



# RUPANEWS

**Journal of the Retired United Pilots Association**

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—RUPANEWS—

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## PRESIDENT'S MESSAGE

By the time you read this message there will be a little over two months until the Seattle Convention. If you are planning on attending and haven't signed up as yet you will find all the information about the event and a registration form further on in this issue.

Also, quit procrastinating and send in that reservation for the annual SFO RUPA Picnic which will be held Thursday, August 16th. We've already received lots of positive feedback about the new location at Coyote Point, and how often do you get invited to a catered barbeque that includes wine and beer in the package? All of the particulars concerning the picnic are again printed in this edition. Send your checks to Larry and Pat Wright who are the event planners.

Now on a personal note, it has been five years since my treatment for prostate cancer and that is considered a cure. I chose to have the radioactive seed implants and am happy to report that my PSA level is now "undetectable." My PSA was originally 3.8, which is not high. My cancer was detected because I was on a seven year study with the VA and was required to have a biopsy at the conclusion of the study. The biopsy indicated cancer in only one of the spots out of six that were sampled. I was very fortunate that it was discovered so early since I had no other symptoms. The seed implantation was an out-patient procedure with no discomfort and minimal side effects. I have no side effects now. Although there are many treatment choices available now I can highly recommend this one to anyone facing a similar diagnosis.

Again, I want to advise you of the **NEW ADDRESS** to send your dues and/or updated information. The new address is listed below. This information is also listed on the opposite page along with our **800-787-2429** number. Bruce McLeod, our new Sec/Treasurer, advises me that many of you send updated information via snail mail or telephone even though you have email. **EMAIL IS THE BEST WAY TO SEND INFORMATION AND ANNUAL LETTERS.** You don't have to worry about formatting we'll take care of that, just send it as a normal email message. The nice thing about email is we don't have to decipher your hand writing, and believe me sometimes that is very difficult.

**RUPA**

**PO BOX 8044**

**FOSTER CITY, CA 94404-8044**

**bm1532@yahoo.com**

Looking forward to seeing many of you at the convention! Cheers, *Cleve*

### **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 8044, Foster City, CA 94404-8044 — or —**

**E-mail: [bm1532@yahoo.com](mailto:bm1532@yahoo.com) — or — phone: 800-787-2429**

**Check the RUPA Directory and make sure we have the correct information listed for you.**

## ABOUT THE COVER:

Contributed by David Rose - La Jolla, CA

The new RP-4 aircraft shown on the cover, is being built to attack the World 3, 15 and 100 Kilometer Speed Records.

**Engines:** Two high performance V-8 engines power the RP-4, representing the best compromise among size, weight, power and availability. Tandem mounted, each engine drives its own propeller. The front engine drives the front prop directly and the rear engine, through gearboxes which bypass the front engine, drives the rear prop in contra rotation. Independent fuel and cooling systems allow for single engine operation.

**Propellers:** Utilizing NASA Unducted Fan Technology, two four-blade propellers with variable pitch hubs were constructed. The blades consist of 84 layers of prepreg carbon fiber and are 58 inches in diameter.

**Cooling:** During engine warm up, thermostats cycle engine water through the oil sump heat exchanger to quickly bring engine oil to operating temperature. Once up to temperature, the thermostats then direct engine water to a series of aluminum tubes within the wing. These tubes are immersed in 50 gallons of water which carry engine heat to the wing surfaces which are cooled by the slipstream. Separate series of tubes are provided for each engine enabling autonomous cooling of either engine. Wing water can be diverted through an auxiliary radiator located in the tail cone for cooling on the ground if needed. The forced induction systems generate high inlet temperatures and induction air is directed through evaporators charged by air conditioning compressors. This system also provides conditioned air to the cockpit.

**Fuel:** A 100 gallon fuel cell below the wing supplies fuel to engine-driven pumps which feed the injectors.

**Gear:** All gear retract aft into the fuselage. The main gear articulates as it retracts holding the wheels parallel to the fuselage throughout retraction.

**Wing:** The RP-4 wing is one of the most complex ever constructed. Less than 3 inches at its thickest point, it nevertheless contains flaps and ailerons as well as 200 feet of tubing and nearly 400 fabricated fittings and connectors which comprise the cooling systems.

**Fuselage:** Built entirely of large diameter chrome-moly tubing, the fuselage is skinned in 60 thousandths aluminum and is 31 inches in diameter.

### **CLEVELAND CRAZIES-NORTH COAST FLYERS**

The Cleveland Crazies celebrated another summer's arrival with their annual 'Summer's Do'. Beautiful weather, good friends, and the Cavs in the finals all made for a wonderful afternoon and evening. As has become de riguer, food and drink were in abundance, provided by each and all, and the party extended well after dark. Fifteen pilots and eleven spouses all combined to provide a wonderful time of memories and laughter. We shall do it again next year... Cle Crazies mark your calendar for June.

Happy Faces in the Photo:



Back Row: Harv Morris, Rip Curtiss, Vic Popelars, Dave Fuller, and Jack Heiszek  
Middle Row: Bob Lang, Dan Seiple, Bob Olsen, Bill Christie, Dick Orr, and Joe Getz  
Front Row: Tom Gordon, Don Kariaskos, Jim Burrill, and Richard McMakin

*Richard*

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## 2007 RUPA CONVENTION TOURS

The members of the *Seattle Gooneybirds* have selected a number of tours for our enjoyment for his years Convention. All of the tours will be operated by the Seattle Gray Line Tour Company. All of the tours will be on 47 passenger busses and will require a minimum of 32 passengers per tour for the tour to operate. Please keep this in mind when you sign up for a tour. If there are not enough passengers signed up for a certain tour, you may be moved to your second choice. The buses we will be using do have restrooms. We plan to have four tours on Friday, four tours on Saturday and two tours on Sunday. The Sunday tours will arrive back at the hotel in plenty of time for you to relax and freshen up before attending the Banquet. Some walking will be involved in each of the tours so be sure to have comfortable shoes. On Sunday the 23<sup>rd</sup> we will have our Farewell Banquet and general meeting. After dinner we will have a short talk by Dr. Bonnie Dunbar. Dr. Dunbar became a NASA astronaut in August 1981. She is a veteran of five space flights, and has logged more than 1,208 hours (50 days) in space. We hope you will be able to attend her most interesting presentation. We only had eight players sign up for golf at our last Convention. If you wish to have a golf tournament at this Convention, let us know well in advance so one can be set up. The price for the Seattle City Sights Tour has been reduced from \$38.00 to \$30.00 and the tour shortened to 4 hours so the people on the tour could get back to the hotel in time for the General Meeting. A note from Joshua Krohn, Manager of Sightseeing sales and Operations for Gray Lines of Seattle says "While the Royal Argosy Dinner Cruise is a little pricy, it is an incredible experience! The food is 4 – 5 star quality, and the staff treats you as if you own the boat." The same can be said of the Tillicum Village Dinner. Members of the Seattle Gooneybirds highly recommend this tour.

### Friday, Sept. 21.

**The Boeing Everett tour \$43.00. – Depart the Hotel at 9:30 am.** Leave the hotel in the morning for the Boeing Future of Flight Tour. The Future of Flight Aviation Center is a cutting-edge facility featuring 28,000 square feet of interactive aviation exhibits. You will watch a brief moving about Boeing in the Boeing Theater, then travel a short distance to the Boeing factory where you enter the world's largest building by volume (472 million cubic feet of space). We will view the assembly line for the 747 and the 787. This is a 4 hour tour, including travel time; lunch will be available at the company cafeteria at your expense.

**Tacoma Museums Tour \$55.00. – Depart the Hotel at 9:00 am.** Depart the hotel and travel to the Greater Tacoma Museum District, where you will be able to enjoy the Museum of Glass, the Tacoma Art Museum and the Museum of Natural History. Admission to all three Museums is included with this tour. Lunch will be on your own. This is a 6 hour tour, including travel time.

**Tillicum Village Dinner Cruise \$98.00. – Depart the Hotel at 3:30.** This is an evening tour. The bus will depart the hotel and deliver you to the Argosy Cruises dock on the downtown waterfront to board the vessel which will take you to Blake Island. Tillicum Village is a Northwest American Native Site. In the Chinook language, "Tillicum" means "friendly people". Here you will enjoy a meal of salmon cooked on cedar stakes over an open fire. It will be served in a traditional cedar longhouse, surrounded by Northwest Coast native crafts and artwork. After dinner you will be entertained with ceremonial dances, myths, and legends of the native culture. This is a 5 hour tour.

**Cruise the Locks Tour \$68.00. – Depart the Hotel at 11:00.** Seattle is a city of meandering waterways – from Puget Sound to Lakes Washington and Union. Enjoy the scenery and lively narration as your guide tells you all about Seattle's maritime highlights on this Argosy boat tour. The bus will pick you up at the hotel and will join the Locks Cruise Vessel at its departure point. Lunch is on your own. This is a 4 hour tour.

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## Saturday, Sept. 22.

**Museum of Flight Tour \$33.00. – Depart the Hotel at 9:00 am.** Depart the hotel for the Seattle Museum of Flight, the largest air and space museum in the West. You may take a tour through the museum with a docent if you wish or proceed on your own. There are more than 150 historic air and spacecraft, interactive exhibits, personal stories and educational activities to view. Also visit the William E. Boeing Red Barn., the original manufacturing facility of the Boeing Airplane Company, or browse the Personal Courage Wing, home to an impressive collection of WWI and WWII fighter planes and war memorabilia. Lunch is available on your own at the cafeteria. This is a 4 hour tour.

**Woodinville Winery and Brewery Tour \$45.00. – Depart the Hotel at 10:30.** You will depart the hotel and travel to the Woodinville Wine District, where you will enjoy tours and tasting at the Columbia Winery, Chateau Ste Michelle and the Redhook Brewery. Admission to the tasting locations and tasting fees are included in this 5 hour tour.

**Royal Argosy Dinner Cruise \$120.00. – Depart the Hotel at 6:00 pm.** This is another evening tour. You will be picked up at the hotel and delivered to the Argosy Cruises dock on the downtown waterfront. You will enjoy dinner while cruising on Elliot Bay and viewing the Seattle skyline at night. This is a 5 hour tour.

**Tacoma Museums Tour \$55.00. – Depart the Hotel at 9:00 am.** See previous description of this tour.

## Sunday, Sept. 23.

**Seattle City Sights Tour \$30.00. – Depart the Hotel at 9:00 am.** This tour will include the following locations in the Greater Seattle Area.. The tour will include the City Center, the Sports Stadiums, The International District, The Montlake Cut, University of Washington, the Fisherman’s Terminal, The Ballard Locks, Seattle Center, the EMP museum, Seattle Shopping district, the Seattle Waterfront, Queen Anne neighborhood, the Fremont neighborhood, the Space Needle and a 45 minute stop at the Pike Place Market. This is a 4 hour tour. Cost of lunch not included. This tour has been shortened so you can return to the hotel early enough to attend the business meeting.

**Cruise the Locks Tour \$68.00. – Depart the Hotel at 11:00 am.** See previous description of this tour.



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## RUPA 2007 CONVENTION REGISTRATION FORM

The convention will be held at the *SeaTac Marriott* in Seattle, Washington on Sept. 20-23. To make a reservation, call the hotel at 1-800-314-0925. Mention RUPA and receive a rate of \$119/night. You are encouraged to register early so that the organization can make the proper arrangements.

NAME \_\_\_\_\_ SPOUSE/GUEST \_\_\_\_\_

E-Mail Address and Phone # \_\_\_\_\_

Registration Fee: \$13.00 per person \$ \_\_\_\_\_

Thursday Dinner Buffet: \$18.00 per person (Sept.20) \$ \_\_\_\_\_

Sunday Banquet: \$27.00 per person (Sept. 23) \$ \_\_\_\_\_

Banquet Dinner Selection: Salmon \_\_\_\_\_ Pork Chop \_\_\_\_\_

### TOURS:

#### Friday, Sept. 21

Boeing Everett Tour \$43.00 pp \$ \_\_\_\_\_

Tacoma Museums Tour \$55.00pp \$ \_\_\_\_\_

Tillicum Village Dinner Cruise \$98.00 pp \$ \_\_\_\_\_

Cruise the Locks Tour \$68.00 pp \$ \_\_\_\_\_

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

#### Saturday, Sept. 22

Museum of Flight Tour \$33.00 pp \$ \_\_\_\_\_

Tacoma Museums Tour \$55.00 pp \$ \_\_\_\_\_

Woodinville Winery and Brewery tour \$45.00 pp \$ \_\_\_\_\_

Royal Argosy Dinner Cruise \$120.00 pp \$ \_\_\_\_\_

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

#### Sunday, Sept. 23

Seattle City Sights Tour \$30.00 pp \$ \_\_\_\_\_

Cruise the Locks Tour \$68.00 pp \$ \_\_\_\_\_

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Interested in a Golf Tournament? Yes \_\_\_\_\_ No \_\_\_\_\_ Price to be determined

Total for First Choice Tours, Registration and Dinners \$ \_\_\_\_\_

If awarded second choice tour, an adjustment will be made upon registration.

Complete form and make a copy for your records. Determine total amount and send a check made out to RUPA, along with a completed registration form to:

**Ron Jersey, 3 Pheasant Ln. Gorham ME 04038. Phone (207) 839-6943**

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## DANA POINT RUPA LUNCHEON

*Wind and Sea Restaurant* May 15, 2007

The coterie of retired aviators started arriving at about 1130 for the noon luncheon, and immediately there were animated conversations breaking out in small groups, as we waited for our indoor tables to be readied for us. (It's almost as if the pent-up information, stored for a month has to be shared quickly with everyone else). The outside deck was available today, and although it was sunny as usual, we elected to avoid the slight spring chill in the air, by remaining indoors. Smart choice, because the view is just as great, both in terms of the constantly changing harbor scene, and the attractiveness of the wait staff. Lovely Samantha was our lead wait person and under the watchful eye of management, who really are solicitous of our needs and desires, we were served a hearty repast, seamlessly. I guess this is what brings this bunch back so eagerly each month.

At the table today were: Ross "Rusty" Aimer, Park Ames, Carlos Bernhard, Bob Fuhrmann, Rick Hoefler, Ed Judd, Ed Krieger, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Tony Testa, and Joe Udovch.

Discussions started out on, of all things: Airplanes! Carlos was touting and passing out fliers for the upcoming Chino Air Show. The Chino Airport is home to a great Air Museum called the Planes of Fame, and many vintage aircraft are featured during the flying displays. Then, Bill Meyer got started talking about his fine collection of aircraft, which seem to be scattered throughout Southern California, at various airports. And we heard about Rusty's forays into Korea and his involvement with their 747 program. Seems like you can't get a group of retired pilots together, without some nod to the common aviation bond which brings us to these monthly functions.

We discussed the upcoming June 6th Garden Luncheon at Bob McGowan's in Villa Park, with hopefully, an expanded attendance guest list from the entire Southern California area. It is reminiscent of the cohesiveness which developed among a large majority of UAL employees, as a result of the 1985 job action, and before all the tumult that came along with the bankruptcy years.

Then the proceedings degenerated into what we all really come for: the story telling, the jokes, the raucous laughter, the camaraderie; stuff that sends us home with a good feeling, both gustatorial and emotional. And we look forward to more of the same.

CHEERS, Your humble correspondent, *Joe Udovch*

---

### ***SWEET GRANDMOTHER***

A sweet grandmother telephoned St. Joseph's Hospital. She timidly asked, "Is it possible to speak to someone who can tell me how a patient is Doing?"

The operator said "I'll be glad to help, dear. What's the name and room Number?"

The grandmother in her weak tremulous voice said, "Norma Findlay, Room 302."

The Operator replied, "Let me place you on hold while I check with her nurse" After a few minutes the Operator returned to the phone, "Oh, Good news. Her nurse has told me that Norma is doing very well. Her blood Pressure is fine: her blood work just came back as normal and her Physician, Dr. Cohen, has scheduled her to be discharged Tuesday."

The Grandmother said, "Thank you. That's wonderful! I was so worried! God Bless you for the good news."

The operator replied, "You're more than welcome. Is Norma your daughter?"

The Grandmother said, "No, I'm Norma Findlay in 302. No one tells me S---!!!"

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## DANA POINT RUPA LUNCHEON GROUP--JUNE 19

Good turn out for Lunch. Seating was on the deck at the *Wind and Sea*. Started slow with just a few gathering under the blue umbrellas. The group grew as more guys slowly rolled in. Great day to be at the Harbor

Present were: Park Ames, Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, Jim Grosswiler, Rudy Haluza, Jack Healy, Bill Herrin, Rick Hoefler, Rudy Loftin, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Joe Udovch, and Glenn Schwarz. Glenn Schwarz has 25 years of retirement. Glad to have you join our group, here at the Harbor, Glenn.

Bill Stewart went to Florida for a Sea Plane convention at Pensacola. He took the easy way...bypassing all the lines of security, checks and standing by...he and his wife drove and avoided the hassle!

My wife and I did the same and drove to Savannah, Georgia. Didn't miss the airports one bit. In fact we swung wide around any Big Cities. Found some very interesting byways. We used a Large print Road Atlas from AAA for planning and down sized to local maps to get into some very interesting spots that I may have thought about, when I flew by 7 miles UP! Also the GPS in the car got a great work out.

Advertisement on a napkin:

More legroom than any other US airline 'United Economy Plus'. How many seats is that? Does any other airline have an economy plus...?

Regards to all *TED*

---

### SECRETARY / TREASURER SOAPBOX:

- **RUPA RENEWALS:** If you wish to renew your membership for multiple years, it's easy: --- send a check, with RUPA as payee, in multiples of \$25.00. On the memo area of your check, or on a post-it stuck to the check, or on a note enclosed with the check, write "*For 2 years.*" (Or more --) REMEMBER!!! Unless it is so indicated by the member, any remainder over \$25.00 is thankfully accepted as a donation to RUPA, helping defray the cost of coffee and donuts for the folders and stuffers! (Also remember --- my name on the check = gas money!!)
- **SNOWBIRDS:** When you want us to switch addresses, YOU must let us know! We can and do keep two addresses for each member, but if you tell us in May that you are switching until October, YOU must tell us at least a week BEFORE the end of the month, to ensure prompt delivery. Our database does not and will not have an "Auto-change" function.
- **EMAILS:** New email address? [bubba@redneck.org](mailto:bubba@redneck.org) doesn't really identify you to me. And if that were the new one -- no clairvoyant on staff!! How about a name like on the RUPANEWS label to make it easy -- and accurate?
- **FINALLY:** If it makes you feel good to be identified by a number, feel free to make one up. -- Your UAL File number and your ALPO (ALPA?) member number may be interesting to numerologists, but are as much use to RUPA as the first 5 of your social security number (without a hyphen.) There -- one less thing to remember. *Bruce M*

<p align="center"><b>United Airlines Historical Foundation</b></p>
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<p align="center">Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
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# SFO RUPA ANNUAL PICNIC

Thursday, August 16, 2007

11:30 - 1500 hours

Coyote Point Recreation Area

1900 Coyote Point Drive

Eucalyptus Group Picnic Area #4 (near marina)

San Mateo

Directions: SOUTHBOUND on the Bayshore Freeway take the Poplar St. exit, follow signs to Coyote Pt. (toward the Bay).

NORTHBOUND, take Dore Avenue exit (easiest), or Peninsula Ave

Keep the golf course on your right and continue toward the Marina - turn left.

Cost: \$25.00 per person

Payable to: D. L. Wright

605 Joandra Court

Los Altos, CA 94024

Reservations: (By Aug. 7th)

Please bring a small plate of hors d'oeuvres (optional) and your own flatware if you dislike plastic.

Come and watch the landing approach of the world's aircraft and the sport boaters on the bay.



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## **UNITED AIRLINES RETIRED PILOTS FOUNDATION, INC.**

**9550 W. Higgins Road, Suite #1000**

**Rosemont, IL 60018**

Dear Ted,

As the Foundation President I would like to express to all RUPA members the foundation's appreciation to Deceased Retired Captain Kel Carson's widow for donating 10% of his estate to the United Pilot Pioneers and their families.

Julie Carson had to know how much the funds were needed in these troubling times when she wrote the check.

The foundation in itself is doing well. We had to reduce one of the recipients of a grant slightly because funds are not coming through payroll deductions as they used to. Ninety percent of the financial support of the foundation is coming from retired pilots like Kel. We need more people like him who think about the foundation when they put together their personal estate plans in addition to the checks they send us annually.

Its most peoples' opinion that the needs of the foundation will increase with all the traumatic chaos with pensions as a result of United going bankrupt.

Above is our new corporate address. We are a 501C3 corporation registered with the IRS and the state of Illinois for legal purposes. Anyone may contact me using the mailing address in the RUPA address catalog if they have any questions or by email at:

Clifford@sanderson.net.

I am sure anyone on the foundation board of directors would be willing to answer any questions they may have.

Fraternally Yours, *Cliff*

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## **DEN GOOD OL' BOYS**

The June meeting of DEN Good ol' Boys was one of our bi-annual wives/lady friends invited meetings, and it was good to have the ladies present. The event occurred on a delightful day, and based on the turnout quite a few found other endeavors as the turnout was on the low side. However happy hour was its usual rousing success, and the cuisine met with the approval of all.

Following the obligatory attempt at humor by the coordinator and a promise by Curley Baker to send along some 'good uns', the floor was turned over to Gail Walker for an update on the activities of the 'pilot wives' organization, and an invitation for ret. pilot wives to be involved.

During the 'boring business meeting' portion of the meeting it was noted that Retd. Capt. Bill McComas had gone west back in January, which missed the attention of all. Apparently little is known of the circumstances of his passing.

The meeting adjourned at a respectable hour.

Those present included: Ron & Georgia Shafer, Rick Madsen, Bill Bates, Tom Hess, Bill & Mitzi Fife, Bill Hanson, Buck Buchanan, George Benkendorf, Bob Ashworth, Maury Mahoney, John Holody, Stanley Boehm & Gloria Winter, Gail & Casey Walker, Fritz & Judy Meyer, Russ & Pat Ward, Jim Harris, Russ Wright, Ed & Ruth Riehl, Mack Connelley, Barry Edward, Mike O. Williams, Dick & Jerry Shipman, Bob & Ann Blessin, A.J. Hartzler, Jack & Angie Davis, Duane & Jennie Searle, Dick Kobayashi, Bill Hoygaard, George Maize, Hal and Janet Meyer, Al Dorsey, David Horwitz, Jim Jenkins, Rick Bebee, Ray Bowman, Jim Krause, and the scribe and coordinator Ted Wilkinson, with his bride, Rose.

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## FIGHTER PILOTS HEAVEN

Everybody's a lieutenant, except God... He is a General!  
You only come to work when you are going to fly.  
You fly three times a day, if you wish, except on Friday.  
You never run out of gas.  
You never run out of ammo.  
Your missions are one hour long (or longer if you desire) and no briefings are ever required.  
Sorties are air-to-air or air-to-ground, your choice.  
You shoot the gun on every mission...  
There are no check rides.  
It is always VFR, and there are never any ATC delays.  
You can fly out of the MOA and down to 10 feet AGL... if you want.  
There are no "over G's."  
Never any Fatales... I mean... you are already there!  
There is never any TOP-3 or SOF duty..  
You always fly overhead landing patterns with initial approach at 20 feet, then break left.  
You can go cross-country anytime you desire... the further the better...  
There are no ORI /UEIs.  
There are no additional duties.  
Friday Happy Hour is mandatory.  
There are no flight surgeons.  
There are no Staff Jobs.  
"Happy Hour" begins at 1400 hours and lasts until 0200+ hours.  
The bartenders are all big bosomed friendly blondes.  
Beer is free, but whiskey costs a nickel.  
The bar serves only Chevas Regal, Jack Daniels and Beefeaters... plus 500 kinds of beer.  
The Girls are all friendly and each Aviator is allowed three...  
There are no fat women, and the thin ones look like Sophia Loren.  
Country and Western music is free on the jukebox.  
You never lose your room key and your buddies never leave you stranded.  
The sun always shines, and you can put your hat in your pants pocket.  
Flight Suits are allowed in the Officers Club at all times.  
The BX always has every item you ask for, most being free.  
There are never any crosswind landings, and the runways are always dry..  
Control Tower flybys for wheels-up checks can be made at 600 kts.  
There are never any noise complaints.  
Full afterburner climbs over your house are encouraged.  
ERs always contain the statement, "Outstanding Officer."  
Functions requiring mess dress attire never occur.  
All air traffic controllers are friendly and always provide priority handling...  
The airplanes never break.  
"ACE" status is conferred upon all Aviators entering Heaven...

**And You Never Have To Grow Up!**

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## THE NORTH BAY RUPA LUNCH GROUP

The North Bay RUPA group met for lunch on the first Wednesday, June 6th, at the Petaluma Sheraton's *Tolay Room*. We were pleased to see attending, RUPA President Cleve Spring, Vice-President Larry Wright, and Directors Floyd Alfson and Bill Smith. Call-ins from those unable to attend were announced, and they were then talked about, as is the groups custom. The recent tragic passing of Captain Mark Zenner was discussed, and a moment of silence was observed for him and his family. It was recalled that some time ago, Dick Lammerding had brought his friend Virgil Beasley, a counselor who worked with us during the '85 unpleasantness. At that time, Virgil suggested forming a group of volunteers in the Family Awareness mold, to assist retirees in coping with the problems of loss of pension, loss of loved ones, aging problems, etc. Sadly, the idea never grew to fruition.

News that the California Franchise Tax Board had "adjusted" many retirees 2006 returns, not allowing the amount uaua had claimed paid, was also brought up. An apparent glitch in their system that may or may not be repaired now, makes it prudent to check with them if there's any question. (this scribe did, and after a fax, and some phone calls, got the matter squared away). News items discussed were the impending retirement of Judge Wedoff of the federal bankruptcy court, the website bigjetcity, operated by a pair of NWA retirees, the age 60 class action lawsuit by some USAir retirees, and Barney Hagen spoke of the upcoming Shrimp Feed for the benefit of the Pacific Air Museum. Larry Wright invited the group to attend the upcoming RUPA picnic, to be held this year at the Coyote Point Recreation Area on August 16th, 11:30 to 1500 hrs, and requested reservations be in by August 7th.. Come on out and watch the approaches into SFO...and grade them! Ed Duffy brought up the fact that our next scheduled, (first Wednesday), lunch will fall on July fourth this year, so a totally unscientific poll of the group favored moving the date to the second Wednesday, the 11th, for that month only...so recorded!

Attending: Al Milotich, Leon Scarbrough, Dick Smith, Bill McGuire, Tom Grey, Ken Corbin, Deke and Merle Holman, John Baczynski, Larry Whyman, Barney Hagen, Don Madson, Galen Wagner, Bill Smith, Woody Lockhart, Ed and Peg Duffy, Jim Mansfield, Dick Lammerding, Larry Wright, Rick Saber (Norton 1), Cleve Spring, Floyd Alfson, R. S. Grammer, Gardner Bride, Bob and Doris Donegan.

### NAVAL AVIATOR WEBSITE

Ted, would you please post the following in our *RUPANEWS* as a newly formed site that is of interest to our Naval/Marine Aviators.

<http://www.naval-aviator.net/>

"All Naval and Marine Aviators, students in training, and immediate surviving family members are eligible to participate actively in this website. There are no other requirements. The purpose of this website is three-fold: (1) To aid communication among old friends; (2) To commemorate aviators who are no longer with us; and (3) To educate the public about the role of Naval and Marine aviation. Registered participants may submit biographies, photos, publications, classifieds, and forum messages. We will also act as a communication conduit for and among participating aviators."

Thank you, *Chuck Muhl*

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## HOW ETHANOL BITES YOU IN THE WALLET

*It may help at the gas pump, but the ripples emanating from the ethanol boom are higher prices for corn, fertilizer and the food on your table. Investors, adjust your portfolios.*

**By Jim Jubak—MSN Money**

Ethanol is attractive as a solution to high gasoline prices because it promises a free lunch:

U.S. farmers would grow corn.

U.S. ethanol companies would turn the corn into ethanol.

U.S. consumers would go about business as usual.

And everyone in the U.S. would be less dependent on foreign oil producers.

But, repeat after me: There is no free lunch.

So far, this not-so-free lunch has resulted in higher food prices and rising U.S. dependence on fertilizers produced by, you guessed it, foreign oil and natural gas producers.

The costs are just starting to work their way through the U.S. and global economies. But it's none too early for investors to revise their portfolios to take account of the costs of this free lunch.

On June 4, corn (No. 2 Yellow, Central Illinois) sold for \$3.77 a bushel. A year ago, the price was just \$2.25 a bushel. That's a 67% jump in price in a year. (The futures markets say prices will stay here, too, with corn for December delivery selling at \$3.83 a bushel on June 4.)

### THE CORN-ETHANOL PRICE CONNECTION

Soaring demand for corn from ethanol producers isn't the only reason for the price increase, of course. There's rising demand from export markets for corn to use as animal feed and for human consumption. And there's increasing demand for corn sweeteners from the food industry.

But there's no getting around the corn-ethanol price connection. Corn prices are up despite projections of a record 12.5 billion-bushel corn harvest in the United States this year -- because ethanol producers will eat up 27% of the U.S. corn crop this year, according to the U.S. Department of Agriculture. Corn consumption by ethanol producers is projected to climb to 3.4 billion bushels in 2007, up from 2.2 billion bushels in 2006, when ethanol producers consumed 20% of the corn crop.

Supplies would be even tighter if high corn prices hadn't deterred some buyers. Corn exports, the U.S. Department of Agriculture says, are expected to drop by 10% in 2007. And corn purchases for animal feed will drop 3%.

### THE SOYBEAN AND GRAIN MARKETS

The high price of corn has had a ripple effect on the price of other farm commodities, too. With corn so profitable to plant, farmers have shifted acreage from soybeans, for example, to corn. In 2007, the acreage planted in corn will grow by 16% from 2006, while the acreage planted in soybeans will fall by 11%. So it's not especially surprising that the price of a bushel of soybeans was up 36% as of June 4 from a year earlier. (Corn isn't just displacing food crops, either. In the southern U.S., the acreage planted in cotton is down 20% in 2007 as farmers switched to planting corn.)

And the ripples haven't stopped with the grain markets. The U.S. food industry is largely built on corn. It feeds the chickens, pigs and cows that wind up on our dinner tables. It's the source of the sweeteners in everything from soda to cookies to bread. And it's processed into starch for use in candies, soups, cake mixes, and baked goods and, in the general economy, into plastic, paper, adhesives and textiles.

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## **FOOD PRICES ON THE RISE**

So if the price of corn is up, you'd expect the price of everything to be up. And so it is. If you grilled steak on this past Memorial Day, it cost 5.5% more than a year ago, according to the U.S. Labor Department. Think you can escape by barbecuing chicken? Forget it. Whole chickens cost 7.7% more than they did in May 2006. Milk and cheese are up, too, since corn makes up the bulk of a dairy cow's diet. Milk prices are up about 3% from a year ago, or about 10 cents a gallon, according to the U.S. Department of Agriculture. But higher costs could push up the price of a gallon of milk by an additional 40 cents in the next few months to a national average of \$3.78 a gallon.

And those annual rates of increase understate the spike in prices so far in 2007. In the first quarter of 2007, raw milk prices were up 23%, for example. And so far in 2007, food inflation in the United States is running at an annual rate of 6.7%. If that rate holds for the entire year, that would be the fastest rate of increase in food prices since 1980.

*MSN Money*

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## **BUBBA IN PARIS**

Bubba, a furniture dealer in Georgia, wanted to expand the line of furniture in his store. Although he had never traveled outside the USA, he decided to go to Paris to get some ideas. After arriving in the French city he met with some manufacturers and selected a line that he thought would sell well back home in Georgia.

To celebrate the new acquisition he visited a small bistro and had a glass of wine. The small place was quite crowded, and he noticed that the other chair at his table was the only vacant seat in the house. Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which he did not understand), and motioned toward the chair. He invited her to sit down.

He tried to speak to her in English, but she did not speak his language, so after a couple of minutes of trying to communicate, he took a napkin, drew a picture of a wine glass and showed it to her. She nodded, and he ordered a glass of wine for her. After sitting together at the table for a while, he took another napkin and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music. They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table the young lady took a napkin and drew a picture of a four-poster bed. To this day, Bubba has no idea how she figured out he was in the furniture business.

<p><b>United Airlines Retired Pilots Foundation, Inc.</b></p>
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<p>Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>
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## YOGI'S SPEECH AIN'T OVER TILL IT'S OVER YOUR HEAD!

By Dan O'Neill, ST. LOUIS POST-DISPATCH

May 19, 2007: St. Louis native Yogi Berra addresses the crowd on hand for the Saint Louis University graduation. (David Carson/P-D)

*Deadlines being what they are for this Sunday column, this essayist missed a momentous occasion recently. Yogi Berra accepted an honorary degree from St. Louis University and delivered the commencement speech for 1,900 graduates and 10,000 in attendance at Scottrade Center. It's hard to imagine a more promising lingual event. Berra is to vocal communication what Don Cherry is to the fashion industry. Yogi doesn't so much command the English language as he corkscrews it. It is part of what makes the baseball Hall of Famer and pride of the Hill one of America's endearing figures.*

*While the oratory went unrecognized in this space last week, I was fortunate enough to secure "wink, wink" a copy of the discourse and felt compelled to share it with those who did not attend. So here is, in its entirety, Yogi's dissertation:*

"Thank you all for being here tonight. I know this is a busy time of year, and if you weren't here, you could probably be somewhere else. I especially want to thank the administration at St. Louis University for making this day necessary. It is an honor to receive this honorary degree.

It is wonderful to be here in St. Louis and to visit the old neighborhood. I haven't been back since the last time I was here. Everything looks the same, only different. Of course, things in the past are never as they used to be. Before I speak, I have something I'd like to say. As you may know, I never went to college, or high school for that matter. To be honest, I'm not much of a public speaker, so I will try to keep this short as long as I can. As I look out upon all of the young people here tonight, there are a number of words of wisdom I might depart. But I think the most irrelevant piece of advice I can pass along is this: "The most important things in life are the things that are least important."

I could have gone a number of directions in my life. Growing up on the Hill, I could have opened a restaurant or a bakery. But the more time I spent in places like that, the less time I wanted to spend there. I knew that if I wanted to play baseball, I was going to have to play baseball. My childhood friend, Joe Garagiola, also became a big-league ballpayer, as did my son, Dale. I think you'll find the similarities in our careers are quite different. You're probably wondering, how does a kid from the Hill become a New York Yankee and get in the Hall of Fame? Well, let me tell you something, if it was easy nobody would do it. Nothing is impossible until you make it possible.

Of course, times were different. To be honest, I was born at an early age. Things are much more confiscated now. It seems like a nickel ain't worth a dime anymore. But let me tell you, if the world was perfect, it wouldn't be. Even Napoleon had his Watergate. You'll make some wrong mistakes along the way, but only the wrong survive. Never put off until tomorrow what you can't do today. Denial isn't just a river in Europe.

Strive for success and remember you won't get what you want unless you want what you get. Some will choose a different path. If they don't want to come along, you can't stop them. Remember, none are so kind as those who will not see.

Keep the faith and follow the Commandments: Do not covet thy neighbor's wife unless she has nothing else to wear. Treat others before you treat yourself. As Franklin Eleanor Roosevelt once said, 'The only thing you have to fear is beer itself.'

Hold on to your integrity, ladies and gentlemen. It's the one thing you really need to have; if you don't have it, that's why you need it. Work hard to reach your goals, and if you can't reach them, use a ladder. There may come a day when you get hurt and have to miss work. Don't worry; it won't hurt to miss work.

Over the years, I have realized that baseball is really just a menopause for life. We all have limitations, but we also know limitation is the greatest form of flattery. Beauty is in the eyes of Jim Holder.

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Half the lies you hear won't be true, and half the things you say, you won't ever say. As parents you'll want to give your children all the things you didn't have. But don't buy them an encyclopedia; make them walk to school like you did. Teach them to have respect for others, especially the police. They are not here to create disorder; they are here to preserve it.

Throughout my career, I found good things always came in pairs of three. There will be times when you are an overwhelming underdog. Give 100 percent to everything you do, and when that's not enough, give everything you have left. 'Winning isn't everything, but it's better than rheumatism.' I think Guy Lombardo said that.

Finally, dear graduates and friends, cherish this moment; it is a memory you will never forget. You have your entire future ahead of you.

"Good luck and Bob's speed."

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### **CAPT. JEPP AND THE LITTLE BLACK BOOK**

Available January 28, 2007, *Capt. Jepp and the Little Black Book*, is the compelling rags-to-riches story of Elrey B. Jeppesen, one man who single-handedly made air travel safer for everyone. Daredevil, barnstormer and wing walker of the 1920s and intrepid airmail and airline pilot (United Airlines) of the 1930s, '40s and '50s, Capt. Jepp created an aerial navigation system used worldwide today. What is now a megacorporation without equal all began with a simple, ten-cent little black book.

Capt. Jepp and the Little Black Book is filled with vintage aviation and cherished family photographs. Interesting charts and maps that explain the navigation process. Countless hair-raising stories of early aviation seem almost beyond belief.

This outstanding biography was co-written by Pulitzer Prize nominee Flint Whitlock and Terry L. Barnhart. Capt. Jepp and the Little Black Book includes a foreword by Erik Lindbergh, grandson of Charles A. Lindbergh.

It is a book rich in unforgettable stories about aviation's exciting but often deadly early days and the man whose vision brought safe navigation to the present. A must-read for anyone who has ever flown.

#### **Ordering information:**

To order an exclusive Special Edition book that supports the non-profit Jeppesen Aviation Foundation, please call Jeppesen's toll-free number, 1-800-621-5377, and ask for item #JS319028. Or order online at [www.jeppesen.com/biography](http://www.jeppesen.com/biography).

The price is \$24.95 plus various shipping options.

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### **FIVE RULES FOR MEN TO FOLLOW TO A HAPPY LIFE:**

1. It's important to have a woman, who helps at home, who cooks from time to time, cleans up and has a job.
2. It's important to have a woman, who can make you laugh.
3. It's important to have a woman, who you can trust and who doesn't lie to you.
4. It's important to have a woman, who is good in bed and who likes to be with you.
5. It's very, very important that these four women do not know each other.

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## WINNING GOLF STRATEGIES

Here is the Table of Contents from my new book: "Winning Golf Strategies", which I believe gives the reader valuable playing tips and insider information that I have gained through my own years of experience in the game and observations of golfing partners.

Table of Contents:

Chapter 1 - How to Properly Line Up Your Fourth Putt

Chapter 2 - How to Hit a Nike from the Rough, When You Hit a Titleist from the Tee

Chapter 3 - How to Avoid the Water When You Lie 8 in a Bunker

Chapter 4 - How to Get More Distance Off the Shank

Chapter 5 - When to Give the Ranger the Finger

Chapter 6 - Using Your Shadow on the Greens to Maximize Earnings

Chapter 7 - When to Implement Handicap Management

Chapter 8 - Proper Excuses for Drinking Beer Before 9:00 a.m.

Chapter 9 - How to Urinate Behind a 4" x 4" Post Undetected.

Chapter 10 - How to Rationalize a 6 Hour Round

Chapter 11 - How to explain that you found your ball that Everyone else Saw Go in the Water

Chapter 12 - How to deal with the fact that Your Spouse Doesn't Care That You Birdied the 5th.

Chapter 13 - How to Let a Foursome Play Through Your Twosome

Chapter 14 - How to Relax When You Are Hitting Three Off the Tee

Chapter 15 - When to Suggest Major Swing Corrections to Your Opponent

Chapter 16 - God and the Meaning of the Birdie-to-Bogey Three Putt

Chapter 17 - When to Regrip Your Ball Retriever

Chapter 18 - Use a Strong Grip on the Hand Wedge and a Weak Slip on the Foot Wedge.

Chapter 19 - Why Male Golfers Will Pay \$5.00 a Beer from the Cart Girl and Give Her A \$3 Tip especially when she is wearing a tank top, but Will Balk At \$3.50 at the 19th Hole And then Stiff the Bartender . . .

### FOR THE MANY USAA MEMBERS

New e-mail scam targets USAA members

Posted: 06/04/2007

USAA is investigating a new phishing scam that attempts to collect members' sensitive information.

Members have received a recent e-mail claiming to be from USAA that urges them to complete a "USAA Online Client Form." The e-mail directs members to a counterfeit website that aims to trick them into providing account information.

USAA will not ask for personal or account information in an e-mail. If you are suspicious about any e-mails or websites claiming to be from USAA, please notify us immediately at 1-877-632-3002

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## MORE INFORMATION ON THE RUPA MEXICAN RIVIERA/ SEA OF CORTEZ CRUISE

It's never too early to think about taking a cruise. Savvy cruise goers know that in order to get the cabin of their choice, they must commit early. If their circumstances should subsequently change, they can always cancel their reservation.

The 2008 RUPA cruise is planned as a 10 day trip from San Diego to the Mexican Riviera and back to San Diego.

Day 1. The ship will depart San Diego at 5:00 pm.

Day 2. A day spent at sea.

Day 3. The ship arrives at Puerto Vallarta. Puerto Vallarta is no longer the well-kept secret of the artists, writers and Hollywood stars who first "discovered" it in the 1960's. Puerto Vallarta still retains the essence of the quaint fishing village it once was. Here is Viejo Vallarta, the quaint Old Town, an enticing mix of red-tiled buildings, cobbled streets, chick shops and bustling open markets. Here are Mismaloya Beach, Gringo Gulch and Conchas Chinas, the Beverly Hills of Vallarta.

Day 4. The ship will dock at Mazatlan, home of the largest shrimp fleet in the world. This cosmopolitan resort city tempts with every variation of this tasty crustacean: *al mojo de ajo* (with garlic), or in the shell with a tangy squeeze of lime. Other temptations: miles of uninterrupted sandy beaches, busy markets, and sleepy mining towns tucked into the Sierra Madre.

Day 5. The day starts with the ship docked at Topolobampo. Holland America is the only major cruise line to call on this peaceful port on Mexico's Sea of Cortez. Awaiting your arrival are playful bottlenose dolphins; the mansion of Don Diego de la Vega, "El Zorro"; and the grand visions of the Chihuahua-al Pacifico Railway, a luxury train through scenic Copper Canyon. The Copper Canyon train trip is considered one of the top scenic rail journeys in the world. The train travels from sea level and climbs to 8,000 feet. The rail line passes through 86 tunnels and 38 bridges in the 25,000 square mile canyons of the Sierra Madre. The five major canyons are collectively known as the Copper Canyon, which is four times the size of the Grand Canyon and 300 feet deeper.

Day 6. The ship stops at Loreto, a peaceful seaside community, founded in 1697 by Jesuit priest and explorer Jan Maria Salvatierra and was the first European settlement in the Californias.

Days 7 and 8. Days 7 and 8 find the ship docked at Pichilinque (la Paz) and Cabo San Lucas. Both stops feature tranquil seas, beautiful beaches and a whirl of colors. Even more spectacular: waters teeming with marlin, swordfish, sailfish, tuna and other fighting fish.

Day 9. This is a relaxing day at sea prior to the arrival at San Diego.



**2008 RUPA Mexican Riviera/Sea of Cortez CRUISE**

**Date of Cruise: October 12, 2008**

**10 day Roundtrip out of San Diego**

**On**

**Holland America MS Ryndam**

**Check out deck plans and staterooms on the Internet**

[www.hollandamerica.com](http://www.hollandamerica.com), Click on Fleet, ms ryndam

Depart San Diego with stops at: Puerta Vallarta, Mazatlan, Topolobampo,  
Loreto, LaPaz, Cabo San Lucas, Return to San Diego.

All prices include the \$215 port charges and fees imposed by the cruise line.  
Taxes, which are \$101.69 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Mid Ship	\$999
Category E Outside	A Deck Midship	\$1199
Category C Outside	Lower Promenade Deck Mid Ship	\$1419
Category BA Verandah	Verandah Deck	\$1779
Category B Verandah	Verandah Deck	\$1889
Category A Verandah	Navigation Deck	\$1989
Suite S	Navigation Deck	\$3469

**All cabins are subject to availability. Rates are subject to change until booked.**

**If a lower rate becomes available we will rebook at that rate.**

**A deposit of \$600 per person is due at the time of booking  
and is fully refundable until 76 days prior to the cruise.**

**If you want verandah cabins, it is important to book early,  
as they are the first to sell out.**

The above prices include at least one cocktail party  
and two bottles of wine per stateroom.

**Send all correspondence to:**

**Jerry Poulin**

**Jerry's Travel Service**

**36 Mark Bradford Drive**

**Holden, MA 01520**

**1-800-309-2023 pin#33**

**1-508-829-3068**

**gpsp@aol.com**

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## SOCAL RUPA GARDEN LUNCH ON JUNE 6, 2007

The weather was picture perfect with few puffy clouds and mid 70's comfort. The event was held at Bob and Taywan's home in Villa Park, 50 miles SE of LAX and 40 miles NW of Dana Point.

Thanks to our very helpful co-hosts Bob and Janice Fuhrmann. Thanks also to Bob Brockmeier and Van Blake for providing the tables and chairs and managing the drink and ice supply.

The abundant and delicious main course buffet was presented by the Royal Thai Orchid Restaurant in Orange. During the four hour social gathering many friendly skies aviators became reacquainted with their friends and fellow employees of our airline. Some who worked in similar situations met here for the first time. We also had a very good showing of their supporters and their "significant others".

You could hear many conversations beginning with, "Remember that time when.....", and "Did you hear the one about....."

Photos can be viewed at Picasa Web Albums: <http://tinyurl.com/3adsc8>

Don't try to sign in. Just click on the slide show. You can also click on photos and download them for email and/or printing.

More will be added later. Check back again.

We donated the excess funds of \$235.00 to the United Airlines Retired Pilots Foundation, Inc.

### **Participants and Contributors:**

Ed Ahart, Rusty Aimer, Park & Jonna Ames, Barney Barnhouse, Carlos Bernhard, Van Blake (Tables/chairs & Ice), Bob Brockmeier (Tables/chairs & Bartending), Bruce & Peggy Dunkle (Photographer), Denny & Som Fendelander, Lary & Cheryl Freeman, Bob & Janice Fuhrmann (Co-Hosts), Bruce & Laurie Gibbs, John & Eunice Grant, Rudy & Elizabeth Haluza, Jack & Shirley Hanson, Phred & Bonnie Hayes, Jack & Margaret Healy, Gary & Patti Johnson, John & Karen Joyce, Ed Krieger & guest, George & Patricia Krosse, Don & Gladys Krueger, Rudy & Marjie Loftin, Ron Matsuda, Norm Marchment & Trudy Ann Buck, Rex & Linda May (LAX RUPA Chair), Dick McKay, Bob & Taywan McGowan (Hosts), Earl & Kay McKenzie, Jerry & Guest Meyer, Bill Meyer, Roger Miller, Jack & Joyann Moore, Doug & Marcene Rankin, Chuck & Jacqueline Raphael, Mike & Midge Ray, Tom Reidt, Bill & Marsha Rollins, Sue Ross, Dick & Wilma Russell, Glenn & Mary Anne Schwarz, Ted & Gwen Simmons (Dana Point RUPA Chair), Stefan & Marina Steinberg (Photographer), Annie Tobiason, Joe Udovch & Daughter Carynn, Joe Wilfhart and Norm Witt & Marianne Alleman.

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## LAX SOUTH BAY LUNCHEON

Ten of the old faithful showed for our meeting today. We had an enjoyable lunch in the bar and relived better times after we discussed our ailments.

Those attending were Walt Albright, Shirley and Jack Hanson, Don McDermott, Tom Reidt, Arvie Von Nordenflycht, John Joyce, Don Krueger, Norm Marchment and me.

The group is sort of shrinking probably due to no new members, bad health, death, freeway traffic and gas prices. On the positive side the price was right and it was a beautiful day. We may discuss quarterly meetings at a later date.

Best wishes. *Rex May*

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## **CALIFORNIA -157 YEARS AGO!**

Do you know what happened this week back in 1850, in California?

California became a state.

The State had no electricity.

The State had no money.

Almost everyone spoke Spanish.

There were gun fights in the streets.

So basically, it was just like California today except the women had real breasts and men didn't hold hands.



# LETTERS

**ROBERT J. AHRENS**—Belmont, CA

Another year has gone by and time to check in and pay the dues. My wife and I are living in the slow lane with no extended travel out of the state of Calif. this year.

All grand kids have grown up and looking forward to what next year will bring.

Stay healthy.

Regards, *Bob*

**WALLY AMLING** – Leucadia, CA

Not much news to report. Marjorie and I are both well. We are driving to Ashland, Oregon for an Elderhostel program. I am putting my Bellanca Viking up for sale. *Wally*

**JON BECKETT**—Fredericksburg, VA

Hi Everyone, How time flies! It has been 7 years since the tires squealed on touchdown on that last flight before retirement. Flying those great airplanes was a real thrill. What I miss the most, however, is the companionship of other crewmembers. What a great group of people!

So far everything has been going smoothly since that last flight. My wonderful wife of over 30 years and I are still talking occasionally. Our health is good and we have enough income to live on (even though it isn't the amount that was promised to us). Every three months I attend the local (DCA) RUPA luncheon and get to enjoy a few hours with some of the local retirees.

Thanks to all the RUPA volunteers who are keeping us informed. *Jon*

**DICK BODNER**—Fort Lauderdale, FL

Dear Ted:

I'm about a month late with this year's letter. This will be my first attempt at emailing the annual letter. Hope it comes out O.K.

I had all kinds of plans to travel after I retired, and for the first couple of years we had a great time vacationing on our boat in the Bahamas for a month in the early summer. We also got to go on some Carnival Cruises as my wife, Soni, works part-time for Carnival.

I sold the 47 ft. Atlantic when I found out that the Bankruptcy was going to make over 60% of the retirement money disappear. I bought a smaller diesel trawler with the idea of fixing her up for what's known as the Great Loop Cruise. This is a cruise that goes up the East Coast waterways then into Canada and across the Great Lakes, down the Mississippi River and around Florida until you reach your starting location. I've had to delay the start of this cruise due to health matters, but I'm hoping I'll still be able to do it after I get a Kidney Transplant.

Dialysis for the past two years has kept me rather close to home, and being on the Transplant list further ties you down geographically. We still managed to take a couple of short (4-day) cruises on Carnival and I joined Soni once for a couple of days in our Condo in Costa Rica at the Los Suenos Resort on the Pacific Coast.

We do rent the condo when we're not using it and offer a discount to other airline employees. If anyone's considering a trip to Costa Rica they can view the info about the condo at:  
[www.VRBO.com/36759](http://www.VRBO.com/36759).

My youngest son, Mike, is now a copilot on RJ's for Mesa Airlines. He's flying for their GO! airline in Hawaii and is based in Honolulu. Besides flying he enjoys surfing so he's quite happy.

Our oldest son and wife and our only Granddaughter spent about 3 months in the US this year so we really enjoyed their company. They've moved back to Costa Rica and we really miss them (specially our Granddaughter).

I've gone on enough. Will leave some room for others.

Best regards

*Dick Bodner*

PS. Check is in the mail to James E. Olson

**RICH BOUSKA**—Livermore, CA

Greetings to Ted, Cleve, and Bruce. You guys are doing a great job. All of us in RUPA are indebted to you. My birthday is not for several months, November, but I thought I would give Cleve another letter to count for this issue. Georgia and I are in good health and looking forward to attending the RUPA Convention in Seattle and meeting all our United friends. We have already signed up for the Mexican Riviera/Sea of Cortez cruise in 2008 and hope you are considering the same. Speaking of cruises, a natural following the Convention in Seattle, would be a cruise to Alaska. If you haven't been to Glacier Bay and the inside passage, it would be worth considering. We had a great time on the last RUPA trip up there and are signed-up for another trip to Alaska. We figured Alaska is a mighty big place with a lot more to see than what's over the side of the boat. We have talked a few of our friends into joining us and invite any of you to join us too. We are going to fly to Anchorage, take the domed railcar to Denali National Park and spend two days there. After that we will visit Fairbanks, Tok and Dawson City. Out of Dawson, we will visit Tombstone Park, an ancient land dating back two billion years. After that we will take the White Pass & Yukon Route Railroad to lake Bennett and then on to Skagway. At Skagway we will board the ship to Vancouver via Glacier Bay and Ketchikan. This a Cruise Tour with Holland America and is 14 days in length, ten days on tour and four days on the ship. If you are interested in joining us give me a call at (925) 443-4339 or email at rbouska1@comcast.net. This is not a RUPA event and in no way do we wish to take away from the RUPA Mexican Cruise. However, if you wish to join us in Anchorage on June 5<sup>th</sup> 2008 you are more than welcome.

*Rich Bouska*

**BUD BOYD**—Alexandria, VA

Hello Ted,

Awhile back you mentioned the need for "fillers". I am enclosing a photo of a piece of art "cross stitch" that my wife created many years ago. 'thought you might have space for it sometime in the future.

Regards, *Bud*



The small print on the photo reads:

On April 1, 1931—Pacific Air, Boeing, Varney, and National Air Transport, 'united' forming United Air Lines, the country's first coast-to-coast airway, later to merge with Capital in 1961.

**RICHARD L. BOYER**—Englewood, FL

Greetings fellow retirees, My birthday is coming in a few weeks so this e-mail message will be followed by a check via snail-mail. Give the surplus of the check for the Stuffers and Mailers. Looking at the calendar -- on Saturday (7th day of the week), July (7th month of the year), the 7th day of the month, this year of 2007, I will be 70 years old! Should I buy a lottery ticket and/or be in Las Vegas then?

Life has been good to us both. My health has been good and Mary's arthritis is under control. Our son, Douglas, and our daughter-in-law, Lisa, presented us with two healthy twin grandbabies on November 30, 2006. We were able to be with them that night and stayed a week in their home outside Atlanta. We have visited them about every other month since. At 6 months old, the boy, Will, is 18+ lbs. and the girl, Quinn, is 14+ lbs. Our son is a Delta F/O on the MD-88 while our daughter-in-law is back to work with Wells Fargo. Her parents are helping as "live-in day care" while their new home is being built 20 miles to the west.

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This past year our travels have been mostly between Lincoln, NE, and Atlanta. In Lincoln, Mary's parents have had a very bad year. A car accident put them both in the hospital and then into a nursing home where their health has not improved. They also turned 93 and 92 years of age so their prospects aren't good. We would like to make the Convention in September but it may have to be a last minute reservation depending on Lincoln, NE, events. Time marches on.

*Richard*

**TOM BOYLE**—Algonquin, IL

Hi Ted, ---a bit late - I was over in North Carolina at the Duke University Medical Center getting some repairs. Trying to get my boat ready for another summer of salmon and steelhead on Lake Michigan. Thanks for all the effort you guys. *Tom*

**TED COLLINS**—Sebring, FL

Thank you all for the "Journal". I like to see the name of some one I spent time flying with. Lots of Smiles and Memories. I felt most of my copilots were not nuts...but most of the captains I flew with... I knew that they were Off-balance.

In 1949 I married a beautiful young lady (still married to her!) We wondered if we would make it to the year to 2000. We both have all our original parts... (well, I'm missing two teeth.) If I make it 'till 2018, I will have 33 years employed and 33 retired. The Lord has been good to us!! *Ted*

**BILL CONN**—Culpeper, VA

Sorry, I really goofed this time—should have had postage to you in December. But I'll send two years' worth to make up for it.

Marty and I are doing fine. Marty's sister and her stepmother, the two elderly relatives for whom she took responsibility, have both died now, but she is still working on finishing up as executor for her stepmother. Then she hopes to do more on her writing—maybe another book, maybe just some short pieces for magazines.

I'm really busy right now helping our two sons get their Stearmans looking pretty for the start of the Flying Circus season. Rick and Dave fly in the show whenever their jobs as captains on USAirways and American don't interfere. The opening show had to cancel due to high winds, but there will be another on May 13th and on every following Sunday, May through October—weather permitting. If you're in the area, you might want to catch a performance.

A few years ago our older grandkids were selling posters and doing other odd jobs at the Circus, but they're a little too busy for that these days. Lauren, who recently got her master's, is now teaching Spanish at Williamsburg (VA) High School and will be going to Quito, Ecuador, to study some more after her school year ends. Rachel, Rick's other daughter, will soon graduate from Florida State. Rick's son Brent is at Fairfax High School and very involved in band, computers, and refereeing soccer games. (Seems as if it was just last week when we went to watch him learning to play soccer with the other five-year-olds!)

Dave has adopted two little girls, who are beautiful and smart—and really a challenge for us when we baby-sit. Boy, are they fast! Or could it be that we have slowed down a bit?

I still fly my Aeronca Champ and occasionally get the 450 Steal-man out. My Cessna 180 has become a hangar queen—until I can find the time to do the work it needs. My favorite hobby right now is going to auctions and yard sales. Love finding those bargains! Guess that's all for now. My best to all.

*Bill*

**CRESS S. CUNNINGHAM**—Salem, OR  
*RUPANEWS*,

Please renew my RUPA subscription for another year.

Don Cunningham died on November 3, 2005, but I still enjoy news of what his former fellow – workers – pilots – friends, are doing.

Thank you,

*Cress S. Cunningham*

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*]This is one of the great golden rereads of all times...]*

Unless you know all four stanzas of the Star Spangled Banner you may find this most interesting. Perhaps most of you didn't realize what Francis Scott Key's profession was or what he was doing on a ship. This is a good brush-up on your history.

*[Editor's Note- Near the end of his life, the great science fiction author Isaac Asimov wrote a short story about the four stanzas of our national anthem. However brief, this well-circulated piece is an eye opener from the dearly departed doctor...]*

"I have a weakness -- I am crazy, absolutely nuts, about our national anthem. The words are difficult and the tune is almost impossible, but frequently when I'm taking a shower I sing it with as much power and emotion as I can. It shakes me up every time."

## **NO REFUGE COULD SAVE:**

**BY DR. ISAAC ASIMOV**

I was once asked to speak at a luncheon. Taking my life in my hands, I announced I was going to sing our national anthem -- all four stanzas. This was greeted with loud groans. One man closed the door to the kitchen, where the noise of dishes and cutlery was loud and distracting. "Thanks, Herb," I said.

"That's all right," he said. "It was at the request of the kitchen staff"

I explained the background of the anthem and then sang all four stanzas. Let me tell you, those people had never heard it before -- or had never really listened. I got a standing ovation. But it was not me; it was the anthem.

More recently, while conducting a seminar, I told my students the story of the anthem and sang all four stanzas. Again there was a wild ovation and prolonged applause. And again, it was the anthem and not me.

So now let me tell you how it came to be written.

In 1812, the United States went to war with Great Britain, primarily over freedom of the seas. We were in the right. For two years, we held off the British, even though we were still a rather weak country. Great Britain was in a life and death struggle with Napoleon. In fact, just as the United States declared war, Napoleon marched off to invade Russia. If he won, as everyone expected, he would control Europe, and Great Britain would be isolated. It was no time for her to be involved in an American war.

At first, our seamen proved better than the British. After we won a battle on Lake Erie in 1813, the American commander, Oliver Hazard Perry, sent the message, "We have met the enemy and they are ours." However, the weight of the British navy beat down our ships eventually. New England, hard-hit by a tightening blockade, threatened secession.

Meanwhile, Napoleon was beaten in Russia and in 1814 was forced to abdicate. Great Britain now turned its attention to the United States, launching a three-pronged attack.

The northern prong was to come down Lake Champlain toward New York and seize parts of New England.

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The southern prong was to go up the Mississippi, take New Orleans and paralyze the west.

The central prong was to head for the Mid-Atlantic States and then attack Baltimore, the greatest port south of New York. If Baltimore was taken, the nation, which still hugged the Atlantic coast, could be split in two. The fate of the United States, then, rested to a large extent on the success or failure of the central prong.

The British reached the American coast, and on August 24, 1814, took Washington, D.C. Then they moved up the Chesapeake Bay toward Baltimore. On September 12, they arrived and found 1,000 men in Fort McHenry, whose guns controlled the harbor. If the British wished to take Baltimore, they would have to take the fort.

On one of the British ships was an aged physician, William Beanes, who had been arrested in Maryland and brought along as a prisoner. Francis Scott Key, a lawyer and friend of the physician, had come to the ship to negotiate his release.

The British captain was willing, but the two Americans would have to wait. It was now the night of September 13, and the bombardment of Fort McHenry was about to start.

As twilight deepened, Key and Beanes saw the American flag flying over Fort McHenry. Through the night, they heard bombs bursting and saw the red glare of rockets. They knew the fort was resisting and the American flag was still flying. But toward morning the bombardment ceased, and a dread silence fell. Either Fort McHenry had surrendered and the British flag flew above it, or the bombardment had failed and the American flag still flew.

As dawn began to brighten the eastern sky, Key and Beanes stared out at the fort, trying to see which flag flew over it. He and the physician must have asked each other over and over, "Can you see the flag?"

After it was all finished, Key wrote a four stanza poem telling the events of the night. Called "The Defense of Fort McHenry," it was published in newspapers and swept the nation. Someone noted that the words fit an old English tune called, "To Anacreon in Heaven" -- a difficult melody with an uncomfortably large vocal range. For obvious reasons, Key's work became known as "The Star Spangled Banner," and in 1931 Congress declared it the official anthem of the United States.

Now that you know the story, here are the words. Presumably, the old doctor is speaking. This is what he asks Key:

Oh! Say, can you see, by the dawn's early light,  
What so proudly we hailed at the twilight's last gleaming?  
Whose broad stripes and bright stars, through the perilous fight,  
O'er the ramparts we watched were so gallantly streaming?  
And the rocket's red glare, the bombs bursting in air,  
Gave proof thro' the night that our flag was still there.  
Oh! Say, does that star-spangled banner yet wave,  
O'er the land of the free and the home of the brave?

*("Ramparts," in case you don't know, are the protective walls or other elevations that surround a fort. The first stanza asks a question. The second gives an answer:)*

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On the shore, dimly seen thro' the mist of the deep  
Where the foe's haughty host in dread silence reposes,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?  
Now it catches the gleam of the morning's first beam,  
In full glory reflected, now shines on the stream  
'Tis the star-spangled banner. Oh! Long may it wave  
O'er the land of the free and the home of the brave!

*"The towering steep" is again, the ramparts. The bombardment has failed, and the British can do nothing more but sail away, their mission a failure. In the third stanza I feel Key allows himself to gloat over the American triumph. In the aftermath of the bombardment, Key probably was in no mood to act otherwise? During World War I when the British were our staunchest allies, this third stanza was not sung. However, I know it, so here it is:*

And where is that band who so vauntingly swore  
That the havoc of war and the battle's confusion  
A home and a country should leave us no more?  
Their blood has washed out their foul footsteps' pollution.  
No refuge could save the hireling and slave  
From the terror of flight, or the gloom of the grave,  
And the star-spangled banner in triumph doth wave  
O'er the land of the free and the home of the brave.

*(The fourth stanza, a pious hope for the future, should be sung more slowly than the other three and with even deeper feeling):*

Oh! thus be it ever, when freemen shall stand  
Between their loved homes and the war's desolation,  
Blest with victory and peace, may the Heaven - rescued land  
Praise the Power that hath made and preserved us a nation.  
Then conquer we must, for our cause is just,  
And this be our motto --"In God is our trust."  
And the star-spangled banner in triumph doth wave  
O'er the land of the free and the home of the brave.

I hope you will look at the national anthem with new eyes. Listen to it, the next time you have a chance, with new ears. Pay attention to the words. And don't let them ever take it away ... not even one word of it.

AND IT'S SUNG IN ENGLISH!!!



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**JIM & JOANI DOWNING**—Crystal Lake, IL  
Bruce- Thanks for taking on the Sec/Treas work, volunteers make the world go 'round. My renewal check is in the snail mail, do I get a discount for being early???

Next week will mark two years of retirement for me, mixed emotions. I loved the flying and the people we worked with, still daydream about the fun of flying the 777. Seldom had a high opinion of corporate United and that has gone steadily down hill since 2001. Recently saw a quote from an airline analyst about UAL management.

"They're still waiting for someone to come along and write them a big check." (to buy the airline).

A pilot friend here in Crystal Lake hit age 60 recently and retired from United. Being from Braniff, he had a short career at UAL. But when asked if he would like to fly to age 65 to build up his retirement savings, he made it very clear that he had no desire to work in that sewer any longer. Two "usually reliable sources" have told me that less than 15% of the pilots are now accepting recall, who could imagine that many people walking away from the airline job? Can those numbers be true? My sources in management tell me that United has a huge brain-drain problem, the smart people are quitting for other jobs with a future, leaving mostly the dorks.

For us, life is good. We decided to stay in the Chicago area where both of our daughters live. Well, Joani decided for us and I went along with it. I'm still running that small police department, will probably retire within a year. Lots of trips with the Corvette club, heading for the Black Hills next month. Joani works at a daughter's dance studio 3 days per week, so we are both busier than we should be. And very happy.

Too bad that so many of our friends didn't join RUPA, maybe United would let us mail a copy of the newsletter to everyone.

Green side up! *Jim*

**JUNE (MRS. DAVID) ENGLAND**—El Verano, CA

Although David's no longer with us, it's time for renewal which I'll continue. I received a lovely note and card from Maureen Lewis who read the obituary I sent in to *RUPANEWS*. Thanks to The

directory, I was able to call her and we reminisced ABOUT OLD TIMES. Her husband, Ray, and David joined United at the same time. If David were here, he'd feel vindicated to know the government recognizes you're not too old to fly past age 60. Keep up the humorous fillers. They get a lot of smileage as I pass them on to my sister in South America who shares them with American friends there. Thank you. *June*

**DEREK FERRAND**—Kilmarnock, VA

Playing golf in Virginia and Florida in the winter. Keeping busy looking after the farm. 2 years now since my Whipple Procedure – pancreatic cancer. My wife, Sue, had a shoulder replacement. But anyway, no complaints – better than the alternative. God Bless all and keep the ball in play. *Derek & Sue*

**DAVE FORBES**—Atherton, CA

Just a quick up date for Dave Forbes who retired in 1999.

He's been a chief mechanic for EAA on their B-17 traveling around the country. Also still working on the Lancair 360. It might be an antique by the time it is finished. Also, tuning up a T-210 bought last August.

Spent almost 3 months in Yuma, AZ this winter with a side cruise to the Hawaiian Islands, round trip from LA.

Wife, Pat, is still flying, and is a VP Region 2 for the California Pilots Association.

**PETER E. GALLANT**—Fort Lauderdale, FL  
1950-1990

My regards to the troops. This is my 17th year in retirement - that equates to chronological age 77. I don't feel 77, nor do I look it. Full head of salt and pepper hair, 32" waist and healthy. I have not found the fountain of youth, but I think there's an oil painting of me in the attic done by Dorian Grey that is aging for me.

Prior to my retirement, I flew for Capital and United for forty years attaining Sen. #1 my last two years, twelve type ratings and ending my last year on the 747-400 - what a ride.

My subject matter this year is the time line. At age eleven or twelve, one year felt like it took three years to pass. Today at my age, one year passes in three or four months. Time truly flies with age. Have you ever noticed the timer on your television, the last minute of the hour or half-hour, to me, takes two or three minutes to pass. Perhaps I am returning to my youth.

All is great in the Gallant family, including children, grandchildren and great-grandchildren. Did I say great? Until next year,

Au revoir, *Pierre*

**GEORGE MCCULLOUGH**—Suquamish, WA

Greetings to all and thanks to those that keep the *RUPANEWS* alive. Today is my 74th birthday and am still healthy and happy. Activities and travel do not amount to much anymore. I still use my little motor home to travel to the local star parties with my telescope and I am still involved with the local observatory on Bainbridge Island, but that is about it. Good health to all and good luck till next year.

*George*

geomac@sprintmail.com

**BIZARRO** Piraro



**CHUCK GEORGE**—Stanwood, WA

Dear Ted,

Much to the surprise and consternation of my wife Marla, I am still around to annoy her. I'm still substitute teaching in three local school districts. Since it has grown dangerous to annoy my wife, I thought I'd annoy some kids, and have mostly been enjoying it. It's such a joy to watch the reaction on their smiling faces whenever I show up in their class room. Only a couple of them have passed out so far. Fear, revulsion, and a sort of "Why Me?" look on their faces shows me that I have chosen the correct route in retirement. Their are a few that seem to enjoy my presence, but I've assigned them to the masochists category. Well that's about all the good news I have for this year, so be sure to send me your tired, your hungry, your kids yearning to be free, and I'll teach them what the real world is all about.

Annual Postage under separate cover.

*Chuck George*

**STAN GREEN**—Bend, OR

Sorry to be late, but I guess after 17 years two weeks, it isn't too bad. Still Elderhosteling and hitting the links, however, the handicap hasn't seen single digits for a while. Thanks to all. *Stan*

**JIM GWINN**—San Martin, CA

Coming up on 21 years retired and counting and we have now been in the house in California for over 11 months. The size is just large enough for us without needing three days to clean it like the Denver house. We are both busier now than we were in Colorado and have just scratched the surface of all the projects that seem to need to be done. There are lots of relatives around the area plus several old schoolmates and other friends from long ago, so weddings, funerals and SIR's golf and luncheons plus other family functions are keeping us on the go.

The shoulder rotator cuff that I tore up in the fall from a ladder last May was repaired in January and have returned to the golf course with no problems except the hole seems to be much smaller than the

golf ball. The blow to the face in that fall turned out to be three broken bones so now I have eight screws and two plates to hold them in place.

Tommy and I find the yard work seems to take a little more time than it used to with more aches & pains than we used to have, but we are still at it.

Tommy and I will celebrate sixty years of marriage this July fourth, but celebration plans are indefinite at this time. How did we get this many years- it sure does seem like the time has flown by.

One great happening has been the local get-together of seven former Naval Aviators for dinner once a month. Two of us retired from United, two from American and one from Northwest. Also a recently retired Navy Captain and another retired Navy Reserve Captain realtor plus two who took their gold wings to the Marine Corps prior to the airlines - how the stories flow!

The thing that we won't miss is traveling back and forth from DEN to SLC on good old United, So far this year, only one flight from SF0 to SAN and return. What a change from 50-60 legs a year. The last trip last year from the East Coast to San Jose was over 22 hours by the time we got home

Our two daughters and their families are doing well and we get to see them as often as we can. Regards,  
*Jim*

**BOB HAYGOONI**—Tiburon, CA

Dear RUPA Members,

As a new member of RUPA I want to say that it's a pleasure to see the good folks that I had the pleasure of working with on this side of the wall. I never thought that I would get over NOT being an active part of UAL but I have found much greener pastures flying a corporate jet and look back at the airlines as a business failure with an ever increasing toxic attitude among its employees. It's getting harder to miss it every day. The young pilots with no sense of history are welcome to dismantle the heritage that they were handed.

Barbara and I will be staying put in our beloved Tiburon. We hope to make many of the RUPA lunches in Petaluma. The Check is in the mail.

Sincerely, *Bob*

**W.A."BILL" HOYGAARD**—Aurora, CO

It seems strange to look at the UAL planes and realize that none of the airplanes that I flew (DC-6/7, B727/747) are still in the fleet! Times do change! In August, I will have been retired for 14 years and seem to be doing well. I attend the RUPA lunch meetings almost every month and enjoy seeing faces of guys I flew with and many of those that I knew from my years at TK.

We are planning to use our camper a lot more this summer. There are so many places in Colorado, Wyoming, Utah and New Mexico where camping is the best way to see the great scenery. I still manage to hike at 10,000 feet elevation . . . maybe a bit slower but it is still fun. Eve and I drove to Death Valley National Park, CA in late February. It was interesting and there was not any snow on the ground! (Yes, it was a very long and snowy winter here in Denver!) We are looking for a suitable trip to New Zealand for later this year. It is one we have put off for many years but still want to do. I'd like to set foot on Antarctica (the only continent that I have not been on) but the rough seas and a wife who gets seasick make that less likely to happen.

Please note our new email address. Please change to hoygaard@msn.com *Bill*

**BOB HUSKEY**—Hendersonville, NC

Here I am late. I spent a week in the hospital and three weeks in a rehab center with knee replacements. So now I'm back to fulfilling my obligations. Except for the new knee which is progressing nicely I'm in pretty good shape for a 73 year old guy. My check is in the mail to James.

*Bob*

**JEREMY MCGREEVY**—Milwaukee, WI

I just realized that my birthday has come and gone and I have not yet mailed in my renewal check. Enclosed is a check for \$50. Please sign me up for another two years. As I said last time, this way I can only screw up every other year.

Mary Anne and I are still alive and kicking. In January we took an airplane ride for the first time in four years. Chicago, Seoul and back to visit army son and his family. The whole trip went surprisingly smoothly. We must try it again.

Regards to all and many thanks to those who put out the newsletter every month.

*Jeremy*

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## THE TROUBLE WITH SOCIALIZED MEDICINE

By Prof. Walter E. Williams

Problems with our health-care system are leading some to fall prey to proposals calling for a nationalized single-payer health care system like Canada's or Britain's. There are a few things we might consider before falling for these proposals.

London's Observer on March 3, 2002, carried a story saying an "unpublished report shows some patients are now having to wait more than eight months for treatment, during which time many of their cancers become incurable." Another story said, "According to a World Health Organization report to be published later this year, around 10,000 British people die unnecessarily from cancer each year—3 times as many as are killed on our roads."

The Observer on Dec. 16, 2001, also reported: "A recent academic study showed National Health Service delays in bowel cancer treatment were so great that, in one in five cases, cancer which was curable at the time of diagnosis had become incurable by the time of treatment"

The story is no better in Canada's national health care system. The Vancouver, B.C., Fraser Institute has a yearly publication titled, "Waiting Your Turn." Its 2006 edition gives waiting times, by treatments, from a person's referral by a general practitioner to treatment by a specialist. The shortest waiting time was for oncology (4.9 weeks). The longest was for orthopedic surgery (40.3 weeks), followed by plastic surgery (35.4 weeks) and neurosurgery (31.7 weeks).

Canadians face significant waits for various diagnostics such as computed tomography (CT), magnetic resonance imaging (MRI) and ultrasound scans. The median wait for a CT scan across Canada was 43 weeks, but in Prince Edward Island, it's nine weeks. A Canadian's median wait for an MRI was 10.3 weeks, but in Newfoundland, patients waited 28 weeks. Finally, the median wait for an ultrasound was 3.8 weeks across Canada, but in Manitoba and Prince Edward Island it was eight weeks.

Despite the long waits Canadians suffer, sometimes resulting in death, under federal law, private clinics are not legally allowed to provide services covered by the Canada Health Act. A few black market clinics still service patients willing to break the law to get treatment. In British Columbia, for example, Bill 82 provides a physician can be fined up to \$20,000 for accepting fees for surgery. According to a Canada News article, "Shortage of Doctors and Nurses Could Hurt Medicare Reforms," March 5, 2003, about 10,000 doctors left Canada during the 1990s.

There's help for some Canadian patients. According to a Canadian Medical Association Journal article, "U.S. Hospitals Use Waiting-List Woes to Woo Canadians" Feb. 22, 2000, "British Columbia patients fed up with sojourns on waiting lists as they await tests or treatment are being wooed by a hospital in Washington State that has begun offering package deals. A second U.S. hospital is also considering marketing its services."

One of the attractions is that an MRI, which can take from 10 to 28 weeks in Canada, can be had in two days at Olympic Memorial Hospital in Port Angeles, Washington. Already, Cleveland is Canada's hip-replacement center.

Some of our politicians hold up the Canadian and British nationalized health care systems as models for us. You can bet that if we ever have such a system, they would exempt themselves from what the rest of us would have to endure.

There's a cure for our health care problems. That cure is not to demand more government but less government. I challenge anyone, to identify a problem with health care in America that is not caused or aggravated by federal, state and local governments. And, I challenge anyone to show me people dying on the streets because they don't have health insurance.

*Walter E. Williams is a nationally syndicated columnist and a professor of economics at George Mason University.*

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**BOB JOCZ**—Ormond Beach, FL.

RUPA,

Thanks to all involved in getting out the  
*RUPANEWS*!

I can't believe that eighteen years have flown by since I have been retired. AND HERE I AM LATE AGAIN WITH GETTING MY DUES IN! I guess I'll never change. The dues and a little more will follow by U.S. mail.

Jo Ann and I are in good health for old people, but we sure waste a lot of time on doctor's appointments.

I had a surprise this year. 10 years have passed since I had a treadmill test, so I took one. Found I had two blocked arteries, had a couple stents put in. The first doc who read the results, said negative problems. During a follow up appointment with my regular doc re-read the results and spotted a small part of the heart wall that wasn't getting quite the amount of blood it should have been getting at the highest stress part of the test. When he put the stents in, he found that I had grown new blood vessels around the blockages, which was probably reason I had NO symptoms at all. I felt GREAT before the test, and I feel GREAT still. I probably could have been O.K. without the stents going in. AND STENTS BRING THEIR OWN PROBLEMS.

Anyway I'm happy to be here at 78 years old.

Both sons, Mike and Doug, still flying 57's and 67's out of Washington, and happy to have the jobs. BUT, the pay and work rules, make all very unhappy. I think that the United Airlines plantation slaves are about to revolt!

We are still spending 7 months in Florida and 5 months at our Lake Anna home in Virginia.

I think fondly about all my friends on the airline and am saddened with each passing of such fine people.

*Bob*

**ED JUDD**—San Clemente, CA

Guess I missed the cut-off date again. How could I do that with the big 80 staring me in the face and a reminder that Oct. will bring twenty yrs in retirement. No complaints, health is good, Lorraine

was pronounced cancer free so life is good.

Although she recently had eye surgery, which did not turn out as advertised. Cataracts were removed and crystalens were implanted by Harvard Eye Associates. It seems that if there is any evidence of macular degeneration the doctor tries to determine the extent and bases his decision on that info. In her case, one eye was further along then the other and in that one there was little if any improvement after surgery. My point is, if any of you may need this operation in the future, have a thorough check for macular degeneration before signing the papers. The cost is right at 10 grand.

I am making some changes in my life, starting with a separation from the Civil Air Patrol in which, I have been active since retiring.

Its time to move on, next I will putting my baron on the market one of three I have owned or had a piece of since retirement, so if any of you people are interested in a clean low time bird give me a call.

To all you nice people who work to make the news letter work my thanks and oh, yes the check is in the mail

*Ed*

**L.S. (PETE) KENNEY**—North Olmsted, OH

Well, I debated on whether I should brag or not but as one wag put it: "Blow your own whistle, it's more sanitary". So here goes:

I set a goal to do the Cleveland Hiking Club's 83rd 40 mile hike in my 75th year. I did it in 11 hours and 30 minutes which ain't too shabby. I came in 6th out of 21 finishers.

Hopefully my conditioning will pay off.

Regards, *Pete*

**RICHARD LANGFORD**—Austin, TX

Wow! Holy mackerel! I've been retired ten years! Still feel like I'm 26 most of the time. 2006 was a wonderful year – water skiing and snow skiing. Our daughter was married here at the house - beautiful wedding and wonderful son-in-law.

I feel very blessed. Best wishes to all hands.

Do not miss flying one iota. *Richard*

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**ROD K. LION**—Maple Valley, WA

Well, Another year gone by and all is well in the NorthWest. Still fishing, golfing, and chasing the girls. I fished Alaska twice last year and will fish again with Larry McQuarrie this September. I had the pleasure of playing golf with Capt. R.C. Mitchell on one of his visits to the area to visit his kids. We had a great day.

Headed to MO. for a week to see the Grandson graduate from high school this week.

Thanks to all for our *RUPANEWS*. Check is in the mail, on time this year. ;-)

*Rod*

**HAROLD & JANE LLOYD**—Islamorada, FL

Hi Ted:

According to the mailing label on the latest *RUPANEWS*, I "EXPIRE ON 07/16/2007".

That sounds just so foreboding to a retiree and I do plan to be around after that date. I would rather "RENEW" on that date instead!!!

At any rate, Jane and I are still going strong after 9 years away from that disorganization called UAL.

I sure wish the BOD would wake up and clean house of all those inept morons that are called executives (crooks) and find someone who knows what wings, weather and people are.

We are still driving back and forth to the Florida Keys and the New Jersey shore every May and October.

I look forward to receiving my copy of the *RUPANEWS* every month to catch up on what everyone is doing. Tomorrow we are going to the NYSkyscrapers luncheon, where there will be more catching up to do.

My renewal check is in the snail mail to Bruce.

Keep up the good work, it is appreciated.

Best wishes to all.

*Harry*

EWR/JFK/LAX/ORD/JFK

**ALLEN LOCHER**—Kerrville. TX

Ted,

Fourteen years off the property, now, and I don't miss it a bit. I operated my restored C195 for a few years out of Denver, but found that an increasing bother and expense, so quietly exited aviation finally and entirely.

EX DENFO, we RV'd for a while, but found that, as with airplanes, the thing that RVs (and airplanes) do best is take you someplace else — someplace away from home. With the late realization that suitcase living is inimical to personal roots, we finally settled in the Texas Hill country, and Voila! Soon found that we (finally) belonged somewhere.

Meanwhile, age is beginning to tell, and radical knee surgery was recently necessary. It wasn't much fun (my wife observed that -- "getting old ain't for sissies!") but the recovery brought an interesting surprise; at five weeks of post-op rehab therapy, I was cleared for solo, with some suggestion that mine was a record short transition...

Elsewhere, I think that most of us are acutely aware that the culture in which we matured no longer exists. It has crumbled in the face of hedonism, relativism, non-commitment and today's "it's all about ME!" generation. [A local elderly entrepreneur has even founded a small enterprise here, perceptibly titled "Its All About You!"]

Even Presidential politics is affected: one contender muses support for a "woman's right to choose", but conveniently avoids the obviously begged questions — Choose what? --- and what accountability for that "choice"?

Republicans swept the Congress in 1994 with a multitude of candidates whose multiple personal agendas took priority, and so diluted any unified intent of that new Congress. No surprise, they in turn were swept...

A local acquaintance was project engineer for the last oil refinery here in America. He tells of an additional later nearby refinery project start, which became overwhelmed by regulatory costs and requirements, and today stands rusting. And does anyone think America will achieve additional domestic nuclear power energy sources within

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three generations? And will the media ever get something — anything - - right?

So, indeed, getting old can be a bother, for one ponders “what was” vice “what is”...

And yet, progress marches on: for now there are miracle cures — a la joint replacements — and new therapies; hybrid cars; hydrogen fuel experiments, mach six flight; and blended wing air transport (will the French be left behind again); etc.

But will the politicians, the media and the culture ever allow new advances to overcome the current inertia?

Indeed, getting old can be a puzzle. *Allen*

**LEN MARTIN**—Fair Oaks Ranch, TX

November 2006: I read with interest the article in the June 2006 issue of *RUPANEWS* about the speculation that many of the deaths in the 1918 flu pandemic were actually caused by tuberculosis. The details of this pandemic caught my interest several years ago when I was visiting in Wellington, NZ. I was walking down the stairs and noticed a photograph of a handsome young Kiwi soldier in full uniform with his "lemon squeezer" hat. I asked our hostess about the photo and she replied that it was her uncle of whom she was very proud. He had served with the ANZACS at Gallipoli only to be cut down by the 1918 "Spanish Flu." Since that time I have read all of the articles and book reviews I could find covering this subject. I recently finished a book, *The Great Influenza* by John M. Berry. It was a very detailed history of the events and personalities involved in the search to find out what caused it and how to defend against it medically (vaccine) and politically (public health policy). It was a definite cure for insomnia but I would recommend everyone read the last chapter, "Afterword," which is a synopsis and a warning. In the first few chapters he gives a brief history of medical practice from recorded history up to the early 20th century. I was amazed to find that even as late as the early 1900's MDs were still "bleeding" patients and prescribing poisons, (mercury etc.). Your grandfather may have been treated by a Doctor who had no college, perhaps

one year of medical school, had never seen a cadaver and made his living as a barber. Other countries (France, Germany, Great Britain) were years ahead of the U. S. with medical equipment, practice, research and public health policy up until WW II. John D. Rockefeller gave millions to traditional medical research but practiced homeopathic medicine until his death. The book details government policies of censorship and propaganda in the interest of national security. Sound familiar? As a part of that policy there was a great deal of media manipulation so as not to "cause panic." State and city governments were slow to react to non-pharmaceutical interventions. St. Louis was an exception for large cities. They closed schools, banned large gatherings, staggered work hours and quarantined households of the ill, which may have cut the mortality rate by 70%.

Although the pandemic saw more than 600,000 people die in the United States and more than 50 million worldwide, it seems to be an event that was not remembered. My grandfather never said anything about it to my knowledge. He was an undertaker near Nashville, TN and would have been overwhelmed with "business." My mother-in-law was a young girl (later a RN) living in a small town east of San Antonio in 1918. She doesn't remember anything about the pandemic even though 85% of the population of San Antonio came down with the flu and had a typical death rate. In the past several years I have spoken to only two people who had a close relative who was affected by the pandemic and one of those was the lady in NZ.

The author's research was started a couple of years after the referenced demographic paper but he does not mention connection of TB being a factor in the death rate. In 1918 many people who showed symptoms in the morning were dead by nightfall. They did not die of the flu but rather pneumonia. My medical friends seem to agree that TB is a "slow" disease, although a body weakened by the onset of TB would be susceptible to infection. Interestingly my grandmother's brother was not qualified for military service in WWI but volunteered for the YMCA and went to England to write letters for and read to the wounded and the ill

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in the military hospitals in England. He contracted TB of the bone and was hospitalized but recovered and married his nurse. This pandemic was called the "Spanish flu." However, it is not considered a possibility in current epidemiology studies that it started in Spain. The much greater evidence would indicate that it started on a pig farm in Haskell County, Kansas. Farm boys joined the Army and were crowded into temporary sometimes unsanitary camps for a couple of weeks then dispersed to other camps and then to crowded troop ships etc. It is called Asian flu because that is where it most often starts and that is where you have the largest concentration of people living close to pigs and chickens. Most recent cases have been traced from fowl to humans and the death rate is about 60%. So far it has not mutated and spread from human to human. When that happens (not if) epidemiologists say we will have the beginnings of a pandemic. In the mutation process however, it becomes weaker so the death rate declines appreciably.

There are some possibilities for the age and gender disparities in the 1918 pandemic besides the TB theory. It spread in the crowded military camps and the work places where there were few women. The only women in the military were a few nurses and most of the men were young. The age disparity might be explained by the possibility that older people could have had an acquired immunity from previous exposure. There is another explanation that has to do with aggressive antibody reaction that is beyond my comprehension and explanation. Although the author does not mention the connection of TB with the flu pandemic, he does mention the connection to mental illness as a common aftermath. There is some thought that this would explain Woodrow Wilson's unusual behavior shortly before his death as he pursued the formation of the League of Nations.

There were flu epidemics in 1957 and 1968. I caught a severe case of the flu in 1957 when I was in advanced flight training at Ft. Rucker, AL. I was washed back a class because of my absence. It is possible that I might have some immunity for a future outbreak. If I recall correctly during the Christmas holiday season in 1968 UAL had to cancel a number of flights for lack of crews who were sick with the flu. It wasn't "Blue Flu" as some

in management might have suggested. It was months later that management announced in a Flt Ops newsletter that operations had been affected by an excess number of pilots and presumably other staff who were sick with the flu outbreak that rose to epidemic proportions nationwide.

The addendum to the June 2006 article would seem to be sound advice. Have a supply of Tamiflu (oseltamivir) on hand and I would add other items you would need for a four to six week period of isolation.

This is a pet project of mine and I would appreciate any comments positive, negative or corrective that you might have.

*Len Martin* lennieboy@juno.com

**KATJA MITCHELL**—Laramie, WY

Hi, Ted -- the computer is down, so I have to handwrite and snail-mail my letter. Sorry! Doug would have celebrated his 81st birthday the end of July. We met in Erlangen, Germany in 1947. Doug was in the Army Air Corps, stationed in that town. My sister and I went to medical school in Erlangen. Our parents lived in East Berlin (occupied by Russia) and could not help us financially with their "East" money.) I could speak a little better English than my sister, so I applied for a job with the American occupational forces and was hired. I worked nights in "teletype" and went to classes during the day. And -- so we met and fell in love -- Doug took a train to Berlin to meet my parents and ask for my hand in marriage. My dad met him at the train station, Doug was easy to spot an American soldier slim and tall, my parents liked Doug, but -- he was 21 years old from a small town in Wyoming with no specific plans for the future, only that he wanted to be a pilot. My dad, a professor, did not believe that being a pilot was a real job (how wrong he was!) Wait a few years, he advised him, but we did not want to wait. My paperwork took longer than expected, and Doug had to return to the United States without me. Doug's father knew one of Wyoming's Senators very well, and he was able to expedite the whole process.

So on a snowy cold day in November I arrived at the airport in Cheyenne Wyoming on a DC 3 with my violin and a small cardboard suitcase. Doug met me and we were married one week later.

54 years of excitement and adventure and unconditional love and three extraordinary children: Cliff, a conductor with the railroad now, before that a pilot with a smaller line and the principal in a high school in Alaska, Tamara, a physician, (radiologist) in Houston and Doug who races motorcycles and drives a semi truck. I was and still am so lucky. Thanks to all of you who put the *RUPANEWS* together. *Katja*

**ROGER & ANN NELSON**—Livingston, TX

Hi Ted,

Not much to report this year. We are both in good health and enjoying life. We will be finishing up things around our new house in Fort Smith, AR. before taking off for the summer travels in the motor home. I will make my annual fishing trip to Alaska to see Ron Kakeldey. Other than that no traveling on the airline.

Thanks to everyone that works on the news letter.

*Roger*

**BILL NORTHUP**—Palm City, FL

All is well with us. Going up to the St. Lawrence River for the summer—as usual. High gas prices are not fun!

Son Bill is now with Air Tran. Left ASA (left seat) for, hopefully, a better company. Now flying the 717 (old/new DC-9) as F/O, hoping to upgrade soon.

It would be great to make the “Doings” at Montclair, NJ C.C. in June—Not sure we can make it tho’.

Best to Everyone, *Norty*

**JOHN C. ORGANTINI**—Homewood, IL

No, I’m not late, the calendar is early! It is early May here, but we’ll catch up after you cash this check! Time is really fun when you’re catching flies, as that old saying goes.

Thanks for the job you're doing, and I enjoyed most of the fillers, especially the ones pertaining to health and humor. *John*

**MICHAEL PATERSON**—Apache Junction, AZ

Hi! Enclosed is my check.

I’m still with the “living”! My 80<sup>th</sup> birthday is coming up this month. God willing, Sigi and I will celebrate our 60<sup>th</sup> wedding anniversary this coming September, *Mickey*

**MICHAEL PERRY**—Purchase, NY

Hi All, Have no idea where 6 years has gone; it seems like warp speed! Having a great time...working hard and playing as much golf as possible. Somehow, I have gotten down to a 9 handicap, and it is almost impossible for me to supplement my retirement income as a 9!

My dad (94, and going strong) is in a nursing home in Waco, TX, so I manage to get down there once a month for a few days. mostly on United Express...FULL flights! The trip to TX also gives me a chance to chase cows around the ranch on a horse...Italians weren’t made to ride horses. I think I must be the original city slicker!

Suzanne and I are enjoying life, and wish the same for all our friends. If you get to The Big Apple, come play golf with me! *Michael*



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## THE ONLY DIET PILL I CAN RECOMMEND

Robert J. Rowen, M.D.

I have huge news for you. It's about one of my favorite nutrients. Turns out you just might be able to have your cake and eat it too — and I mean literally.

Just when you think the news about resveratrol can't get better, it does. Researchers have found that this incredible plant-made chemical combats obesity and aging. They conducted the study at Harvard and on mice. But the benefits are very likely to spill over into humans. Our hormonal and energy physiology are virtually the same. I think you'll agree with me that resveratrol is one powerful nutrient.

The new study (*Nature*, online 11-1-06) set out to determine the effects of resveratrol on overfed mice. Researchers took three groups of middle-aged mice (52 weeks old). They fed the mice either: a standard mouse diet, a high-calorie (fat) diet, or a high-calorie (fat) diet supplemented with resveratrol.

By 60 weeks of age, the mice fed resveratrol enjoyed a three to four month lifespan advantage compared to the high-calorie group without the nutrient. (That's huge for mice!) By "old age," 114 weeks, 50% of the high-calorie mice had died compared to only 33% in the resveratrol group.

You know that insulin resistance is a major cause of premature aging and death. The high-calorie mice had increased insulin production, insulin-like growth factor (possible cancer promoter), and glucose levels as expected. Their levels of these aging markers were higher than the fat mice that also received resveratrol. Sound good? It gets even better.

The researchers studied the heart tissues of all three groups. Compared to the high-calorie alone group, there were far less fatty lesions, degeneration, and inflammation in both the standard diet group and the group taking resveratrol. But the degeneration and inflammation were even better in the resveratrol group than the standard diet on a degeneration scorecard. The high-calorie group (no resveratrol) scored 3.2. The regular diet group scored 1.6. And the high-fat diet supplemented with resveratrol scored the best at 1.2.

Rafael de Cabo, Ph.D., from the National Institute on Aging (NIA), virtually admitted that you can have your cake and eat it too. "After six months, resveratrol essentially prevented most of the negative effects of the high-calorie diet."

In essence, resveratrol has the ability to fool the body into thinking it's getting a low-calorie diet. It does so without any negative side effects. And plenty of positive side effects. Calorie restriction reduces the hormone of aging and death — insulin. Resveratrol seems to provide the same benefit as calorie restriction even when you overeat!

How much should you take? In one study, the mice were given the [*mouse equivalent-Ed.*] amount that might be found in 750-1,500 bottles of red wine. Can you get that much resveratrol without drinking all that wine? You sure can. My calculations suggest that 1,000 bottles of red wine will contain about 400mg of resveratrol. Most supplements are in the 50-100 mg range. I don't think you need 400 mg. I think one capsule twice daily will get you about everything you need, unless, of course you are eating a mostly fat diet. Then you might want to take more (up to four capsules daily).

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**MELVIN N. PETERSON**—Cupertino, CA

On May 1st, 2007, I became 90 years old.

I joined United on July 28, 1947, as Station Agent, B, in UAL's Ground Services Department in the Honolulu Airport Terminal Building.

This was very soon after UAL had initiated its first Commercial Passenger Service between SFO and HNL, at which time we operated one DC-6 round trip per day. Soon this grew to include NWA's DC-4s; and BCPA's (British Commonwealth Pacific Airlines') DC-6s, during their stopovers between Australia and New Zealand, then on to San Francisco.

At that time, our staff consisted of: Claude Wall, as Station Manager; Bill Gentry and Les Craig, who served as Ground Service Coordinators, and held various other titles from time to time.

UAL also had its Passenger Service Department located in the Airport Terminal Building. However, the Contract Airlines handled their own Passengers.

Marc Grusier was our Chief Chef at United's very own Flight Kitchen, where he and his well trained staff produced some of the finest imaginable meals for UAL and our Contract Airlines. This was especially true when the B-377, double-decker Boeings joined our fleet. At first, we had just one class of service, i.e., non-coach!

Our Mechanics' Department conducted their activities, both at the Terminal Building and at their Hangar, which was located about a quarter of a mile from the Terminal Building. Hank Ford was the Chief Mechanic at the time I started with UAL.

Needless to say, my 6 years with United in Honolulu were glorious, to say the least!

Other titles I have held were: Assistant Dispatcher; and Flight Navigator.

Finally, all Navigators were replaced by the GPS, (Global Positioning System).

My experiences while flying with UAL's Flight Crews, were definitely those of fraternal comraderie!

Aloha!

*Melvin*

1159 Elmsford Drive  
Cupertino, CA 95014

P.S.: Eventually, during my tour of duty there:

A. Native Hawaiian Stewards were added to our Flight Crews. (This added a perfect touch to our: Pacific Paradise Flights!)

B. Also, our service expanded to include LAX-HNL.

*MCP*

**OAKLEY PORTER**—Pahrump, NV 1944---1985

Hi to all rupans: Another year has slipped by, with very little to talk about. We were unable to take our usual fishing trip to Canada this last summer on account My wife Fern was having health problems, then had her gallbladder removed and has been feeling good ever since. We have been doing quite a bit of traveling in our new motorhome. We went over to the coast of Oregon and spent a week, spent some time in Palm Springs this winter.

We are planning on going back up to B/C Canada in June for a fly fishing trip. Then in July we will go back to Canada for our annual golf tournament with our winter friends from Pahrump NV.

I sure want thank all who make this *RUPANEWS* available, I know it is a lot of thankless work.

*Oak*

**GEORGE E. PRESS**—Newman, GA

Dear Bruce, We are off to Newfoundland in ten days for the whole summer. We have to escape this Georgia heat somehow!

Enclosed is a check for \$25 to renew me for another year. Thanks very much for stepping up to the plate. I know you must have a million things to do besides accounting.

Thanks also for the magazine and all the good work that you do.

Sincerely, *George*

**JERRY QUITNEY**—Hollister, CA

20 years since last landing a 747SP from Hong Kong, June 2, 1987. It's been a busy 20. A few years back I was flying a Westwind for a local firm that turned out a little unusual. We landed at DCA

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at 7pm on Sept. 10, 2001, planning to leave the next day. Didn't happen. No General Aviation aircraft departed DCA until Sun. Westwind has been sold; so now I'm down to flying my E18s Twin Beech. As I've done for many years; I'm planning the 4th of July at my place on the Big Sky Airport, Ennis, MT. Great time of year, fine parade, grand rodeo, much fun. Many thanks to the *RUPANEWS* staff. Oh! Checks on it's way. *Jenny*

**WALT RAMSEUR**—Millbrae CA 1952 SFO, 1960 JFK, 1965 EWR, 1967-1990 SFO

Ted and Fellow Ruparians, After reading the last two issues and seeing the small numbers of letters it occurred to me that I was part of the problem. This is my first letter in several years and I think my first "E" mail letter so here goes, on time for July:

I enjoyed the Caravelle stories. It was my first Captain assignment and I think the only first in my career, I was the first to go from copilot to Jet Captain and there was some apprehension In the School and for my Manager. They quickly learned that jet copilots had a much easier transition to jet captain than Prop captains. It was a fun airplane and in a class by itself. Faster than a prop or turbo-prop but slower than the other jets. On a flight from EWR to CLE typically filed for FL 310, climbed to about 290 it was time to start down for a built in soft landing.

My wife and are enjoying good health considering time in service. Since 1979 I have been successfully fighting Cancer in one form or another. Currently am taking Lupron which is keeping my PSA under control. I have had my lifetime max of radiation so I do not have many options left. I still have a third class medical and fly mostly VFR day although I am IFR current. I have owned a Beech A-36 for 28 years and it is much younger than I. My next trip will be to SLC for the Rotary International Convention. I have been less involved in the San Mateo County Sheriffs Air Squadron and more active in Rotary. I will spend my 85th year as President of the Rotary Club of Burlingame. I am also on several other Non Profit Boards. My Wife and I are very Grateful for the charmed life we have had and like to share as much as possible with others. My Wife just finished 6 years as a member of The Northern California

Presbyterian Homes Board of directors, currently on the board of The Hiller Aviation Museum located on the San Carlos Airport (SQL) and the SFO Airport Museum. The SFO museum is in the international Terminal and is Designed to look like the Original Terminal. We still have a home in NC and find that the best way to get there is buy cheap tickets on AAL. Their MD 80 seats are more comfortable than UAL 757. My loyalty to United ceased when their loyalty to me ceased. I am not bitter. It's just business. Enough for now. Thanks to Bruce, Cleve, Ted and Larry Wright for stepping up to the plate. Please give them a break and use "E" mail. If I can do it anyone can. See you at the Convention. *Walt*

**CLEVE RICE**—St. Anthony, ID

Ted and all members of RUPA,

I enjoy and read the newsletter every month. It is good to read what everyone is doing to keep busy. I did not get a report in last year. We were busy moving into a new house here on the farm. I am still very active in The American Legion, keeping the post in town going and participating in school and community activities and was elected as Idaho's National Executive Committeeman to represent Idaho on the national level. It is for 2 years and includes meetings in Indianapolis twice a year, national convention and legislative meetings in Washington, DC. We returned from Washington last month. We were able to tour the new Air and Space museum and see the RUPA panels. All the names were very impressive on the panels. Thanks to all who put the newsletter together and get it out to the rest of us. Hello to everyone. *Cleve*

**DICK AND MARY LOU SANDERS**—Westlake, OH  
Greetings to All

Mary Lou and I stay well as we head into our 14th year of retirement. And always more than enough to keep us actively engaged. Today I paid off on an auction flight. We had put the 182 at auction for the Juvenile Diabetes Research Foundation. Couldn't have picked a nicer day for our aerial tour. Still doing some instructing and enjoy making several Angel Flights every year.

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Our daughter Ellen and her husband Chris have recently completed a move to Denver, CO and are very much enjoying their new surroundings. Both horse persons, they have found 10 acres near Parker where they can "spread out" and stable their animals. And our son Rick and his wife Adrienne are living in Brooklyn, NY. She is a consultant for Booz, Allen and he commutes to LA to fly for Alaska.

Speaking of Alaska, I will leave Tuesday for Seattle and a subsequent cruise to Ketchikan with a lifelong friend aboard his 42 foot Krogen.

Promises to be a grand voyage.

Finished up a great read recently. The Sky Beyond by Sir Gordon Taylor depicts the exploration in the '30's in Fokkers and PBY's of the transocean routes flown daily by the airlines of the world. Amazing exploits by these aviation pioneers. You will probably have to find the read on the internet or at a used book store but well worth the hunt.

And speaking of good reads, thanks so much for your great work.

Fraternally, *Dick*

**HARVEY SAYLOR**—Colfax Ca - SFO 91

Filler OR fear of Stookey?

I enjoyed Joe Stans' rant in the May issue.

I went to the doctor the other day and he told me I only had ten years to live. Holy bleep what kind of illness do I have? Turns out he was merely looking at an actuarial table. Oh. Anyway Mark Twain said he had been dead for billions of years before he was born and it hadn't inconvenienced him a bit so being dead shouldn't be a problem.

I see in the news where they unearthed a time capsule in Oklahoma from 1957 and that reminds me to say hello to my former housemates of 1957 Jack Baughman, Wally Blaseck and Joe Collins. Time capsules all!

*Harvey*

**AL SCHMITT**—Sequim, Wa. 1966-1997 LAX

Hi Bruce, thanks for stepping up to the plate again. You have been doing yeoman service for years.

Just hit the BIG 70! I was OK with that until a perky little 6yr old told me she thought I looked like an old man. WOW! That really got me. I quickly ran to the mirror, but had to admit she was more than a little accurate.

Patricia and I are healthy and enjoying life. She has retired from local government so I have lost any influence at city hall. I still enjoy flying, barbershop singing and senior softball. Watching us play is always good for a laugh. We still travel to see family and friends. But we still don't care much for coach.

Call if you're in the area. [jalschmitt@olyopen.com](mailto:jalschmitt@olyopen.com)

**JACK SCHRANDT**—Madison, WI

Bruce,

Wanderings this year have taken me to a great trip along the Oregon coast last fall. Also, made it to Mexico, the U.K. and Argentina. Harder to get where you want to go, but still persevering. Thanks to all who keep the *RUPANEWS* coming. Check sent by regular mail.

*Jack.*

**LOIS & ROY SCROGGS**—Sun City, AZ

Hello to All: I have always enjoyed the *RUPANEWS*. I am enclosing a check for \$25.00 to renew my subscription. Have had my 80th birthday and still playing nine holes of golf. And going to Logan, Utah to enjoy the Operas. Thanks for taking care of the *RUPANEWS*. Our E-mail address is [lrscroggs@cs.com](mailto:lrscroggs@cs.com) should anybody wish to send a message to us. Thanks Again, *Lois & Roy*

**HOWARD & JOAN THOMPSON**—Elmhurst, IL

Dear Ted,

Howard claims he is "not bad" and I agree. In fact, the new facility seems to really agree with him. Diabetes is stable and it's a bit closer for me in driving time.

Pine Crest of L. Geneva if anyone would care to visit or drop a line. 262-249-8900.

*Joan & Howard*

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**JIM & ROBIN WATERS**—Wilmington, NC

Ted, I enjoyed the jokes and the item "When Insults Had Class."

In the New York of the nineteen-twenties and thirties, the arts of insult and repartee peaked in the dining room of the Algonquin Hotel every workday, when the regulars of the famous Algonquin Round Table met for lunch. This group included Dorothy Parker, Alexander Woolcott, Harold Ross, editor of *The New Yorker* and the like.

One day when someone mentioned the name of a well-known actress, Dorothy Parker said that she was "as pure as the driven slush."

And although this is not an insult, it's pretty funny: Someone used the word "horticulture" in the conversation. Another at the table said, "Horticulture? Use that in a sentence!"

Without a second's hesitation Dorothy said, "You can lead a horticulture, but you can't make her read."

And finally, not from New York, a simple joke:

A golfer finished a round and went into the club bar, but he neglected to remove several golf balls from his pants pockets. He sat down next to (you guessed it) a blonde.

He noticed that she was surreptitiously eyeing the bulges in his pockets, so he turned to her and said, "They're golf balls."

She thought about that for a minute and then asked, "Do they hurt as bad as tennis elbow?"

*Muddy Waters*

**KENNETH H. WHEELER**—Zanesville, OH

In about three weeks I will hit my three score and ten. Ten years retired and I still don't have it quite right. The last couple of years have been very interesting. In June 2004 our daughter had gastric bypass surgery, which initially went very poorly. For about the first seven months we thought we had lost her, but slowly things turned around and she is now doing pretty well. Her plan of four weeks off work turned into ten months, but she is now doing well, having lost 200 pounds. In September of

2005, after my wife had taken care of her for ten years, her Mother passed away at age 91. About a month later our son had an aneurysm in his brain which began leaking. After two brain surgeries, he is back at work and has lost nothing!!! At the doctor's office they refer to him as their "miracle man". These events have only proved to us, again, that prayer chains really do work. Last September, Nancy and I quietly celebrated our 50th wedding anniversary. We have the usual age-related aches and pains, but overall our health remains good. We now have two children, three grand children, and three great grand daughters. I have decided that grand children and great grand children are one's reward for not killing their kids when they are teenagers. My Mother always said it is better to wear out than to rust out, so I stay busy with barbershopping and country music. I front a band of 24 people and we play at various nursing homes each week. Whoever shows up is the band and we have a rehearsal. If the audience enjoys it, so much the better. I thoroughly enjoy the monthly gatherings of the "Cleveland Crazies", and look forward to the RUPA newsletter each month. How to tell when you're getting old: When your wife decides to give up sex for Lent, and you don't find out about it till Good Friday. Keep the faith, *Ken*  
'65-'97 DENTK, ORDFO, CLEFO, ORDFO

**LLOYD WHITLOW**—Henderson, NV

I wrote a letter for the Newsletter which appeared in the June issue, this was in regards to my having Proton Beam Therapy at the Loma Linda University Medical Center, Loma Linda, Ca.

I finished the 44 treatments on May 16th, 2007. This is the only method to treat Prostate Cancer as it is non-invasive with no side affects, one out of three men will come down with Prostate Cancer. Your Urologist will never tell you about Proton Beam Therapy, WHY? Probably because he can make no money from this treatment and they will suggest one of the following, which will depend on their specialty. All the treatment a Urologist will suggest will have side affects, some are worse than others, but none that you want to experience. 1. Surgery, this requires hospitalization and a

recovery period, the results are normally excellent, but you no longer have a Prostate. 2. Radiation, this has excellent results, but it can and normally will affect other organs in your body. 3. Seed Implants, again excellent results, but they have been known to travel to other parts of your body, i.e.: your lungs, heart, etc. they also can be transmitted to your sex mate. 4. Hormone Shots, these are not a cure, but only a temporary stop gap, not recommended. Proton Beam Therapy has over a 90% cure rate, the cure depends on how advanced the cancer is, so you want to start treatment as soon as you find you have the cancer.

There are an above average number of Airline Pilots taking, or have taken the Proton Beam Therapy at Loma Linda University Medical Center, the study is not complete, but my Doctor, and others, feel the reason for this could be that we spent so much time at high altitude where we were subjected to harmful sun rays.

If you have any questions on Proton Beam Therapy, feel free to e-mail, write, or phone me on this subject, I have a lot of material covering this. There is also information and testimony you can receive on the LLUMC Web Site:  
<http://www.llumc.edu>: Proton Bob:  
<http://www.protonbob.com>: <http://otivus.com>.

There were approximately 160 men taking the Proton Beam Therapy at Loma Linda University Medical Center Proton Section, at any given time. I really got carried away, but I'm completely sold on Proton Beam Therapy.

In the July 2004 Newsletter Carl A. Hankwitz wrote a very similar letter, he is the reason I learned about Proton Beam Therapy. Thanks Carl!!!

Until next year!

*Lloyd Whitlow*

June 9th, 2007

**JIM WILDER**—Roxbury, CT

Greetings to all,

Still alive and well. We make a couple of trips a year to our cabin in Norway. An early spring trip for cross country skiing and work on the cabin and

a summer trip to hike and work on the cabin. Got to Zion National Park last year and a separate trip to the south rim of the Grand Canyon. Think my wife has a list of other places to visit that we have seen from the air. Visits to our son in Salt Lake City have made for two nice family ski trips this winter. Daughter in NYC facilitates visits there and a couple of Broadway shows this past year. Nice to be able to sponge off our kids. Otherwise, just enjoy puttering around the house and yard in Connecticut.

Again, thanks to all who contribute to making RUPANEWS.

*Jim*

## IN MEMORIAM

**LAWRENCE AMUND BARNES**



*"To fly west, my friend  
is a flight we must all  
take for our final  
check."  
Author unknown  
Pilots Creed: "In God  
we trust, all else we  
check."*

Lawrence Amund Barnes, a 28 year Napa Valley, California resident, died December 11, 2006, in Windsor, California. Larry was born March 24, 1935, to Claude R. Barnes and E. Amanda Barnes in Coeur d'Alene, Idaho. He attended Coeur d'Alene schools graduating from high school with the class of 1953. While in high school, Larry was active in sports and was very prominent in basketball under the coaching of Elmer Jordan. On a basketball scholarship he played for the University of Oregon and obtained a Bachelor of Science Degree in General Science at the University of Oregon in 1965.

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Larry was on active duty in the U.S. Air Force and served in Japan from 1958 to 1962 as a navigator and a navigator/bombardier, flying B-57, C-121 and C-119's. In 1961, he was selected to do a briefing for Secretary of Defense, Robert McNamara on Nuclear Strike Responsibility and in 1962 was on Special Assignment to Vietnam. Larry served in the United States Air Force Reserves from 1963-1969 in the 313<sup>th</sup> Squadron in Portland, Oregon.

His employment with the United Air Lines as a flight navigator (Military Air Charter to Vietnam), Second Officer, First Officer, and as Captain in 1987, was one of his career ladder achievements. Larry retired in 1995 as an Airline Transport Pilot after 30 years with the United Air Lines. During retirement he was a consultant for United Airlines, teaching crew safety in Taiwan, San Francisco, and Honolulu. Larry was proud of his total flight experience of 19,210 hours.

Larry was a Life Time Member of the American Legion, Kootenai Post 14, Masonic Lodges of Coeur d'Alene, Scottish Rite, Valley of Coeur d'Alene, the Airline Pilots Association, the Retired United Pilot Association, the Lutheran Church and a Life Time Member of the Girl Scouts of America.

He is survived by his divorced wife, Bonnie of Mason, Ohio, his children Kevin L. and wife Julie of Healdsburg, California, and Dan and wife, Lori, of San Francisco, California. Also surviving are his daughters, Melissa V. Barnes, of Altadena, California, Beth and husband Tony Miller of Mason, Ohio, and son, Lawrence "Lawnie" Barnes of Windsor, California. Larry was blessed with six grandchildren. He also leaves a sister, Maxine Nelson of Coeur d'Alene, Idaho and brothers, C. Richard Barnes, Jr., of Redmond, Oregon, and Frederick Barnes of Redding, California.

A Memorial service was held in Santa Rosa, California on Dec 26, 2006. Larry was interned with his parents on his birthday, March 24<sup>th</sup>, 2007 in Coeur d'Alene, Idaho. He will truly be missed!

## **ELMER W. FOLLIN**

Captain Elmer Follin died at 83 on May 23, 2007. His home was in Ft. Lauderdale and his wife is Mary Kay and he had three kids. I think one may have been a pilot, but I did not know his kids personally.

He flew 30 years with United and I know I flew with Elmer, but actually can't remember where and on which airplane. I enjoyed my time with him.

The funeral was held on June 9<sup>th</sup>, Saturday at 10:00 am at St. John the Baptist Catholic Church in Ft. Lauderdale

*Jim Morehead*

## **JAMES S. HITCHCOCK**

Hello All:

I'm, Jan, Jim Hitchcock's daughter. Just wanted to let you know that Daddy passed away June 6, 2007, respiratory failure due to dementia. We just celebrated his 94th birthday on May 11, 2007! He will always be with me in heart and soul.

Regards, *Jan*

Jan Mankowski  
Legal Assistant to Steve Marshall  
Wilentz, Goldman & Spitzer, P.A.  
90 Woodbridge Center Drive  
Woodbridge, NJ 07095

## **WALTER L. MATLACK, JR.**

Walter L. Matlack, Jr., 78, of Newtown Square, PA, died June 9 of cancer at Bryn Mawr Hospital. Walt graduated from Upper Darby High School and attended St. Joseph's University. During the Korean War, he served in the Marines as a fighter pilot in Korea, and was later stationed in Japan. He joined United Airlines in 1955 flying DC-3s. He retired as captain on DC10 in 1988.

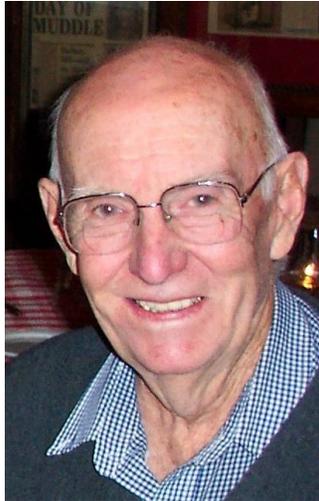
He considered the most hazardous part of his job to be the drive up the New Jersey Turnpike to the Newark or JFK airports, his son Walter III said his dad swam a mile every day. He enjoyed scuba diving with his son in Hawaii. His wife of 48 years, Maureen "Jinx" Mulnix-Matlack, a former flight attendant, died in 2004. In addition to his son, he is survived by two grandchildren.

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## **BOBBY G. WILLIAMS (B.G.)**

B.G. was born March 7, 1924 in Ravia, Oklahoma; he was the son of William A. and Helen Northcutt Williams. He passed away June 14, 2007 in Columbia, South Carolina, after a 3-year illness

He graduated from Healdton (Oklahoma) High School in 1942 and entered the Army Air Corps, later to become the United States Air Force, and was selected for the Aviation Cadet School. He completed pilot training in early 1944 and was sent to Europe. At the age of 20, B.G. was an aircraft commander in the



Martin B-26 Marauder. He completed thirty-five combat missions. During his combat tour he met and married Louise Kohler White also serving overseas as an Army nurse. They were married for 62 years. After the war, he continued to serve in the U.S Air Force for 22 years, flying the B-47 and B-52 bombers. He retired in 1964 as a Lt. Colonel. He began his second career with United Air Lines as a flight instructor in the DC-6, DC-7, 737, 727, and DC-10. After retiring from United Airlines in 1984, he began his third career as a volunteer driver for the Red Cross. After 42 years of flying and 16 years of driving, B.G and Louise began the full-time job of enjoying their grandchildren.

In addition to Louise, he is survived by two sons, John R. Williams of Trophy Club, Texas and Frederick Mark Williams of Plattsburg, New York; and one daughter, Barbara W. McMullen of Cayce, South Carolina and six grandsons. He is also survived by his brother Jack W. Williams and family of Ardmore, Oklahoma.

Burial will be August 23, 2007 at Arlington National Cemetery in Washington, DC. In lieu of flowers, the family requests that donations be made to the Alzheimer's Foundation of America (<http://www.alzfdn.org/>).

## **MARK EDWARD ZENNER**

Mark Edward Zenner was born in Brooklyn Naval Hospital May 26, 1947. He died May 31, 2007. First-born son of Capt. Harold Joseph and Jene Louise Zenner, he is survived by his parents, his wife Linda, his three daughters, Christiana, Courtney, and Lauren, his four brothers and sister, Bruce, Jim, Paul, Audrey, and John, and their children. His family is bereft and mourns the loss of their son, husband, brother, and father.

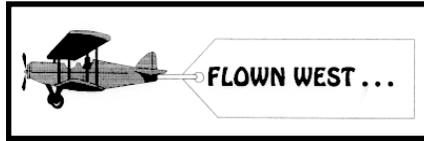
Mark was raised in a naval family and lived in many cities and states during his childhood. He attended high school in Santa Cruz, California and graduated in 1965. He attended Stanford University as a U.S. Naval ROTC student and was a member of Alpha Sigma Phi fraternity. After completing his bachelor's degree at Stanford in 1969, he began active duty with the U.S. Navy. He served the U.S. Navy as a combat pilot flying A7 Corsairs during the Vietnam War, and flew in support of his country off the aircraft carrier U.S.S. Enterprise.

Mark flew as a United Airlines pilot for 28 years following his naval career. He piloted DC-10 and Boeing 727, 737, 777, and 747 aircraft, most recently as a 747 captain. His life was devoted to his family and flying.

A memorial service will be held Monday, June 4, at 3:00 p.m. at St. Andrews United Methodist Church in Highlands Ranch.

In lieu of flowers, donations can be made to: Mark Zenner Grandchildren Education Trust. Please send checks to: Bruce D. Campbell, PC, 1507 Pine St., Boulder, CO 80302.





## FLOWN WEST

LAWRENCE AMUND BARNES	12/11/2006
EDMUND KRUMP	02/17/2007
MICHAEL P. ANTHONY	03/27/2007
JOHN F. HAGERTY	04/09/2007
BENJAMIN E. TYSON JR	04/12/2007
THOMAS MC COSKER	04/17/2007
JOEL B. STRATTON	04/19/2007
HENRY G. BINGHAM	04/24/2007
JAMES R. MATHESON	04/25/2007
FRANK J. QUINN	04/25/2007
RALPH E. THULL	04/28/2007
HERMAN E. DREW	05/12/2007
JAMES S. HITCHCOCK	06/06/2007
WALTER L. MATLACK, JR.	06/09/2007
BOBBY G. WILLIAMS	06/14/2007
MARK ZENNER	06/31/2007



## 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*

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*  
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462  
2nd Tue. San Diego Co—*San Marcos CC* - 760-723-9008  
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667  
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860  
2nd Fri. PHX Roadrunners—*McCormick Ranch Golf Club* - 480-948-1612  
3rd Tue. DEN Good Ole Boys— *11:30am American Legion Post 1* - 303-364-1565  
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-558-9422 or 702-565-7175  
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691  
3rd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;  
3rd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908  
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595  
3rd Thu. SEA Gooneybirds—*Airport Marriott* - 425-702-0989  
3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896  
3rd Thu. TPA Sundowners—*Daddy's Grill* - 727-787-5550  
Last Thu. Hawaii Ono Nenes—*Mid Pacific Country Club*

### Bi-Monthly Scheduled Lunches

1st Wed Mar, Jul, Nov. Chicago Area—*Itasca CC* - 630-832-3002  
2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn* - 815-459-5314  
3rd Thu Feb, Apr, Jun, Oct, Dec. NE FL —*Spruce Creek CC* - 386-760-0797

### Quarterly Scheduled Lunches

3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

### Semi-Annually Scheduled Lunches

2nd Tue. 11:30am May, Nov. Inland Empire RUPA---*Davenport hotel, Spokane*---509-455-8888  
3rd Wed. June 20<sup>th</sup> at Noon NYSkyscrapers--- *Montclair Golf Club, NJ*

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**Deadline: July, 18, 2007**

**Mailing: August 1, 2007**

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**RUPANEWS**  
1104 BURKE LANE  
FOSTER CITY CA 94404

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