen passed away after a long battle with cancer. Our most sincere condolences to Ina, the family, and their many friends. (See his obituary in the memoriam section of this issue.)

The company reported that the UAL retiree ID procedures may be finalized in the second quarter - we're standing by! When we receive that procedural information we will post it on our website under the "Bulletin Board" tab.

The Apollo to Shares transition, after 4 weeks, is still experiencing problems. Between the new travel policies and the transition issues - traveling on UAL is not "the friendly skies" of old. To date "buddy passes" are currently shown as expiring on 1/31/2013 on EmployeeRES - that appears to be the "final answer!" As you may have noticed, UAL has been issuing numerous documents concerning travel. As we received those company communications we will post them on our website and in *RUPANEWS*.

If you haven't completed and mailed the blue survey card that was in the April issue of *RUPANEWS* concerning the possibility of a RUPA convention in 2013, please return as soon as possible. We truly appreciate your time and your responses to our survey - it is critical information for us to determine the viability of a convention and your possible choices for activities!

I'm very pleased to announce that Tony Passannante has been accepted by the RUPA Board as our newest Board member. Tony and I have worked together on several ALPA/UAL committees in the past and I highly regard his ethics and integrity. Tony was always a valued contributor, a team player, and a man who accomplished his commitments with expertise and completeness. Welcome Tony and thank you for joining our Board!

Check our website for the most current and valid information concerning travel issues and other retiree items of interest. *Phyllis Cleveland*

⇒ **Attention** ⇐

**Please send in the Convention Survey
That was included in the April issue of
the *RUPANEWS*.**

**It is very important for planning if we
are to have another convention.**

⇒ **Do not send checks to the Editor, letters only, please** ⇐
RUPANEWS Editor--- Cleve Spring ---E-mail: rupaed@gmail.com

or

Cleve Spring 1104 Burke Lane, Foster City, CA 94404-3636

Telephone: (650)349-6590

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

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

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

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


ABOUT THE COVER = FOUR DIFFERENT UAL PAINT JOBS


James Glendenning sent this picture of four UAL aircraft side-by-side with different liveries taken at DIA by one of our controllers in our Ramp Tower.





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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.com


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 TRAFFIC REPRESENTATIVES

... to our fellow workers on the Fighting Fronts

Many of you out there on the fighting fronts once worked side by side with us here at United Air Lines. It's hard for us to visualize what your lives must be like today. For we, like so many millions of Americans, have no enemy hurling bombs and shells at us to remind us that his goal is our total destruction.

For that reason, perhaps it has taken us longer to realize the full meaning of all-out war. Perhaps we've let food rationing, and taxes, and the number of miles we can drive our cars become overly important to us.

We cannot all shoot down Zeros. We cannot all sink U-boats. We cannot all blast Nazi pillboxes to powder.

But unless we work harder and better today than yesterday, we delay your return home. And when you do come back to your job here at United, we must be able to look you squarely in the eye in the honest knowledge that we have carried our full share of this war's burden.


Realizing the urgent need for every ounce of energy and courage we can muster, we of United volunteer this pledge!


This is our pledge to you . . .


- ★ I will do the best job I know how to do.
- ★ I will fulfill my responsibility as a citizen by buying War Bonds, taking part in Civilian Defense activities, supporting the Red Cross, and performing willingly all other home front duties required of me.


- ★ I will neither spread rumors nor talk about anything that might help the enemy.
- ★ I will not complain.
- ★ I will accept my sacrifices here just as unselfishly as you are accepting your greater sacrifices out there.


The Employees of UNITED AIR LINES



 DISPATCHERS



 PASSENGER AGENTS



 MECHANICS



 RESERVATION AGENTS



 CHEFS



 OFFICE WORKERS



 PILOTS


 MEDICAL ASSISTANTS


 RADIO OPERATORS


 STEWARDESSES


 EXECUTIVES


 METEOROLOGISTS

This "pledge" was signed by United Employees and a copy was sent to each of the (then) 900 personnel serving their country. By *Marvin Berryman DENTK Ret. from the April 1943 "United Air Lines News"*.

HAGERSTOWN BOYS NIGHT OUT

On March 14th, Earl Jackson hosted Boy's Night Out at the Schmankerl Stube Bavarian Restaurant in Hagerstown, Maryland. 16 of us gathered for Schweinshaxe, Schnitze, Sauerbraten, Wursts, Dumplings and tales of München. Those unfamiliar with Munich were left with wistful thoughts of the Cage and Green Street. Conversation swirled around farming, building airplanes, Flying Circus, upside-down in the dark at 35,000 and some of you senior Captains. Question arose regarding what stories the juniors might be telling of us. Earl plans the next evening for Wednesday, June 13th. If you are interested give him a call. He is in the RUPA Directory.



Seated Earl Jackson, Bill Atkins, Chuck Rine and Gil Coshland. Standing Bill Nolan, John Easton, Billy Wellborn, Stokes Tomlin, Lew Meyer, Bernie Schwartzman, E.K. Williams, Pierre Ney, John King, Paul Davis, Gary Cook and Charlie Schwab (Pan-Am/Delta). *E. K. Williams*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

April 11th was cool with scattered clouds after a day before of steady but needed rain.

Those joining in on our monthly lunch were; Jim and Tommy Gwinn, Diane Ellis, Brett Morris, Jon and Jan Rowbottom, Connie and Beth Ege, Dave and Linda Mackie, Lee and Nancy Casey, Diane Emerson, Jack Cowles, Carlos and Judy Quintana, Pete and Donna Walmsley, and yours truly. Visiting was Bernald S. (BS) Smith from Fremont, CA. Small world! As it turned out BS and Jim hadn't seen each other since their days at Oakland as Navy pilots 50 + years ago.

Jon brought us up-to-date on Barrie's broken ribs - all over free waffles! A true captain!

A few of our other group members are dealing with various medical issues - we're of age! Long time RUPA Board member Milt Jensen recently passed away after a long battle with cancer.

Point Lobos docent Lori Lewis will be leading our private tour on Friday April 27th. We will picnic at 12:30 and begin the walking tour at 1:30. Please RSVP.

Pete stated the status of Quail Lodge is still unknown. Our RUPA Golf Day is scheduled for Wednesday September 26th.

Apollo to Shares has not been a smooth transition. Travel issues continue to be unresolved and/or evolving as UAL fluctuates on time lines and confirms policies. The latest is retiree ID procedures may be in place in the 2nd quarter - we're already in the second quarter! To date "buddy passes" are still shown as expiring on 1/31/2013 on EmployeeRES.

Next luncheon will be Wednesday May 9th, as always please RSVP. *Phyllis Cleveland*

*****Advice from Will Rogers*****

There are two theories to arguing with a woman. Neither works.

Never miss a good chance to shut up.

DANA POINT RUPA LUNCHEON FOR

Thanks to Joe Udovch for the following.

We convened just a bare quorum of the faithful brethren, a total of thirteen, on a beautiful Spring day here at the Dana Point Harbor, with just a slight hint of coolness in the air (for us spoiled Southern Californians, as the temperatures were in the upper 60s, just shy of 70 degrees). It is truly an uplifting experience here at the Wind and Sea restaurant, to sit out on the deck, enjoying our meal, and watching the passing parade of people, boats, and sea life which presents itself.

Our "Fearless Leader", Ted Simmons, absented himself from the proceedings today, and it's hard to tell whether he overslept his alarm or just exhibited a "senior moment" of forgetfulness, because he is such a constant presence at our get-togethers. Either way, he missed a luncheon full of lively conversation which involved many of the same subjects that seem to be at the forefront of discussions at several of the other luncheon groups, and that is our "NEW" status as UNITED retirees. Until demonstrated otherwise, it seems like we, along with many other former United employees, feel like we have been had, and are getting the short end of the stick in the combination with Continental. Not that all of our bitching and complaining can do anything about it, it just makes us feel better to vent a little. We are aware that we have conscientious reps in all the employee and retiree groups doing their best to remedy some of the perceived injustices, however, we won't be holding our collective breaths.

Over to Ted.... Thanks Joe!! Ted

From Bob McGowan.

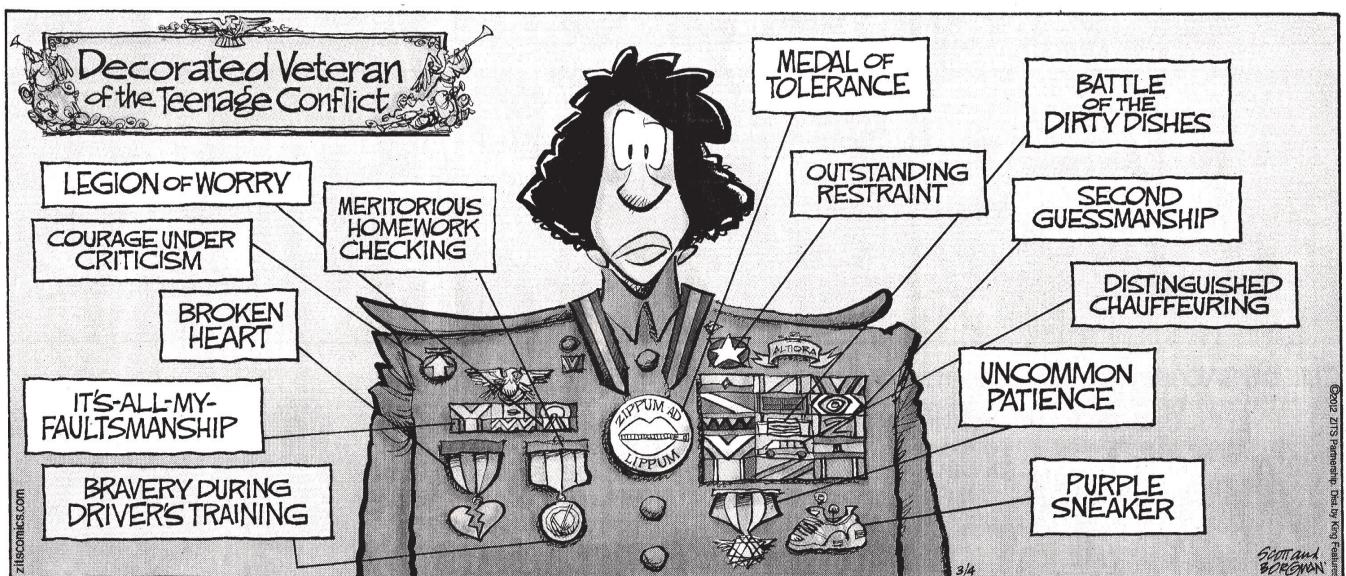
On Deck were: Park Ames, Bruce Dunkle, Bob Fuhrmann, John Grant, Jim Grosswiler, Jack Healy, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Bill Stewart and Joe Udovch.

The following came from Rex May.

"Gentlemen," It is with truly great regret that I must inform you that Phred Hayes flew west last night. Phreddy passed at home after fighting a hard battle with cancer.

Phreddy was a QB and a retired United 747-400 Captain, and I pass the information in our forum knowing how many United pilots that are Phred's friends are also Red Barons members. Phreddy (Fred Hayes) was a unique and wonderful guy with a great sense of humor everything he did, including being a United 747-400 check airman, and flying his twin, to writing for both United and QB publications (and so many other things) he did with dignity and clarity while always having great fun, and he passed that spirit of fun on to all of those who knew him. Mostly he was a truly great friend."

As to my absence, the electricity was shut down for several hours at our house and it was such a great day I took my wife to Lunch. She loved the Lunch. Yes I forgot our RUPA Luncheon!...I blew it! **Ted**



S.E. FLORIDA GOLDCOAST LUNCHEON

Our last meeting of the season was attended by 20 retirees and visitors on a clear and sunny day in south Florida.

We had a guest speaker, author Ace Abbott, a.k.a Allen Morris. Also Stan Baumwald (NWA ret) was a guest again without his wings. Other guests were Bob Porter and Larry Colvin from CAL. (Continental Retired Airline Pilots). Those of us in attendance today were; Lyn Wordell Ham Wilson (95 year old and senior Pilot), Del Gartner and Bob Langevin (from the Treasure Coast retirees), Skip Irwin (from Sarasota), Jim Good (Flew in from Naples area), Gene Anderson, Terry Lewis, Ed Wheeler, Murray Warren, Joe Jenkins, Bob Engleman, Warren Hepler, Ed DeChant, Art Jackson.

Lyn Wordell and I will be going north for the summer, returning in November, but Jerry Bradley and Ed Wheeler will be in charge for the summer and our first meeting of the fall in October. *Ned Rankin*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The San Francisco North Bay RUPA Luncheon group is beginning its ninth year of monthly get-togethers, and they all have been at the same location, the Petaluma Sheraton. Bob explained how Leon talked him into forming this group and then did not come to the first two lunches.

The conversation before we sat down for lunch was mostly about the new and confusing pass travel system, and the long waits on the phone before getting to talk to a service rep in any department. The pass policy was also the main topic of conversation during lunch.

The Flown West and unable to attend regrets were read and then several notices regarding UAL were passed around. Most of them were April Fool's Day jokes. There was also a copy of an approach plate for landing in the Hudson River. Someone spent a lot of time to make this chart, very professional looking. We were reminded that this month Rachel Wooding would have been 80. She is probably the most well known Flight Attendant UAL has ever had. Orders were taken, food was served and a good time was had by all.

Attending were: Jules Lepkowsky, George Hise, Deke Holman, Barney Hagen, Clyde Wilson, Galen Wagner, Leon Scarbrough, Lee Anderson, Ken & Ellen Thompson, Richard & Nelleke Cooper, Don Booker, Don Madson, Gardner Bride, Al Milotich, Dan Bargar, Bob and Doris Donegan, and me, *Bill Greene*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had a pretty good turnout even though it was one of those rainy California days. I guess Mother Nature is making up for the dry Winter we had. We are not complaining though as we really need the water.

Most conversations were still about the new travel policy. Jerry Paulsen explained how to list for a flight using the new system. His wife, Margie, is a working F/A, and I think he had some inside information. Most of us are still shaking our heads, but I'm sure we'll get it eventually.

We were pleased to have a guest attend the luncheon. Bill Klett brought a longtime friend of the SFO pilots, Dr. Fredrick Costales, who used to give them their FAA physicals. Welcome aboard, Fred!

In attendance were: Floyd Alfson, Marty Berg, Rich & Georgia Bouska, Bob & Roz Clinton, JB & Sandy Cockrell, Dr. Fredrick Costales, Sam & Billie Cramb, Gerry & Sheila Delisle, Rich Erhardt, Dick & Jeri Johnson, Bob Kallestad, Bill Klett, Bob Lawrence, George Mendonca, Bill O'Connell, Jerry Paulsen, Walt & Mary Ramseur, Norm Rupp, Cleve Spring, Chuck Stamschor, Gene Walter, Larry Wright.

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

ADULT TRUTHS

The first testicular guard, the 'cup', was used in hockey in 1874 and the first helmet was used in 1974. That means it only took 100 years for men to realize that their brain is also important. (Ladies...stop laughing!)

RUPA DAY AT SUN-n-FUN

Sun-n-Fun Fly-In 2012 at Lakeland, FL was blessed with near perfect flying weather. Compared with the severe weather conditions from last year, attendance was abundant and RUPA attendance one of the best turnouts ever. Once again, thanks to the generous hospitality of the OX5 Clubhouse and its President Wayne Gordon and Secretary Evelyn Latorre (who just celebrated her 90th birthday), we were able to enjoy the comfort of its facilities, BBQ hot dog luncheon and camaraderie. The day included a lecture on the OX5 engine, hangar talk, and a practice demonstration by the USAF Thunderbirds plus other aerobatic events.

For those not familiar with the Curtiss OX5 engine (because there were many questions on what it was), it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WWI to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920's and 1930's. The OX5 was an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM. There are still quite a few aircraft flying today powered by the OX5. The club started in the 1950's and has been going ever since and is open to anyone with an interest in preserving the history of aviation. A working OX5 engine is displayed in the clubhouse and could be started if they could find a prop short enough. The prop on the engine currently is so big that one RUPA member (name withheld) walked into it accidentally but no damage to either!

There were 24 names on the RUPA sign-in sheet which included RUPA members, spouses, UAL retirees. Also some Delta and American pilots/retirees showed up. Overall, a very congenial group which mixed well with the Classic WACO Club members and OX5 members.

Those on the RUPA sign-in sheet were: Gene Hammond, Mary Lou Hammond, Chuck Peterson, Bob Helfferich, Carl Eberle, Art Jackson, John Alden, Barbara Alden (F/A), J. J. (Jack) Hill, Glinda Hill, John Buoy, Jack McClure, Gary Crittenden, Jack Boisseau, Ham Oldham, Ruth Oldham, Jim Good, Dave Thompson, Brian Leiding, Michael Bennett, Carolyn Bennett, Harvey Hallberg, Troy Mashburn, Dot Prose.



Group Photo: Front row holding the RUPA Banner Left to Right: Brian Leiding, Gary Crittenden, Jack Boisseau, Glinda Hill; Kneeling: Carl Eberle, Bob Helfferich, Stanley Crosier; All the rest Left to Right: Dot Prose, Art Jackson (partial), Jim Good, Ham Oldham, John Buoy, Jungle Jack McClure, Jack Hill, Michael Bennett (partial), Harvey Hallberg, John Alden. Photographer Ann Swift – OX5 member

Thanks to all who stopped by. We hope to do it again in 2013. The dates for Sun-n-Fun are 9-14 April 2013. Have a great summer!

Truly, *Gary Crittenden and Dot Prose*

SAN DIEGO COUNTY RUPA LUNCHEON

Howdy Cleve- How are you holding up with the RUPA job? I hope for your sake it is not a lifetime job. As a Masonic Lodge secretary myself, I pray for a replacement. Enough is enough! Now on to business.

The San Diego area luncheon on April 10 was attended by only 4, but it was still great meeting with people who have the "United" connection. Don and Lois Trunick were there as well as Admiral Bob Bowman. Having a lady along who adds to the conversation is always nice, and Lois was just that. It's fun to get to know some of the wives to hear the other side of the story. We discussed interesting things with Lois that we men would not think to talk about. One of our regulars, Bill Pauling and sometimes wife Evelyn had a doctor appointment today, so he was a no-show. We didn't talk about you, Bill!

Best wishes to all Ruparians withersoever dispersed, *Bob Harrell*

LOS ANGELES SOUTH BAY LUNCHEON

Ten of us met in the bar at the Hacienda. The bar is normally closed during the day but they open for our group.

Dan Kurtz attended. I hadn't seen him in over 20 years at he lives in Oregon. We hashed over old times when we were instructors at DENTK.

In attendance were our valley faithful, Marcene and Doug Rankin. Also, Trudy Buck, Norm Marchment, Bill Horn, Don Krueger, Loyd Kenworthy , Arvid von Nordenflycht and me.

Of course we talked about the confusion of the pass policy.

I am stepping down as the representative for the South Bay Group and handing it over to the very capable hands of Arvi.

I enjoyed my 12 year tour and appreciate the cooperation I have received. Best wishes, *Rex May*

RENO'S BIGGEST LITTLE GROUP

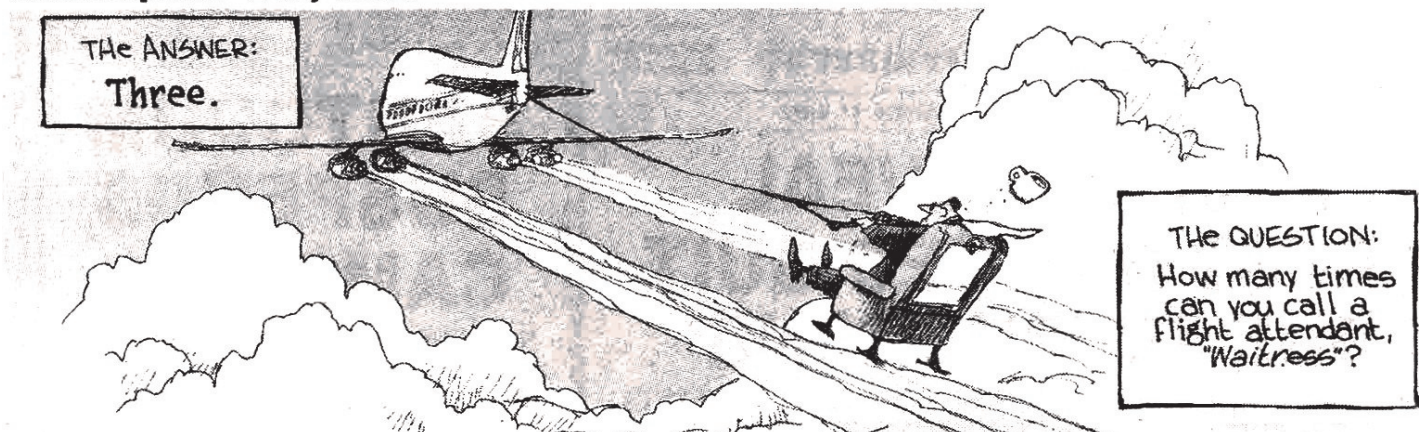
"The Dirty Dozen" Twelve of the Reno area members got together once again to tell stories and rent beer. The stories just keep getting better every meeting.

Mark Lund joined us for the first time. Don't make it your last Mark. Cort DePyster was there in spirit. Some of us still work! Also in attendance were; Rick Schwarze, Ken Miller, Lyle U'Ren, Gordy Newman, Bill Shepherd, Chuck Kettering, David Regan, Tom Taber, Gene Lamski and Tommy "The Real Deal" Diehl.

RNO "Jumpseat Referee" Gene Lamski (former California Highway Patrolman before UAL) told us how the CHP instructed new officers to ride motorcycles. Tommy told us how A-26s would sometimes have mock dogfights with P-51s.

The next gathering will be at the same place on THURSDAY, April 26. The wives will meet on the same day but at a much swankier place. Yours Truly, *Gary Dyer*

Non Sequitur Wiley Miller



PHOENIX ROADRUNNER MARCH LUNCHEON

We had our luncheon on Tuesday, March 13th at our usual place the, Bobby Q Restaurant. We had a good group which included Dennis Leahy, Frenchy & Joan Bourgeois, Dave Dyer, Ken & P.J. Killmon, June & Cory Liston, Charlie Schwob, Werner Schmid, Mike Carlin, Jim & Mary Jeanne Trosky, Dave Specht.

As usual the conversation came around to the changes in the new pass policies and also what the PSS program will do to us when completed. Not many had done a great amount of traveling with our new combined outfit. But several gave the story of their experiences and some said they had had good luck. *Ken*

PHOENIX ROADRUNNER APRIL LUNCHEON

On a nice warm 90 degree day we had our luncheon Tuesday, April 10th at our usual place the Bobby Q Restaurant.

We had the largest group probably in quite a while. Showing up there were; Dennis & Darlene Leahy, Frenchy & Joan Bourgeois, Werner & Cindy Schmid, John Prestegaard, who we had not seen in a long time and his friend Dee Ketterl, Ken & P.J. Killmon, Peter & Helen Moyer, Fred & Judy Meyer, Hank & Jean Kyser, Bob & Judy Steeneck, Cory Liston, Charlie Schwob, Mike Carlin, Jim Trosky, Dave Specht, John Schmitt. Jerry Smith came with his Bro-in law Roy.

As usual the conversation came around to the changes in the new pass policies. Not many had done a great amount of traveling with our new combined outfit. We also had some talk of the airplanes that are being flown by these retirees. Some neat machines in the group. *Ken*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Our April RUPA Luncheon took place on another glorious - sunshiny day in SE FL on Tuesday, April 10th. There we were, right on the water's edge (of Manatee Pocket) in mid-80's temperatures and absolutely perfect WX with a gentle breeze. PFM as we say in Aviation..... How fortunate we are to be able to live here year round for those of us who choose to do so.

Once again, Shrimper's was the scene of the crime and we all had wonderful food (ordered off of the Menu) and outstanding service provided by 2 very lovely ladies, Ashley and Sarah. Needless to say, once again.....much of the BS (er, I mean conversation) centered around Pass Travel, how wonderfully we are being treated by United Management and the extreme difficulty in finding the right person to get legitimate (Retiree type) questions answered. The conclusion is, very frustrating and hard to get done to say the very least.

Those of us in attendance were; Don Onofrio,, Bill Cole, Del Gartner Jim Dowd, Frank Guglielmino, Dick Starita, Tod Osinski, George Kane, Paul Andes and myself, Bob Langevin. Actually, we were supposed have 2 more, (Jack Boisseau and John Pinter) but something came up at the last minute and neither one of them could make it. Hopefully, Jack will be back in the fold next month, but we do know that John will be back up in the CLE area (with the rest of the Crazies) for the Summer months.

Our May Luncheon will be on the 8th and once again will probably be at Shrimper's.....if it's not broke, don't fix it.....right? If you happen to be in the area and would like to join us (we start at 11:30AM) -- we'd love to have you. We'll be keeping our Luncheon's going throughout the Summer. Needless to say, our #'s will be down but our Camaraderie and Friendship and Brotherhood will continue year round. Have a GR8 Spring and Summer everyone and do travel SAFELY..... So Long for now.....

Best Regards, *Bob Langevin*

HAVING TROUBLE FINDING A TRAVEL INVOICE TO PAY FOR TRAVEL?

Click on the "Travel" tab on the top right corner of the "Flying Together" home page. When you're on the "Travel" page, scroll down the center until you come to "Subsidiary-specific Information." Below that you will see "Subsidiary United" and under that click on "Archived UA Travel Information." That brings up the "SkyNet" page and in the upper right-hand corner under "Easy Links" click on "Employee Pass Travel Invoice."

EMPLOYEE BULLETIN: PASS TRAVEL UPDATE

More than 78,000 co-workers, retirees and eligible pass riders have taken space-available trips on United since we rolled out our harmonized pass travel program in conjunction with our conversion to a single passenger service system (PSS), single loyalty program and single website on March 3.

The new program has many new features, as we outlined in an Employee Bulletin on February 27, and it will take time for everyone to adjust to the new policy and procedures. As you learn how to get the most from our pass travel privileges, we encourage you to use the resources and information that are available on the [Travel tab on Flying Together](#).

While thousands of pass riders are successfully pass traveling, we know that there have been issues with the roll out of the program. It was part of our overall conversion to a single PSS, single loyalty program and single website, which was the largest technology project in the history of commercial aviation. Naturally, with a technology conversion of this magnitude, we have had issues with employee pass travel, as we have with some aspects of customer travel. We are addressing these issues, and you can read below about some of the work we are doing.

We know, too, that it has been difficult to get personalized assistance. Since we introduced the new program, the Employee Travel Center (ETC) has received on average 1,500 phone calls and emails a day. This has led to long wait times for co-workers and retirees with questions about pass travel. While we have brought in additional people to assist in answering these inquiries, the waits are still longer than usual. In order to help those whose needs are more immediate, we ask that you hold off contacting the ETC unless your specific travel plans are within 72 hours.

To address pass travel program issues, we've formed a "SWAT team" composed of co-workers across the numerous divisions who are working together to address the challenges co-workers have reported to us. Some of the key issues that we are working on include:

Discrepancies with eligible pass riders: Some co-workers and retirees have reported to us that travel dependents are missing from their travel profiles or they appear on the list with incorrect names. To resolve these issues, we are adjusting the databases that support our pass travel systems to properly identify eligible pass riders. We expect to resolve most of these issues this month.

Children appearing as buddies instead of dependents: Some parents have told us that their children appear on their travel profiles as buddies, even though they are dependents or students under age 26. We will adjust [All About Me](#) and remove old, incorrect data that remains in the system to resolve this matter. While we are still analyzing the full scope of this work, we hope to resolve most of these issues by the end of April.

Discrepancies in allotments for buddy and vacation passes: Some co-workers have told us that unused buddy passes and vacation passes are not reappearing under ePass Balances on [employeeRES](#). While we thought we resolved this matter, we continue to receive these kinds of issues; so we will run reports to validate actual usage of these passes and redeposit the unused ones. Since we will do some of this work manually, we do not know how quickly we will clear the issue.

Incorrect taxes for Great Britain travel: We've discovered that our systems are incorrectly calculating taxes for travel in premium cabins out of Great Britain. We are working with the pricing team to resolve the problem, but we have not yet determined the timeline.

We want every co-worker and retiree to get the most out of our new pass travel program. To continue to learn more, please visit the [Travel tab on Flying Together](#) for complete information about our pass travel programs, policies and procedures. There you can find details on:

- Core travel programs – vacation ePasses, myUADiscount, enrolled friends, regular buddy ePasses and extended family buddy ePasses, company business travel and other airline/interline travel.
- Complete pass travel policies, including those that explain service charges, boarding priorities and eligible pass riders.

-
- Access to employeeRES, the single booking tool that co-workers, retirees and eligible pass riders use for planning pass travel.
 - Guides for booking space-available personal travel, positive-space business travel and positive-space emergency travel.
 - Questions & answers that explain details about our travel programs and policies.
 - Pass travel tips that will make it easier for you to make travel plans.
-

Captain William S. Arnott Scholarship Awardee

Meet Marco Barron, the recipient of the 2011-2012 Captain William S. Arnott Scholarship award, at Mt. San Antonio College, is a young aviator named Marco Barron.

Marco was born in Los Angeles on June 27, 1986, and graduated from West Covina High School in 2004. He presently holds an FAA Airframes and Power Plants Certificate and has six years experience, as a mechanic, with several airlines.

As a small boy Marco's mother would take him to visit family in Guadalajara, Mexico, and from that time on, he always dreamed of being a pilot. It always seemed an unreachable goal until 2004, when he decided to, "Go for it" and enrolled at Mt SAC.

Since starting in the program, he has earned his Private Pilots Certificate, and Instrument Rating, has accumulated 215 hours of flight time, and is working toward his Commercial Pilot Rating.

Marco is a member of the Mt. SAC Flight Team, and will be competing in the National Intercollegiate Flying Association competition in Salina, Kansas, in May.

The UAHF is proud to be helping such an outstanding young aviator, achieve his goals, and Marco is sincerely grateful and sends heartfelt thanks to the UAHF, the RUPA, Mr. and Mrs. Robert Rogus (who lead the Aviation Dept. at Mt SAC) and all those who made this scholarship award possible.

Submitted by: Dale A. Dopkins, Chairman, Scholarship Committee, UAHF, (847)683-0904.

UNITED 

March 19, 2012

Dear Captain Leon Scarbrough,

Please accept this small donation for your organization on behalf of the Denver Flight-Office. We would like to take this opportunity to thank you for sending the RUPA magazines to keep us informed of the activities that our fore fathers are involved in. We enjoy the humorous cartoons, past and present aviation information and the articles of interest. We are not seeking membership; we just wish to provide you with our support.

Keep up the good work,



Sheila Sievertsen
Administrative Assistant, Denver Flight Operations

United | 8900 Pena Blvd DENFO | Denver, CO 80249
Tel 303 348 3652 | Fax 303 348 3649 | sheila.r.sievertsen@united.com

Pass Travel Programs & Policies

This following table summarizes key programs and policies to help you understand the full scope of your travel privileges.

Program or Policy	Description
<u>Vacation ePasses</u>	Co-workers with at least six months of active company service and retirees receive eight vacation ePasses every January. Vacation ePasses provide the highest space-available boarding priority and waive most service charges and ticket taxes for travel in all cabins.
<u>myUADiscount</u>	United's discount leisure travel program provides co-workers, retirees and eligible pass riders the opportunity to purchase revenue-confirmed tickets for system-wide travel with a 20 percent discount.
<u>Enrolled Friends</u>	United's enrolled friend program provides eligible co-workers and retirees the opportunity to register a friend or relative for leisure pass travel privileges for a calendar year.
<u>Company Business Travel</u>	Under United's company business travel policy, active co-workers are eligible for fee-waived positive-space, company business ePasses on United and United Express flights while traveling to conduct valid company business.
<u>Other Airline/Interline Travel</u>	United has interline agreements with other airlines that provide co-workers with pass travel opportunities beyond the United network. Co-workers, retirees and eligible pass riders may request tickets through an online form at least five days in advance of travel.
<u>Regular Buddy ePasses & Extended Family Buddy ePasses</u>	Active co-workers with six months of company service receive 24 one-way Regular Buddy ePasses so that they may offer leisure, space-available pass travel to buddies. Co-workers may choose to forgo regular buddy passes in favor of registering an extra enrolled friend. With Extended Family Buddy ePasses, co-workers may register grandchildren, grandparents, siblings and parents-in-law for pass travel privileges to receive travel at a higher boarding priority and a greater discount than regular buddies. A co-worker who forgoes regular buddy passes to have an extra enrolled friend may continue to use extended family buddy passes.
<u>Service Charges</u>	Co-workers, retirees, early-out participants and eligible pass riders may take advantage of waived service charges and most ticket taxes when traveling in economy class, system-wide. In premium classes, co-workers and retirees with 25 or more years of service, as well as their eligible pass riders, receive service-charge-waived travel. Other co-workers, retirees and pass riders receive a 90 percent discount off ZED fares for domestic travel and a 50 percent discount off ZED fares

RUPA has a new updated Website

www.rupa.org

It's always being updated, and there is a lot of good information on it.

	<p>for international travel. Co-workers, retirees and pass riders may have most service charges and ticket taxes waived in premium classes by using vacation ePasses.</p> <p>How service charges are paid: Co-workers who have a payroll-deduction option may pay these taxes and fees from their pay or they may pay with a credit card at the time of booking. Retirees, as well as co-workers who do not have a payroll-deduction option, pre-pay all charges with a credit card at the time of booking.</p> <p>Refunds: If you do not complete a pass travel itinerary, but you've already paid for service charges with a credit card at the time of booking, you may seek a refund by going to the Refund Policy page under Reservations on united.com.</p>
<p><u>Boarding Priorities</u></p>	<p>Due to a current systems limitation in SHARES, we cannot implement boarding for active co-workers by mm/dd/yyyy. Our Technology group is adding this feature, and we expect they will complete the work in the third quarter. We will let you know when we can offer boarding by mm/dd/yyyy.</p> <p>Until we can offer this feature, co-workers and eligible pass riders board flights based on the employee's adjusted years of service (for Continental subsidiary co-workers) or year of hire (for United subsidiary co-workers) on the employee's travel profile and time of check-in. For example, if two co-workers with a boarding date of 1995 are listed for the same flight, the one who checked in the earliest will be the first one who receives a seat assignment.</p> <p>Also in the interim, we call a retiree for boarding based on his or her board year, which reflects his or her active years of service, giving priority to retirees with the longest tenure with the company. To determine your board year, subtract your years of active service from the current year. Your board year will increase each year. For example, if you retired with 10 years of service, your board year in 2012 is 2002 and your board year in 2013 will be 2003. A 2002 "board year" retiree will board prior to a 2003 "board year" retiree. Within any "board year," retirees will board based on check-in time.</p>

PICKLES | Brian Crane



Retiree Pass Travel UPDATE, March 25, 2012

Compiled by Kirk Moore, RAFA Travel Benefits Committee

PSS Day has come and gone, the new pass travel policy has begun, and many questions and problems remain. For example: “Years of Service” vs “Board Date,” issues with employeeRES, how to get ZED tickets, how to get refunds, survivor pass benefits, imputed taxes, etc.

Passenger reservations have been impacted by the changeover, so it may be a while before computer glitches & retirees’ concerns are addressed. The ETC (Employee Travel Center) is swamped, emails to etc@united.com are not answered promptly and hold times on their phone line (877-324-5555 opt 5, opt 5) are often in excess of an hour.

Most issues can be resolved by going online **Skynet/FlyingTogether/Travel**, but there are so many links, locating an answer to your particular question is like finding a needle in a haystack!

Here’s one link just for RETIREES: see Travel/Additional Information/RetireePassPrivileges

<https://skynet.ual.com/web/content.jsp?SID=Travel&path=/Integration/documents/retireeGuide.pdf> Lots of good information there...go there first.

Guide for planning travel on employeeRES (A step-by-step guide; pg 17 shows how to check loads, pg 18 to view the pass riders listed for a flight; how to check-in. Also: your e-pass balances)

<https://skynet.ual.com/web/content.jsp?SID=Travel&path=/Integration/documents/personalTravelGuide.pdf>

Fortunately, there’s a list for most other links!

Flying Together/Travel/Travel Policies/View more policies.

https://skynet.ual.com/web/content.jsp?SID=FlyingTogether_Travel&path=/links/policies.jsp

Some of the most appropriate on the above list for retirees are:

Application Tools for Pass Travel (employeeRES, mobileres, United Pass Line **866-359-3727**)

! Note: mobileres doesn’t work on iPhone, UPL live agent \$25 charge is waived until 5/31/12 **Boarding Priority Policy** (see also “What is Board Date” discussion below)

Eligible Pass Rider Policy (your riders are listed in employeeRES/QuickLinks/Employee Profile; ! change them in “All About Me”, enrolled friends are locked-in for the calendar year)

Enrolled Friend Program (be sure to click “About enrolled friends” & to register, use “retiree guide”) **Retiree Pass Travel Program** (different than the retiree link above..good, but ignore Buddy pass section. Our companion passes (aka “buddies”) expire on 3/31/12)

Service Charges, Fees, and Taxes (also about imputed taxes and link to ZED fare charts) **Survivor Pass Policy** (when vacation passes expire, survivors lose SA0V priority) **Vacation Pass Policy** (retirees get 8 per year, view “About Vacation Passes” and Q&A)

Other links not on the above list:

About Other Airline/Interline/ZED ticketing: (new procedure: fill out online form, go to airport or CTO to pay and pick up tickets. Also: where to send unused tickets for refunds)

<https://skynet.ual.com/web/content.jsp?SID=Travel&path=/Integration/interlineTravel/ticketProcess.jsp>

Flying on Hawaiian, Frontier, or Jet Blue?

https://skynet.ual.com/web/content.jsp?SID=Travel&path=/links/Other_Airline_Travel.jsp

Hopefully the links above will answer most retirees' questions.

However, there are still concerns the ETC has not answered:

- 1) Where is the *Interline Fare Calculator* located on Flying Together?
- 2) Why are retirees being charged different rates for companions' travel after PSS DAY?
- 3) Why are service charges for premium cabins so much more expensive than before?

4) How do we get eligibility letters for travel on Southwest Airlines?

There have been many questions about “boarding date” vs “years of service”:

What is Board Date?

After revenue and PS standbys are boarded, SAs are given seats by boarding priority groups:

SA0V: Employees, *retirees*, and their accompanied pass riders when using VACATION passes. **SA1P:** Employees and their accompanied pass riders when using PERSONAL passes.

SA2R: *Retirees* and their accompanied pass riders when using PERSONAL passes.

SA3V: Unaccompanied pass riders when using a *retiree's* VACATION pass.

Exception: unaccompanied spouse/domestic partner fly on vacation passes at SA0V. **SA4P:** Unaccompanied pass riders when using a PERSONAL pass.

Exception: retiree's unaccompanied spouse/domestic partner fly on personal passes SA2R

Within each group, SAs are boarded by “Board Date.”

Your “board date” is determined by today's date minus “years of service” (YOS). YOS for retirees is determined by “date of retirement” minus “date of hire.”

Example: I was hired in 1977 and retired in 2003, my YOS is 26 years (2003-1977=26). So, in 2012, **my “board date” is 1986** (2012-26=1986).

Next year my “board date” will be 1987 (2013-26=1987)...my YOS always stays the same at 26 years.

“Board date” for active employees is today's date minus their date of hire. Their YOS increases every year until they retire.

IF two SAs within the same boarding priority group happen to have the same “board date”, then whoever checked in first will board first.

NOTE: When “Shares” is updated in the future, Board Dates will also include *months and days* of “YOS.”

Where is my “board date” listed? Look in employeeRES/QuickLinks/Employee Profile. It is also noted on the pass riders list after you confirm a travel plan in employeeRES.

More Boarding Priority information:

<https://skynet.ual.com/web/content.jsp?SID=Travel&path=/Integration/documents/boardingPriorityPolicy.pdf>

Response from our new pass bureau in IAH

Our volume of inquiries regarding our new pass travel policies and programs have recently reached unprecedented levels and we sincerely apologize for not getting back to you sooner. The answers to your questions are below in “red.”

1. What exactly are a retiree's with 25 plus years exact benefits?

Retirees with 25 or more years of active service, and their eligible pass riders, receive fee-waived pass travel in all cabins system-wide. The pass rider will pay applicable departure and other airport/regulatory fees and taxes.

2. One place I read 8 e-vacation passes with a higher boarding priority and another letter defines 'e-Vacation passes' are for "leisure" vacation travel.?

Correct - Each vacation ePass is valid for one-way, space-available leisure travel via the most direct route on United and United Express flights in any cabin to any destination system-wide at the highest boarding priority.

3. Then I read under "Leisure boarding priority" there seems to be a difference between 'ePass vacation Travel' and 'Leisure Travel'. While earlier it defined e-Vacation passes as leisure travel?

Correct – when traveling on a vacation pass for leisure travel pass riders travel at the highest boarding priority. When traveling not on a vacation pass, pass riders will travel at a different boarding priority when using a leisure “personal” ePass for leisure travel.

4. It Also shows Boarding priority of SAOV for those who had previous SA3V. Ive never heard nor in 32years ever saw a SA3V.

Do retirees with previous BP6B now fall below all Active Employee Vacation e pass travel and Employee Leisure Travel?

Retirees and their eligible accompanied pass riders traveling on a leisure “personal” pass (non vacation pass) and retiree’s unaccompanied spouse/domestic partners and their eligible accompanied pass riders traveling on a leisure “personal” pass (non vacation pass) will have a boarding priority of SA2R.

SA0V□	·Employee, retiree and their eligible accompanied pass riders traveling on a vacation pass¶ ·Employee and retiree's unaccompanied spouse/domestic partner & accompanied pass
SA1P□	·Employee & their eligible accompanied pass riders traveling on a leisure pass¶ ·Employee's unaccompanied spouse/domestic partner & accompanied pass riders travel
SA2R□	·Retiree and their eligible accompanied pass riders traveling on a leisure pass¶ ·Retiree's unaccompanied spouse/domestic partner & their eligible accompanied pass rid
SA3V□	·Employee and retiree's eligible unaccompanied pass riders, including enrolled friends, traveling on a vacation pass (excluding spouse/domestic partner as they are boarding priority SA0V)□
SA4P□	·Employee and retiree's eligible unaccompanied pass riders, including enrolled friends, traveling on a leisure pass (excluding spouse/domestic partner as they are boarding priority SA1P/SA2R where applicable)□

5. Do I now only get the 8 Vacation ePasses. or do I additionally still get "unlimited" leisure travel but with some lower priority?

Retirees who are eligible for pass travel will receive an annual allotment of eight one-way vacation ePasses each year on January 1 along with unlimited, lifetime, retiree pass travel privileges for leisure, space-available travel on United and United Express flights.

If I get unlimited, is there a way to distinguish the difference when listing?

These vacation ePasses will automatically be deposited into ePass accounts in employeeRES for retirees. When making a listing, use the drop down box to select “family vacation” to use a vacation pass.

6. It says somewhere 'Enrolled Friends' get unlimited travel. And elsewhere they get e-vacation passes??

This I interpret to be the 8 annual. Please clarify their entitlements and associated applicable charges.

An enrolled friend is eligible for unlimited online, space-available pass travel privileges, similar to those of a pass eligible family member, for travel on United and United Express. Travel service charges are the same as those of a pass eligible family member. Pass travel for an enrolled friend is subject to and reported as imputed income for the retiree. Vacation ePasses can be used by the retiree and their eligible pass riders (spouse/domestic partner, enrolled friend(s), dependent children and parents). In regards to applicable charges, please see the Service Charges policy and chart on the Travel section of Flying Together.

7. Are the Enrolled Friends vacation passes deducted when they travel with the employee? Or is it deducted from the retirees allotment?

Employees, retirees and their eligible accompanied pass riders (including enrolled friends) can use a single, one-way vacation ePass for travel. Example: a retiree traveling with his or her enrolled friend from SEA to HNL via SFO round-trip would use two vacation ePasses; one vacation ePass for the retiree and enrolled friend from SEA to HNL and one vacation ePass for the retiree and enrolled friend from HNL to SEA.

If you need further assistance, please contact the Employee Travel Center by email.

Thank you, Employee Travel Center

United Airlines | 1600 Smith Street Houston, Texas 77002 etc@coair.com | united.com

ORDNANCE EQUIPMENT

1. We are required to provide firearms for the protection of mail and express whenever same is in our custody.
2. Ground personnel responsible for loading and unloading mail and express at regular stops have been properly armed to comply with this regulation.
3. Revolvers have been mounted and sealed in the pilot's cab on Douglas and 247-D planes for use in emergencies or when landings are effected at points other than regular stops.
4. Revolvers are mounted with a full clip of ammunition but with no bullet in the barrel.
5. Whenever necessary to break the seal and use the revolver, pilot will make a report of the incident so that revolver may be removed at next service station, properly conditioned, and returned to the pilot's cab.



DENTK/UAHF NEEDS SOME HELP

Hi Cleve: We at DENTK/UAHF received a request for information from Rick Coye (rickcoye@cox.net) who states he "has the surfboard with plaque attached" - see (attached) photos.

Coye feels C. F. Sullivan was a NAT pilot - according to UAHF 1936 seniority records, Sullivan's date-of-hire was 6/20/30.

The brass/bronze plaque was apparently awarded for completing "10 Mainliner Flights from Hawaii to the Mainland." The Patterson signature is the same as is on the "100,000 Mile Club" plaques awarded to customers. We are assuming it was awarded ca. 1947 but there is no date on the plaque.



Mr. Coye states the photo is "of a surfboard" - I don't have any further details as to whether it was a "full-sized surfboard" and intended to be placed in Hawaii Flight Ops (the Kammaaina Club?)

Perhaps additional plaques were to be attached later ... or it may have been presented to Sullivan as the first Captain to make 10 flights Hawaii to the Mainland ... and is a "one-of-a-kind."

Could you run a "request for information" in *RUPANEWS* regarding the award? Thanks, *Marv Berryman*

The Proud Father

The year is 2016 and the United States has just elected the first woman president.

A few days after the election the president-elect, whose name is Debra, calls her father and says, "So, Dad, I assume you will be coming to my inauguration?"

"I don't think so honey; it's a 10 hour drive."

"Don't worry about it Dad, I'll send Air Force One...and a limousine will pick you up at your door."

"I don't know. Everybody will be so fancy. What would your mother wear?"

"Oh Dad," replies Debra, "I'll make sure she has a wonderful gown to wear, custom-made by the best designer in Washington."

"Honey," Dad complains, "you know I can't eat those rich foods you eat."

The President-to-be responds, "Don't worry Dad. The entire affair will be handled by the best caterer in Washington; and I'll ensure your meals are salt free. You and mom just have to be there."

So Dad reluctantly agrees, and on January 20, 2017 Debra is being sworn in as President of the United States. In the front row sits the new president's mom and dad.

Dad, noticing the senior senator from his state sitting next to him, leans over and whispers, "You see that woman over there with her hand on the Bible, about to become the President of the United States?"

The Senator whispers back, "You bet I do."

"Well," her Dad says proudly, "Her brother is an Air Force Fighter Pilot!"

SMART FLIGHT ATTENDANT

The flight attendant listened patiently to a man's complaints: "You bring me cold coffee. You serve me lousy food. I can't see the movie. Not that it matters because you didn't bring me any headphones. And my window doesn't even have a shade, so I can't sleep."

When he'd finally stopped whining, she said, "Just shut up and fly the damn plane, Captain!"

WILDLY MISTAKEN PREDICTIONS

"Man will never reach the moon regardless of all future scientific advances."

Dr. Lee DeForest, "Father of Radio & Grandfather of Television."

"The bomb will never go off. I speak as an expert in explosives."

Admiral William Leahy, US Atomic Bomb Project

"There is no likelihood man can ever tap the power of the atom."

Robert Millikan, Nobel Prize in Physics, 1923

"Computers in the future may weigh no more than 1.5 tons."

Popular Mechanics, forecasting the relentless march of science, 1949

"I think there is a world market for maybe five computers."

Thomas Watson, chairman of IBM, 1943

"I have traveled the length and breadth of this country and talked with the best people, and I can assure you that data processing is a fad that won't last out the year."

The editor in charge of business books for Prentice Hall, 1957

"But what is it good for?"

Engineer at the Advanced Computing Systems Division of IBM, 1968, commenting on the microchip.

"640K ought to be enough for anybody." *Bill Gates, 1981*

This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us." – *Western Union internal memo, 1876.*

"The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?"

David Sarnoff's associates in response to his urgings for investment in the radio in the 1920s.

"The concept is interesting and well-formed, but in order to earn better than a 'C,' the idea must be feasible." *A Yale University management professor in response to Fred Smith's paper proposing reliable overnight delivery service. (Smith went on to found Federal Express Corp.)*

"I'm just glad it'll be Clark Gable who's falling on his face and not Gary Cooper."

Gary Cooper on his decision not to take the leading role in "Gone With The Wind."

"A cookie store is a bad idea. Besides, the market research reports say America likes crispy cookies, not soft and chewy cookies like you make," – *Response to Debbi Fields' idea of starting Mrs. Fields' Cookies.*

"We don't like their sound, and guitar music is on the way out."

Decca Recording Co. rejecting the Beatles, 1962.

"Heavier-than-air flying machines are impossible," -- *Lord Kelvin, president, Royal Society, 1895.*

"If I had thought about it, I wouldn't have done the experiment. The literature was full of examples that said you can't do this." -- *Spencer Silver on the work that led to the unique adhesives for 3-M "Post-It" Notepads.*

"Drill for oil? You mean drill into the ground to try and find oil? You're crazy."

Drillers who Edwin L. Drake tried to enlist to his project to drill for oil in 1859.

"Stocks have reached what looks like a permanently high plateau."

Irving Fisher, Professor of Economics, Yale University, 1929.

"Airplanes are interesting toys but of no military value."

Marechal Ferdinand Foch, Professor of Strategy, Ecole Superieure de Guerre, France.

"Everything that can be invented has been invented"

Charles H. Duell, Commissioner, US Office of Patents, 1899.

"The super computer is technologically impossible. It would take all of the water that flows over Niagara

Falls to cool the heat generated by the number of vacuum tubes required."

Professor of Electrical Engineering, New York University

"I don't know what use any one could find for a machine that would make copies of documents. It certainly couldn't be a feasible business by itself."

The head of IBM, refusing to back the idea, forcing the inventor to found Xerox.

"Louis Pasteur's theory of germs is ridiculous fiction."

Pierre Pacht, Professor of Physiology at Toulouse, 1872

"The abdomen, the chest, and the brain will forever be shut from the intrusion of the wise and humane surgeon." *Sir John Eric Ericksen, British surgeon, appointed Surgeon-Extraordinary to Queen Victoria 1873.*

"There is no reason anyone would want a computer in their home."

Ken Olson, president, chairman and founder of Digital Equipment Corp., 1977

Some Observations on Flying

A good simulator check ride is like a successful surgery on a dead body.

Asking a pilot what he thinks about the FAA is like asking a tree what it thinks about dogs.

An airline pilot is a confused soul who talks about women when flying, and about flying when he's with a woman.

The only thing worse than a captain who never flew as a copilot is a copilot who once was a captain.

Experience is gained through making mistakes. Mistakes are caused by a lack of experience.

Hand-flying an ILS in a gusty crosswind is easier than adjusting the shower controls in a layover hotel.

A smooth touchdown in a simulator is as exciting as kissing your sister.

Most airline crew food tastes like warmed-over chicken because that's what it is.

Everything is accomplished through teamwork until something goes wrong.....then one pilot gets all the blame.

Standard checklist practice requires pilots to read to each other procedures used every day...and recite from memory those which are only needed once every five years.

A crew scheduler has to be the kind of person who wakes his wife at midnight to carry out the garbage, then sends her back to let the cat in.

An FAA investigation is conducted by a few non-flying experts who take six months to itemize the mistakes made by a crew who had six seconds to react to the emergency.

Unlike flight crew members, jet engines stop whining when the plane arrives at the gate.

A good flight attendant says, "Good morning, Captain." A great flight attendant says, "It's morning, Captain."

Pigs don't become pilots when they drink.

A dispatcher's desk has never run out of fuel.

PAPER MEDICAL APPLICATIONS TO END

By Jim Moore

The good news is, medical certificate applications submitted online should be processed more efficiently, medical certification processing errors should be reduced, and taxpayers should get a break on federal spending.

However, the transition away from paper applications for medical certificates presents AOPA with some concerns for pilots who don't currently use computers, and the FAA is about to make it mandatory: As of Oct. 1, 2012, aviation medical examiners will no longer accept paper applications. Federal Air Surgeon Fred Tilton announced the coming change to AMEs in the latest medical bulletin, calling on flight physicians to "significantly increase" use of the MedXPress system.

The electronic medical certificate application system, introduced by the FAA in 2007, is relatively easy to use, and offers several benefits to computer-savvy pilots. Errors that once resulted from poor penmanship or transcription—errors that frequently resulted in delayed issuance of a medical certificate should no longer happen. The electronic system should also make application processing more efficient, with less time spent by AME and FAA staff. This, in turn, will allow the FAA staff to focus their efforts on the more complex medical certification cases that require additional time for review.

AOPA Director of Medical Certification Services Gary Crump noted other improvements will be made possible as the electronic system is enhanced in the future, such as automatic completion of data that does not change from one application to the next, along with a planned enhancement of the system that would allow AMEs to scan pilots' medical records directly into the system from their offices.

The convenience of an online application comes with some risks, however, for pilots who do not have access to a wired Internet connection at their home or office. Using a public computer at a library, or a computer networked through a public wireless "hot spot," such as at a coffee shop or Internet café, could potentially compromise the security of medical information—especially if the user is unfamiliar with the need to completely log out of a program before leaving the computer for the next user.

Between now and Oct. 1, AOPA will launch an education effort to be certain that pilots become familiar with the online application. AOPA will continue to work closely with the FAA to address members' concerns that may arise between now and the implementation date.

AOPA also will seek clarification of the future procedure for modifications to the application itself. The paper document, Form 8500-8, has been subject to approval by the Office of Management and Budget before any changes can be made, and it is not yet clear whether elimination of the paper document will affect that procedure.

"On balance, this is a step in the right direction," Crump said. "We encourage AOPA members to use the online application and contact us about any problems or issues that they encounter with MedXPress. We will act quickly to address with the FAA any problems brought to our attention."

Tilton, in his January briefing to AMEs, said a tracking system is planned that will allow pilots and examiners to check the status of applications; future enhancements could also allow for centralized access to medical documents and physician notes. Tilton noted that the FAA currently spends \$150,000 a year to print, store, and distribute the paper Form 8500-8, and the long-planned transition to an all-electronic application system is in keeping with laws and presidential orders intended to cut costs and increase efficiency.

PICKLES | Brian Crane



GOVERNMENT PLANS SWITCH TO PAPERLESS BENEFIT PAYMENTS

By Stephen Ohlemacher - *Associated Press*

WASHINGTON - Starting next year, the check will no longer be in the mail for millions of people who receive Social Security and other government benefits.

The federal government, which issues 73 million payments a month, is phasing out paper checks for all benefit programs, requiring people to get payments electronically, either through direct deposit or a debit card for those without a bank account.

The changes will affect people who get Social Security, veterans' benefits, railroad pensions and federal disability payments. Tax refunds are exempt, but the Internal Revenue Service encourages taxpayers to get refunds electronically by processing those refunds faster than paper checks.

About 90 percent of people who receive federal benefits already get their payments electronically, the Treasury Department says. New beneficiaries were required to get payments electronically starting last year, and with a few exceptions, the rest will have to make the switch by March 2013.

"It's just that natural progression of moving to how people are used to receiving their funds," said Walt Henderson, director of the Treasury Department's electronic funds transfer division.

Henderson said electronic payments are safer and more efficient than paper checks; in 2010, more than 540,000 federal benefit checks were reported lost or stolen. The switch will save the government about \$120 million a year. Social Security will save \$1 billion over the next decade, according to the Treasury Department.

"You think of that paper check floating out there in the delivery system, with personal information on it, it's much more susceptible to fraud versus an electronic payment," Henderson said.

Advocates for seniors say they understand the government's desire to cut costs and take advantage of technologies that most workers already use. The food stamp program switched from paper coupons to debit cards in 2004.

But they have raised concerns about requiring the switch for older retirees who may not be used to electronic payments.

"This will affect some very frail elderly people who are living by themselves, many of them, and doing well, but usually within the context of that old paper check that they deposit in the bank," said Web Phillips, a senior policy advisor for the National Committee to Protect Social Security and Medicare.

"The change has to be handled carefully and with a lot of sensitivity so that there aren't people who lose track of a payment or don't understand that they have a card that came in the mail that's the source of their payment," Phillips said. "That's our concern."

The switch is mandated by a Treasury rule issued in December 2010. Since then, the department has worked to educate the public. The government has created a website, www.GoDirect.org and a toll-free phone number, 1-800-333-1795, people can call for assistance.

"Treasury acknowledges they have a lot of education to do for people about how these things work," said David Certner, legislative policy director for AARP. "We're a bit concerned about how easy it's going to be to provide education, particularly for some in this older population who are not familiar with debit cards and don't have bank accounts."

A Heart Helper May Come at a Price for the Brain

By Tara Parker-Pope

After a heart attack and quadruple bypass surgery in 2010, Steve Colburn of Portland, Ore., began taking a cholesterol-lowering statin at the maximum dose. Soon, he began experiencing memory problems.

"Thinking and remembering became so laborious that I could not even recall my three-digit telephone extension or computer password at work," said Mr. Colburn, 62, a sales representative and product developer.

"All day, every day, I felt like my brain was mush."

His doctor suggested a “drug vacation,” and when Mr. Colburn stopped taking the statin for six weeks, the problems disappeared. Then he tried a different statin at a high dose, but the cognitive difficulties returned. His doctor has since lowered his dose by more than half, and while the memory lapses have not disappeared, he has learned to cope.

“I felt like I didn’t have a choice to give up the drug,” Mr. Colburn said. “But I wanted to work with a dose that kept my numbers in an acceptable range and at the same time hopefully provided enough clarity of thinking that I could live with it.”

Statins are the most prescribed drugs in the world, and there is no doubt that for people at high risk of cardiovascular problems, the drugs lower not only cholesterol but also the risk of heart attack and stroke. But for years doctors have been fielding reports from patients that the drugs leave them feeling “fuzzy,” and unable to remember small and big things, like where they left the car, a favorite poem or a recently memorized presentation. Last week, the Food and Drug Administration finally acknowledged what many patients and doctors have believed for a long time: Statin drugs carry a risk of cognitive side effects. The agency also warned users about diabetes risk and muscle pain.

Nearly 21 million patients in the United States were prescribed statins last year, but nobody knows how many of them have experienced cognitive side effects. Dr. Beatrice Golomb, associate professor of medicine at the University of California, San Diego, has collected more than 3,000 reports of side effects related to statin use. She said doctors have too often dismissed the complaints, writing off the memory lapses and muscle pain, in particular, as a normal sign of getting older.

Many patients on statins also take medications for other health problems, which has made it difficult to discern whether statins are always to blame. For six years, Bill Moseley of Towson, Md., tried taking statins to lower his cholesterol; he also began taking medications for hypertension and high blood sugar. He found the drugs to be mind-numbing.

“I felt like a zombie in the afternoons,” he said.

While taking the cocktail of drugs, he began making driving errors. “I’d feel spacey and wouldn’t be in the right lane in enough time to make a turn,” he said. “Or I wouldn’t see someone I should be seeing. It was a feeling of detached, suppressed mental capability that should be there.”

Against his doctor’s advice, Mr. Moseley in 2006 stopped all of the drugs and began focusing on healthful eating and exercise, meeting regularly with a personal trainer and lifting weights. Four months later, the cognitive problems disappeared. Today, he is 69, his cholesterol has dropped from 225 to about 125, and his blood pressure and blood sugar are under control.

“I’m back to normal, and the more I work out over time, the better and better I get,” he said.

To be sure, millions of patients taking statins never experience cognitive side effects. John Hannon, 60, of Oceanside, N.Y., began taking a statin 20 years ago to lower his total cholesterol, which was about 270. Now his total cholesterol is in the 135 to 150 range.

“I’ve had no side effects that I’m aware of,” he said. “For me, it has been a wonder drug.”

Dr. Steven Nissen of the Cleveland Clinic noted that cognitive side effects have not been detected in randomized controlled trials of statin therapy. And even the warnings about muscle aches and diabetes need to be weighed against the fact that the drugs are proven to lower risk for heart attack and stroke, he said.

“For most physicians, and certainly for me, these warnings haven’t changed the decision-making process about who gets a statin and who doesn’t,” Dr. Nissen said.

Robert F. Hickey of Eagle, Colo., started taking statins in 2008 to lower his cholesterol, which was above 300. He also takes a myriad of other medications as a result of a kidney transplant. Last September, he began noticing memory problems and would sometimes go blank in the middle of memorized presentations.

“I began to notice, for a split second, difficulty with word recall,” said Mr. Hickey, a clinical psychologist

and lecturer. "It was vocabulary that I use every day and had used for decades."

His doctor put him through a battery of tests for early-onset dementia but found no signs of it. Instead, he suggested cutting the statin dose in half. Mr. Hickey said he hasn't noticed any meaningful improvement yet, but the real test will come this week during a lecture in Las Vegas. "I'll have my hard copy with me, just in case," he said.

CRUCIAL QUESTIONS TO ASK WHEN CHOOSING A DOCTOR

Of all the decisions you make in arranging for your health care, none is more important than choosing a doctor.

A good primary care physician will provide much of your care, help you make many of your care decisions, refer you to high-quality specialists and other providers, and help you coordinate all of the care you receive.

If you're looking for a primary care doctor, limit your search to an internist, family practitioner, pediatrician (for children) or obstetrician/gynecologist (for women). Doctors in other Specialties may see your health issues through the narrow lens of their specialty.

You can get help by asking friends and relatives for recommendations, but don't just ask, "Do you like your doctor?" Instead ask:

*Does the doctor take a thorough medical history and remember or consult it during visits?

*Is the doctor a good communicator? Does (s)he listen carefully and explain clearly what is wrong, treatment choices, what you need to do and what to expect?

*Does the doctor work with you to coordinate your care - checking on your progress, telling you about test results, following up with specialists, hospitals and other providers you use, and making sure that you have the help and information you need at each stage?

* Does the doctor help you figure out and follow through with realistic exercise, diet and other prevention plans and with programs to manage chronic conditions? Does (s)he help you find supportive resources at home and in the community?

*Is the doctor accessible? Can you get an appointment within a day or two if you call with a new (nonemergency) sickness or injury and can you get advice by phone or e-mail as soon as needed?

Once you have a few doctors to consider, follow up with their offices to check:

*Whether and how well costs will be covered by your insurance plan.

*Whether the doctor is "board certified." Board-certified doctors have taken at least two to six years of practical post-medical-school training and passed a rigorous exam.

*What hospitals the doctor admits patients to. These are the places you'll probably land if you have to be admitted.

*Whether the doctor has part-time teaching responsibilities. Teaching even a few hours a week exposes a doctor to new medical developments.

* Whether the doctor uses an electronic medical record system and how it will affect you. Systems can, for example, check for possible drug interactions; suggest tests, diagnoses, or treatments; issue alerts about abnormal tests; prompt physicians on follow-ups and other actions; and give you a record of what happened at each office visit.

Reliable information on quality of individual doctors is more limited than it should be. Various organizations are working creatively and effectively to provide patients more useful information on doctors. You can find results of some of these efforts by looking for "recognized" physicians at NCQA.org or at BridgestoExcellence.org and by searching for high-rated medical groups in the quality report cards at opa.ca.gov.

LETTERS

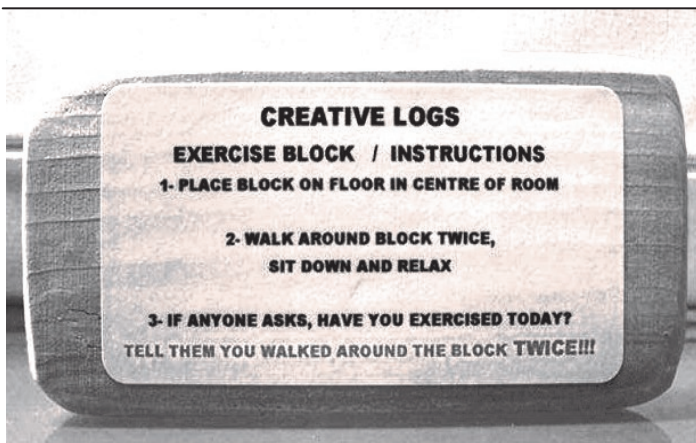
JOHN W. BARE – Gig Harbor, WA

As the close of year #12 of retirement comes to an end, I am sitting on the patio at our pad at Outdoor Resort Indio, where we winter in our Country Coach motor home. April fool's Day, 1999, was my final landing, culminating a career that began in March 1960, working at the ticket counter in SEA. Except for about 3 years at LAXFO, I was based in SEA.

The OAT is 85, and thoughts of being someplace with salt in the air is heavy on my mind. After being without our 50' Delta, Klatawa, for 5 years, I still miss cruising between Gig Harbor and SE Alaska. Desert living is fine for a while, but I do miss being on the water, until.... I read the weather report for Gig Harbor and see nothing but wind, rain and cold. However, we will be back on the beach at home in May. We have small boats we can get around the sound in, so we aren't totally land bound.

Jan and I are still in good health and enjoy the life we are living. My meds consist of a baby aspirin a day. Jan and I play Pickleball and Jan plays a lot of tennis, we ride bikes, and play with the grandchildren.

Brian and Kate, our son and daughter in law, and their two boys live next door to us in the compound, (6th generation on the property) and our other son Jeff and his wife Julia and their daughter live a mile away on Horsehead Bay. We see each other by boat as often as by car during the summer. It is fun to have the three grandchildren around so much. We do miss them in the winter, however, unless they come to SoCal. (Thank you Disneyland)



We do very little travel by air, so I haven't quite figured out the new travel plan. I do know it isn't what it used to be by a long shot! We took it in the shorts on that one. I still have the company health insurance, although I hear there are better plans out there. Can anyone help me with that?

I hope all is well with all my fellow retirees. I enjoy reading about you all in the RUPNEWS. *John*

BOB BLESSIN--Denver, CO

Dear Cleve; Another year has quickly passed so I thought it was time for an every other year letter.

We did a little travelling via cruises to the Baltic, Alaska, Mexico and Southern Caribbean. We travelled on passes mostly without problems, mainly in coach. Last week, coming back to Denver from DCA, we were placed in the last row of coach. When I asked if any Econ Plus seats were open he called a UAL Supervisor who promptly said, "Of course put them in an exit row." Come to find out he was an Continental agent not used to UAL ways. Flight was less than 50 percent full. So be aware....

On the Alaska cruise tour train from Fairbanks to Denali, the director found out I had taken an Arctic survival course so she asked if I would give a lecture on Igloo building, and survival in the Arctic. A lot of interest was shown, and the Q an A lasted over an hour after the lecture. It helped to pass the time.

Well that is it for now. Will write again in a couple of years.

Cheers *Bob & Ann Blessin*, based in Denver my whole career.

FRANCIS CALDERARO--Martinsville, NJ

Been a long time but I still remember "Positive rate, gear up, no smoking sign off and I'll have a coffee one and one" (coffee cream and sugar).

Health still good - not counting my CRS (can't remember sh--). No longer own an airplane and don't miss it all.

Have a great family - especially especially grandkids. We have several gatherings - still remember names (don't need nametags yet).

Don't use the shore as much as we used to - sold the boat and sure don't swim in the ocean anymore - remember those big waves! Needless to say, I've been very lucky.

SKIP IRWIN--Sarasota, FL

Well, I'm late again but I am at least I'm still in the right month. Thanks guys for the great magazine.

This past year was pretty quiet with summer in Ohio on the lake with the grandkids and the winter in Florida. Both Sons and their families were able to spend Thanksgiving in Florida with us and a good time was had by all. Found out that number five grandchild would be arriving next September; grandma is very excited.

I keep busy with planned projects that should last until about my ninety fifth birthday. Have now been retired for eleven years and don't miss it for a minute. I try to make one or two RUPA lunches in Fort Myers and this year I hope to make it to the Cleveland Crazy June bash where I can reminisce with more of the old friends that I flew with.

Travel for me is almost nonexistent, much to Cindy's dismay, but we may get to Maine in the fall and maybe a week trip somewhere in the summer, (maybe a cruise) if we are able to get on a plane with this new travel scheme we are stuck with.

Hope all the best for all old flying friends. Email me if you get a chance: captainrci@hotmail.com.
Skíp EWR/DTW/MIA/DCA/CLE/ORD, DC6/727

KIP KIPPENHAM--Hickory, NC

Thank you for your hard work for RUPA. Check enclosed.

Since the recent SA travel downgrade, it is impossible for UAL to cheat me out of anything else.

All is fine in North Carolina. Living on beautiful Lake Hickory and trapping muskrats to supplement my PBJC check. Made \$314.50 last season.

I'm flying again at 71, an Aeronca Champ like I soloed 55 years ago. LSA - no medical required. Do mostly wheel landings as I have SGI (stick-gut-interference) so I can't get the tail down for a 3 pointer.

Best wishes to all my UAL friends. The memories are great. **Kíp**

TOM LIBUDA--Rio Verde, AZ

Who? was it, Galileo or Aristotle who said : "Time flies by quickly when you're having FUN."

So it is, we're both healthy and enjoying each and every day. What more is there to say?

Cheers to all. **Renee & Tom**

PETE MAURY--Florence, OR

Hi All, Not much to report; had a cheap (airline pilot) 250cc Chinese scooter dropped shipped which required minor assembly. Kept me occupied for a while. Still bar tending at Elks on Sunday, doing emergency radio stuff, and taking care of my girl friend, who has Parkinson's. Also am Volunteer Airport Manager a couple of days a month for City of Florence.

Son, Capt. Rick, is still plunging alone at US Airways. He's President of the Rock Hill, SC EAA chapter. The engine is hung on his RV-7, and at present time is working on panel wiring. He came out for Van's homecoming at Independence, OR, saw a couple folks from the old Sky Sailing and Ried Hillview gang. Bob is somewhere around Charleston, SC. I haven't seen or talked to my ex, Maureen, in a few months, nice lady.

With diesel prices as they are, motor home trips are fairly short.

Thanks to the group for continuing to put together the wonderful "RUPANEWS." I Really enjoy the info on the *New* United and especially the medical stuff.

81 this year and enjoying every day.
Checks in mail. My best to all, **Pete**

D. G. MITCH MITCHELL--Mtn. View, CA

Dear Ruparians, Not much too report; still doing more of the same. Volunteer at Hiller Aviation Museum and a few other places. I keep my instrument ticket current using the United Flying Club's C-172s at San Carlos airport, CA. And continue to fly



the tail wheel Citabria, and occasionally others.

Unlike some other reports in the *RUPANEWS*, I travel a fair amount, mostly on United and do just fine. I even have to pay a first class travel charge on occasion.

Europe gets done a couple times per year. Next week it will be Vienna and in July Munich. Almost always fly SFO FRA and then on Luthansa on to where I'm going. It seems they have a flight every hour or two so if I don't get on one, it's not long before they roll out another. This year there have been five short trips to HNL and SAN which is way more than I usually do. Both of them are just great places to visit. Don't run into many people I know in HNL anymore. There will be even less contact now that UA has sold the Seaside and the Marine Surf became unavailable a year or two ago. No shortage of hotel rooms at the right price in Waikiki though. The Ohana hotels have been the ones I usually use.

Miss the RUPA "lick & stick." There were a lot of guys I'd see there and nowhere else. There is a once a month lunch at Harry's Hofbrau, but 11 AM is too early for me and I tend to eat way more than I should. Worked on disciple once but gave up.

My Navy Pre-flight class 14-61 had its 1st reunion last fall. 50 years, can't believe it! I did not go but United was represented by one of my favorite people, Ron Marron.

I wish all of you the best. *Mitch* SFO mostly

HOWARD "HOWIE" MORGAN--Longmont, CO

75. Still alive with all original parts and a couple chemical enhancements!

My letter last year went into space and wasn't printed. The big event for last year was that my son, Butch, and I were invited to come to Simcom at ORL to get rated in the Citation. I was to observe but when we arrived, the boss Tom Evans, decided that we'd both get typed. This school was just as intense as any UAL school. We became the first father/son team to go through as a crew and get typed. An excellent experience in a number of ways. My son also got his ATP on the same ride and has since then gone on to fly for American Eagle on the ERJ's.

We still have and fly a Cessna 185 and a 150. Both restored to "new" in my shop. My current project is

a restoration of the 1955 Austin-Healey car that I have owned since 1958. These cars were not intended to last this long as the chassis was left in bare metal when they were built. Many have rusted to destruction. However, there are companies out there now that reproduce nearly every part so that one could virtually build one from parts [given enough money].

For the past few years, I have been the chairman of the Longmont Airport [KLMO] advisory board. We have spent two and a half years working on a new master plan. It has been interesting, educational and extremely frustrating as we have a number of nut cases that have regularly put out some very dishonest/negative information to the public. Part of the plan is to extend the runway from 4,800ft to 5,800ft which was the most contentious part. You would not believe what was put out by these folks on that subject. Anyhow, the final vote was in March and it passed by a 7-0 margin. Yaa Hoo!

Patti has dropped out of real estate and is now engaged in a great company called "Send-Out-Cards" and doing well. When you get depressed about the PBGC, think about this. They sent a letter to Patti reducing her pension to \$11.00 per month [\$131.00 - \$120.00 for medicare]! When she called PBGC the nice lady said, "Well you get that for the rest of your life !

Daughter, Jamie, gave us a new grandson last year. Son, Butch, got married in Dallas in Nov. 2011. Other than that, we're just rollin along. We traveled on passes twice in March...No problem. We're planning on taking the 150 along with a friend's new Legend Cub to OSH in July. Hope to see some of you there. OVER

"*Howie*" Longmont, CO, Hgr 33H 303-601-3536

KING PURTON--Brandon, FL

Retired twenty-two years ago and still counting. So far the fickle finger of fate has not pointed at Madelon or myself, both in excellent health and celebrating our 58th anniversary last July, so all is well with the Purton family. Dan lives here in Brandon and is building 24' center console fishing boats. Andy is in Colorado in the car business. Clay is also here in Brandon and is in the RV warranty business. Commuting from Florida to Cleveland and Chicago for the last twelve years of my career made me ready for retirement. Flying DC-3s for the Collier County Mosquito Control for two

years was a good way to ease out of flying with lots of legalized buzzing. I was not invited back for a third season after I refused to shake hands with an EAL scab who happened to be the Chief Pilots best friend!

I switched over to sailing as wind was free and aviation fuel was not. Over the next eighteen years I taught sailing in both Naples and Tampa. When I was sixty nine, I bought a Melges 24, 1,700 pounds of carbon fiber and a thrill a minute going down-wind! Three years later, I came in first in the Tampa Bay Race Week and decided to retire as a skipper at the top of my game. Since then, I have been a navigator on a J-35. While not the top boat on Tampa Bay, we are close enough to give the rest a thrill. The only time in my life when I tell someone where to go, they do.

As many of the rest of you have done, I have bought tickets on Southwest or Delta for the last several years and had not been on UAL for years. Last month, a Michigan Air Guard close friend I first met in Korea sixty years ago passed away. Next day tickets to Detroit on Delta were \$700 one way! UAL had seven seats available on the 6AM trip to Chicago so I decided to give it a try. I got to the gate and there was a video display on how many seats were available and how many standbys were listed, a nice system to relieve anxiety. I found one seat back to Tampa on AirTrans for \$160.

This month Madelon and I enjoyed a spring break golf trip to Ashville with Clay and his family. We flew from Orlando-Sanford for \$90 one way. I did not know that Sanford even had an airport. It was like going back in time. The parking lot was 100 yards from the terminal entrance. Less than a dozen people ahead of us going through security. MD80s with seatbacks that can't recline in your face. Twenty year old flight attendants. If you ever wonder where all the DC10s went to, they are at Sanford getting converted to freighters.

One of the golf courses we played was ranked fourth in scenic beauty in the US!! The first nine holes were uphill, three or four were on the top of the mountain and the last four were like an express elevator going down. The high light of the trip was my sixteen year old granddaughter hitting a drive 240 yards over the brow of the hill and then running down hill for another 60 yards.

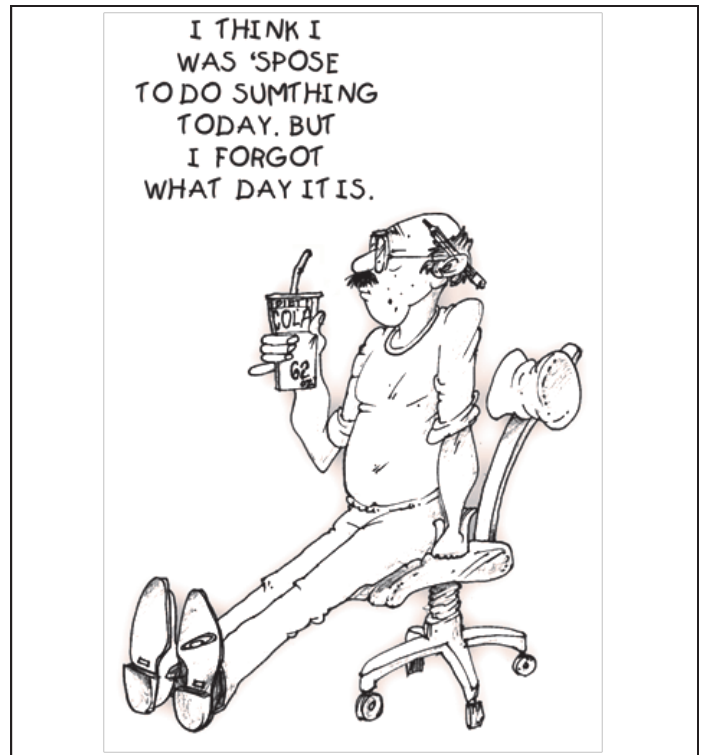
Until next year, my best to all of you old friends

who meant so much to Madelon and myself during my active flying career at UAL.

King Purton, 1956-1990 DTW-LAX-JFK-EWR-CLE-MIA-ORD

MIKE RAY--Murrieta, CA

Hi ... Wheeeew! Another fabulous year has sped by ... and before you know it Y2K will be here.



Greetings to all my fellow old-timers. Com'on over and visit me at my website: www.utm.com.

Mike

DIANA RAYMOND--Marana, AZ

It's been nearly 8 years since retirement and 2 years since George's passing. I'm not sure where the time goes. All I know since retirement, there have been no more days off and no more vacation time. It all runs together. I somehow managed to put in 30 years at United starting as a payroll clerk and retiring as a Captain. Not a bad gig. I don't miss what the airline industry is going through now and has been for the past several years. I do miss the great people that worked for the same airline that I did and made what was once, a great airline. My, how times have changed.

It wasn't until George's passing that I got back in touch with RUPA (somehow I missed that paperwork in my retirement packet), but certainly good to

be back in the loop (so to speak).

The first year of retirement, along with many of my working years, was spent continuing to work on a medical degree from OJT (on the job training) with George and his many illnesses. I didn't bother to take the medical boards. Guess I figured the pay wasn't going to be much more than what the PBGC pays me given the way the medical insurance stuff is these days.

The next three years of retirement we bought a 40' RV and with car in tow off we went traveling, primarily in the Northwest, with the majority of time spent in the Coeur d'Alene area. That was a very enjoyable experience. I met some very interesting people along the way in those travels, while seeing all that ground I kept flying over from a different perspective.

The last 3 years I've spent a little closer to home. I started a business looking in on people's homes while they're traveling and that's turned out to be a pretty good business. Once again, meeting some very interesting people with invitations visiting those folks in their "other" locations. A few short jaunts and occasional trips to Europe fill in the voids.

This week I've decided to kick off with what I'm calling "a prelude to my 60th" (yes, I was just a kid when I started at United). I still have a year to go for my 60th, but I thought what the heck why not celebrate it for a year instead. So, I'm starting in Las Vegas to see Elton John's new show "The Million Dollar Piano", and plan to culminate the 60th in Europe, probably on a River Cruise, with a lot of small trips in between. I've decided it's time to start implementing those "bucket list" items.

I'm in a great area in the Northern part of Tucson in a community where there are about a dozen or so "United" folks, most of whom I'd known and worked with in years past. It's a comforting feeling to have so much support from those around me. Life is good again.

To all of you who keep us informed and keep the *RUPANEWS* going, I thank you. *Diana*

HOWARD SCHMITZ--Monument, CO

Hi Cleve, Am I getting old or what? 19 years since I left the cockpit of the beloved 747. Just doesn't seem possible. Time fly's when you're having fun. Joan and I are enjoying our retirement here in beau-

tiful Colorado. Really enjoy the mountains but do miss the ocean.

We are both still in good shape except for the usual aches and pains. Had to have a knee replaced last year, which turned out really well.

Last year was not the best for us. I lost two of my three brothers on April 29th. Many of you senior (older) fellows probably remember my older brother John, who also flew for many years with UAL. My other brother was a Mountain View fireman.

Otherwise we have just been enjoying our family which is getting larger all the time. Now have 3 great grandkids, 6 grandkids and 3 kids. They keep us going. Still putting miles on the motor home and spending time at the cabin in the San Juan mountains.

With all the CON-U garbage going on we haven't even tried to use any passes anymore. I think we all deserve better. Better times are coming- can't get much worse!

Thanks to all you wonderful workers for all you do for the organization.

Cheers, *Howard & Joan*

KEN SCHROEDER, Jr.--Rapid City, SD

Strong letter to follow -- as soon as I regain biological control over my own self.

Your savant, ahh no, that would be servant. *Ken*

WAYNE WALCZAK--Leander, TX

Six years since the water canon sprayed the nose of A/C 8193 as I was about to park at the international terminal at ORD. It has gone by extremely fast. Having stayed in touch with many via email has been a treat, but brings on a bit of melancholy when someone flies west.

Struggled with some bursitis in my right hip a few months back which was extremely painful, but didn't last but a couple weeks. Otherwise evolution has been very good to me, giving me hope that I will be on the planet long after all you old folks are gone. Unless the stress of trying to deal with the new PSS system shortens my years. What a cumbersome and painful way to pass travel, and when attempting to get answers, retirees only get a contemptuous response.

I continue to look for meaningful employment in the aviation industry since my contract work with

Boeing got terminated for unknown reasons, and continue to struggle in my attempt to get the \$24K they still owe me. That is one dysfunctional company!!! But life goes on, and although I have had to be a bit more frugal in some areas, I have had the wealth of pleasure that Nani has provided. There are many of you who know her and the pleasure of flying with her, and thus know of what I speak. She plans on going two more years, which would give her a total of 45 years, if she can get thru the different procedures of the new airline.

That's about it for now, and if passing thru the Austin Texas area, stop by for a cool one. My email is captwayne777@yahoo.com or call the cell 512-638-619.

Till next year, Aloha, *Wayne*

JOE WEST—Corvallis, OR

I'm starting this year's letter with a topic rarely seen in the *RUPANEWS*. It's GOD IS GOOD! but hold it guys! Please resist that first urge to go for a walk or watch TV. Why did I bring up that subject? It's important to me and might hold some interest for you. No travelogue, no health problems, and no complaints, just a short run-through on how awareness of God's presence among us has become clear to me, and how He's guided my life and overwhelmed me with his love and grace. If this turns out to be a real short run-through, I'm hoping to get a chance to explain in more detail just how good He's been, to, and for, me. If anyone asks me I very enthusiastically tell them. In one or two previous letters I asked for e mails and phone calls, reminding that my e mail and phone # are in the directory. God is so good, and so much in control of my life events, I just may get a little more info published one of these days. I'll include this time one of the remembrances I have of some routine conversations among crews I heard hundreds of times during that 31 1/2 year career.

Let's start with an old thought from Flip Wilson: Do this next scenario ring a bell? Scene: the cockpit of a 3-man crew United aircraft, a DC-10, a DC-8, or a 747. The crew, having just arrived at the destination gate, has completed the parking checklist and the captain turns to speak to his F/0 and S/0 and says in the Apollo13 style of Topm Hanks/Jim Lovell "Thanks for a good well performed flight. Your professionalism in doing your job made this a trip to be proud of." Gentlemen, it's been a pleasure flying

with you." All 3 crew members then say in unison: "Where does United find such Men?"

I included "GOD IS GOOD" as an observation because of my personal experiences with Him, and as the recipient of His guidance and control of my life along with care and protection. I'm referring to his spurring my interest in flying as a youth, and providing a father who would teach me to fly and obtain a Private Pilot license at age 16. My awareness of his presence with me and among us, as His created children began at age 29 in Aurora, Colorado in 1957 when He grabbed me by my right shoulder and said " I'm God, and I'm here with you. It's time to a acknowledge me." I did that and have never regretted it. It began a wonderful relationship with Him that has brought unbounded joy and continues until this day. Make that e mail and phone call, and I'll tell you what miraculous things He's done. *Joe*

WALT WHEATLEY--Castle Rock, CO

Turning the big 65 and celebrating our 45th this RUPA subscription renewal time. It has been five years since I greased the B757 on for my last landing at Dulles. A "Perfect Landing." Wait a minute...that is the name of the restaurant where we celebrated our 45th wedding anniversary and our daughter's completion of all the steps required for Doctor of Medicine.

Some good things about turning 65 are my out of pocket retiree monthly medical insurance cost went down from about \$500 to about \$300 and of course that coveted senior discount. I was one of the last groups of age sixty retirees, so in a few months should start to recognize more pilot names.

After retirement age was changed, I thought about going back to flying because too young to retire, but too old to start over. I thought about flying for a domestic airline, but before United I flew for Capitol Airways out of Smyrna, TN on the DC8 for three months before being furloughed. While on furlough, Capitol declared bankruptcy. A bit later, my favorite airline, Pan Am offered me a B747 class date. Because Pan Am was struggling, I reluctantly turned it down for a class date with United on the DC-8. After Pan Am went broke, I patted myself on the back for making the right decision. Low and behold United goes broke! What a tragedy - a trail of bankruptcies. I was beginning to think it was me. Now American Airlines! I thought about going back overseas but already had flown DC8s through-

out Europe, Africa, Far East and Middle East, based in London, Frankfurt and Saudi Arabia. I flew with pilots who wore gold Rolexes and talked about flying for Air America. We flew cargo and an occasional passenger flight for Saudi Arabian Airlines to some interesting places. The things we will do for some “big iron” time. I thought about corporate flying but you tend to get spoiled when you have had one of the best pilot jobs in the world at United Airlines. I thought about flying for a commuter – reminiscing about my days as a commuter pilot based in Worland, Wyoming flying Beech 99’s turning and burning on milk runs throughout Montana, Wyoming and Colorado. I thought about my DC9 Log Air flying from Air Force Logistics Distribution Centers to bases throughout the US. Remembering having three armed military escorts on the bench jump seat saying, “if I tell you what’s in the back I will have to shoot you.” I may not have been active, but some of that cargo loaded at the “hot spot” was pretty active! Out of my base at Wright Patterson we flew up northeast to bases along the Canadian border back down to Offutt then stealthed into Whiteman on the way back to Wright Pat. I remember how colorful the fall foliage was along the northern Border States and will always wonder what is really in Hangar 18?! I remember watching a tornado touch down a few miles away from the balcony of the motel in Macon, Georgia on a layover near Warner-Robins after flying to bases up and down the east coast. How about flying out of my base at Kelley into Tinker for one of those famous Tinker Burgers! At base ops watching local TV news tracking tornadoes in the vicinity of Oklahoma City in the summer and reporting some of those remarkable clear ice storms in the winter. Or how about flying out of Hill Air Force Base near Ogden, Utah to the missile bases up north. One winter morning at Malmstrom, the wind chill minus 40 or so, I ask the “follow me” truck driver, “Why do you work here?” He said: “It keeps the riffraff out! Flying into Minot? Why not? Freezin’s the reason!” for one of the best Sunday brunches at the officer’s club made the next two legs with a full stomach to Red River and Ellsworth challenging. Those B-1s are sure sleek looking, but my favorite would have been the A-10. The high altitude short runway final takeoff for the day at F.E. Warren in Cheyenne increased the pucker factor considerably. No problem for our JATO equipped DC9, just arm it, rotate at end of runway and hope you didn’t need

to fire it to clear the terrain during second segment. Still the cleared for visual practice emergency descent, gear down, full flaps on top of Hill after clearing the Wasatch mountain range made the day worthwhile. At night we flew into Norton for another slam dunk after clearing the San Bernardino Mountain Range. After a couple hours snooze while the cargo was loaded we flew to Nellis Air Force Base in Nevada unloading who knows what just in time for the Area B727 shuttle, then back to Hill. I thought about this type of military flying but the Cold War is over – or is it? Same foe – different name? I thought about starting up the airplane rental business instructing, doing endless touch-and-goes or should I say bounce-and-goes in the Cessna’s or ground loops or should I say clearing turns in the Citabria? I thought about crop dusting again in the Super Cub or Scout, cheating death at every overweight high density altitude turn. I thought about all the above and said, “Nah! Been there, done that, don’t want to do it again – just let it go!” My career flew me from the West to the East, Wyoming to the Middle East, all points in between, cultural shock or cultural rot, glad to be back home in fly-over-country.

If the age of retirement had been changed about nine months earlier, then I would be retiring right now. I may have had a little more jingle in my pocket, but I wouldn’t trade the last five years of being closer to family and time spent with my one and only grandchild. I consider my four-year-old granddaughter a retirement gift, “Thanks Son”. Now that I am catching up with family life, volunteering at church, and the honey-do list, I am starting to miss flying. Maybe I am having a mid-sixties pilot crisis and should get a flying job. Wait – I really am too old now! Story of my life – a day late and a dollar short. Went snow skiing recently; I am definitely feeling my age.

Well, time is flying so better get that Harley soon because three score and ten is only five flying years away and it’s downhill on the Harley into the sunset after that. I used to call this a resume but at my age maybe it is the beginning of a pilot obituary. I always enjoy reading other pilots’ flying stories especially the real war stories. Unfortunately, they are passing away quickly. “May the wind be always at your Harley’s tail turning slowly to a sunset in the West.”

Walt & Jane, 89-07, DEN, ORD, LAX, SFO, DCA

IN MEMORIAM

PHRED M. "FRED" HAYES

Gentlemen, It is with truly great regret that I must inform you that Phred Hayes flew west April 9, 2012. Phreddy passed at home after fighting a hard battle with cancer.

Phreddy was not a Red Baron, but he was a QB and retired from United in 1997 on the 747-400.

Phreddy (Fred Hayes) was a unique and wonderful guy with a great sense of humor. Everything he did, including being a United 747-400 check airman, and flying his twin, to writing for both United and QB publications (and so many other things) he did with dignity and clarity while always having great fun, and he passed that spirit of fun on to all of those who knew him. Mostly he was a truly great friend.

He will be missed tremendously! Phreddy, our thoughts and prayers are with you, Bonnie and your family. *Dick Mckay*

MILTON C. "MILT" JENSEN

Milton "Milt" Jensen 79 of Beach Park IL, passed away March 31, 2012 surrounded by his family at his home in Beach Park following a lengthy battle with cancer.

Milt was a native of Waupaca, WI, and grew up working with his father in sawmills about 130 miles north in the town of Minocqua. He met his future wife, Ina, at a St. Patrick's Day dance when both were 17. "He was such a good polka dancer," his wife recalled. "You don't go to northern Wisconsin and not polka."

Milt made his first solo airplane flight on his 16th birthday, before he was even driving a car, according to his son Phil. He came to be known as what aviators call a natural "stick and rudder man." Milt flew for 36 years with Capital and United Airlines, retiring in 1992.

Milt served on the RUPA Board of Directors for many years. He was active in the Zion Benton American Legion Post #865 and the Zion Benton Loyal Order of the Moose. Milt served as Mayor of Zion, IL in the seventies and was in his fourth term



as mayor of Beach Park, IL. "His practical knowledge was incredible," his son said. "He'd get phone calls from neighboring mayors and village administrators saying, "Hey Milt how does this work?"

Along with flying and his public service, Milt had numerous hobbies, most of which were related to computers. However, the majority of Milt's focus was on his large and devoted family who will miss him terribly.

Milt is survived by his wife, Ina (Lyons), the love of his life for almost sixty one years, seven children, twenty grandchildren and twelve great-grandchildren.

FINAL CHECKLIST

*Time for descent
what a cruise I've been on!
They talk of "highs"-none higher than mine
Smooth trip? Not all the way
But after each storm
The break into the clear.
The sun, the calm, freshness. beauty
Oh the views I have commanded..
Forever etched upon my soul
Reduce power, descend-a flight plan to meet.
Auto pilot off the machine is mine...
An instrument to play, an extension of my very being!
it is my reflection, as my mood might be.
My own demand is great-smooth, gentle precise,
My "other" love affair.
The gear is down, flaps are out.
Speed is slowing
Runway.
Touchdown feather smooth
An inner glow of satisfaction!
The gate is waiting ...the last gate.
Flight plan met.
Brakes set!
Ready for cut-off
Thousands of times with no feeling
But now, how reluctant!
They're cut!
With dying whine I too ... become silent within.
Checklist!...*

H. CLAIR LILLEY

Clair was born in Newton Kansas on March 31st, 1928 and flew west December 29th, 2011. Clair's first love was flying airplanes, so as a teen-ager he worked at the local airport to earn enough money to pay for flying lessons. He graduated from Eldorado High



School in 1946, and joined the military later that year. He was deployed to Japan and recalled for the Korean War. Upon his return he discovered his second love, and married Ruby Lee Schlesinger in 1949. Clair had a successful career as a pilot for United Airlines, from which he retired as a captain 1988.

Upon his retirement, Clair devoted his time to family as well as some of his greatest pleasures, including travel, golf, and -most of all- fishing and tying flies. He spent many memorable days with his family at his cabin in the foothills of Mt. Adams gardening, hunting, and fishing. His life was a journey traveled honorably and deliberately, and is peppered with triumph, adventure, and beloved family and friends. Clair was passionate and outspoken, often simultaneously. His favorite quote was; "never give up."

Clair was preceded in death by Ruby, his wife of 50 years, who passed away in 2000. He is survived by his wife Marylou Lilley, a son, a granddaughter, and three great-grandsons.

Memorials may be made Lo Franciscan Hospice House, 2901 Bridgeport Way, University Place, WA 98466.

JOHN W. "MAC" MC ASSEY

John Wesley "Mac" McAssey, of Boise, ID and formerly of Tallahassee, FL and Denver, CO. flew west March 13, at home while under the loving care of his Wife Sarah Anne.

John was born in Memphis, TN, February 9, 1915. He attended Memphis schools, graduated from Southside High School and flight schools in Los Angeles and Tracy, CA. He was attracted at a young age to aircraft engineering and piloting. He barnstormed at age 15 and became an early employee of United Airlines. John flew military charters (MAC) throughout the Pacific theater in World War II and later again during the Korean and Vietnam Wars. He retired from United in 1974.

From his Memphis upbringing Mac held a lifelong enthusiasm for hunting and fishing. He was a vital member of field trial associations throughout the West, founding and furthering retriever clubs in Denver (1952) and later Cheyenne, Colorado Springs, Salt Lake City and Albuquerque. Over



decades, Mac judged 150 major retriever stakes, including both the National Open and Amateur Stakes, and was a past president of the National Retriever Club, National Amateur Retriever Club, and the Labrador Club. He served for eight years on the AKC Retriever Advisory Committee and for many years served on the board of the Retriever Field Trial News. John fielded, as well, three champion Labrador retrievers. He was a founding member of the Bird Dog Foundation of Grand Junction TN, and for his unflagging contributions to the sport, was elected to the Retriever Field Trial Hall of Fame in 1995.

John was a longtime member of Park Hill Masonic Lodge of Denver, the Retired United Pilots Association, Ducks Unlimited and a former member of the Arid Club of Boise.

John is survived by his wife Sarah Anne "Pidge" McAssey; four sons, five daughters and grandchildren.

Contributions may be made in his memory to the Retriever Endowment Fund of the Bird Dog Foundation, the Idaho Commission for the Blind & Visually Impaired, or to a charity of your choice.

Comments from "Mac's" friend Mack Connelley

John was one of the first Captains I flew Co Pilot for and we became lifelong friends. H took me under his wing and kept me out of trouble when I was paying more attention to the pretty Stews than my job.

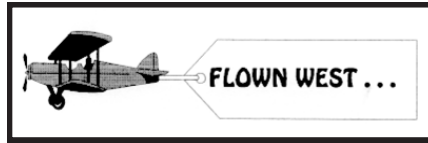
He was an outstanding shotgun shooter and a great hunting companion. I was with him on a layover when he bought a book titled "How to Train a Bird Dog." A week later he ordered a Black Labrador pup by mail which eventually became a Grand National Champion.

"Mac" owned and trained two other National Champions and became a legend in the National Field Trials Circuit for Lab retrievers, and was elected to the Retriever Field Trial Hall of Fame in 1995.

Mac's last year was very difficult and agonizing. He is now in the Happy Hunting Grounds.

Mack Connelley





H. Clair Lilley	Dec. 29, 2011
John W. "Mac" McAssey	Mar. 13, 2012
Eugene F. Tritt	Mar. 19, 2012
*Roy L. Womac	Mar. 27, 2012
Milton C. "Milt" Jensen	Mar. 31, 2012
*R. Lloyd Blackwell	Apr. 08, 2012
Phred M. "Fred" Hayes	Apr. 09, 2012
*Chuck R. Souter	Apr. 10, 2012

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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



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RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

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

California

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

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

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

Monterey Peninsula (2nd 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