



# RUPANEWS

Journal of the Retired United Pilots Association

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## IN THIS ISSUE

President's Message  
Notices  
About the Cover

Page 3  
Page 3-18  
Page 6

Letters  
In Memoriam  
Calendar

Page 19-45  
Page 45-46  
Page 48

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—RUPANEWS—

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## **THE SECRETARY - TREASURER HAS A NEW E-MAIL ADDRESS**

**IT IS: Rupa.SecT@yahoo.com**

### **ALSO A NEW MAILING ADDRESS:**

**RUPA  
PO BOX 275  
HALF MOON BAY, CA 94019-0275**

***WRITE THEM DOWN (please); ALL OTHERS WILL BE INVALID (-Ed.)***

***NOW is the last chance for changes or corrections to last year's directory. If you have lost or misplaced your 2007 directory, and don't know if it's correct, send all your correct details, including "snowbird" addresses, all phone numbers and email addresses. Oh yes, if you've traded wives, well, we've had a couple of those, too. Please use the new address or email.***

## **PRESIDENT'S MESSAGE**

Hi, I'm Donald Laird (Larry) Wright, not to be confused with L.D. or D.E. Wright, as we were all at SFO at the same time. The Annual RUPA Convention was held in Seattle, September 20-23. On the final evening of the convention, I was elected president, George Hise, V.P. and Bruce McLeod as Sec.,Treas., for the next two years. Prior to the election, the outgoing President, Cleve Spring, presented an amendment to the bylaws eliminating the one time fifty dollar membership fee, leaving only the annual dues of twenty-five dollars to be paid during the birth month. This amendment was passed with the hope that it would make membership more attractive.

What was not accomplished at the meeting was selecting our next convention site. To this end, I would enlist the help of all of you to recommend a location, keeping in mind that it should be readily accessible by UAL and have local membership available to provide liaison prior to and during the convention.

The convention began with a sumptuous buffet on Thursday evening, followed by three more wonderful days in Seattle with various activities of our choosing; Tour of the Boeing Assembly Plant at Everett, The Museum of Flight at Boeing Field, a City tour, winery tour, lock cruise, as well as two dinner cruises-Tillicum Village and Argosy Royal Dinner cruise. Our speaker for the final banquet on Sunday night was Bonnie Dunbar, CEO of The Museum of Flight and Astronaut. She presented a very interesting power point presentation of her background and missions in space.

Thanks to Rich Bouska and Ron Jersey for arranging the beautiful hotel, tour events, as well as the Seattle volunteers who worked with Laurie & Dick Anderson and Margie and Bob Reid. The local support is a vital asset to a successful convention.

**CHRISTMAS PARTY:** Unfortunately, this year there will be no SFO Christmas Party. Our committee was unable to secure a satisfactory band. I would encourage all of you to make a toy donation to the TOYS for TOTS, as it is a worthy cause.

**RUPA DIRECTORY:** January will see the directory published. If you have changed your address, changed your phone number, your area code has changed, or a new internet provider (email address), please get the changes in now, so we can publish an accurate directory.

### **United Airlines Retired Pilots Foundation, Inc.**

Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer  
11165 Regency Dr., Westchester, IL 60154-5638

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## DANA POINT RUPA LUNCHEON

16 October 2007 *Wind and Sea Restaurant*

With the cooling days of autumn upon us, the several days before our Tuesday Luncheon appeared to be more like San Francisco or Seattle, weather-wise; cloudy and drizzly mornings and a definite chill in the air. But, miraculously, at our regularly appointed day and time, everything reverted back to Southern California clear and warm, and we had our regular get-together on the veranda of the Wind and Sea, enjoying mid-70s temperatures, sunny skies, and beautiful seascape views.

The usual cast of characters who showed up to get their seafood (mostly) "fix" included: Park Ames, Carlos Bernhard, Ed Krieger, Bob Fuhrmann, John Grant, Jim Grosswiler, Rudy Haluza, Rick Hoefer, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Bill Stewart, and Joe Udovch. We missed the presence of our Fearless Leader, Ted Simmons, who was spending some quality family time, back in the Colorado Rockies, and probably just in time to see the baseball Colorado Rockies clinch the National League pennant.

Because the Dana Point Harbor presents such a nice venue for our group gathering, most of us are grateful for our health and good fortune to be able to enjoy all this. However, never far from our minds is our mortality, and so the usual discussion always includes some touching on our current medical frailties and ailments. A mention was made of Ron Cordes' sponsorship of a group in the Orange County ALS (Lou Gehrig's disease) Walk on Saturday the 20<sup>th</sup> of October. Since being stricken with this debilitating disease, he has been very active in ALS Association activities.

Depending on where you were seated at the table, some of the following subjects were brought up and discussed: Flying (naturally), Siamese twins (?), Pensions, the CIA, Technology (Bob McGowan showed his latest toy, a new digital camera), San Diego, and of course, all the jokes and stories. Seems like every time we get up and get ready to leave, is when Park Ames starts with his jokes, and we all walk to our cars, with laughter, and smiles on our faces. Is it any wonder that we make it a point to attend these luncheons? Come join us.

Cheers,

Your correspondent, *Joe Udovch*

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## DEN GOOD OL' BOYS

The October meeting of DEN Good ol' Boys came off on schedule and without a hitch. There was a good turnout.

Following the repast and the obligatory attempt at humor, the coordinator related of the events at the RUPA convention in Seattle and told of the various tours and social activities that were available. Pictures were available of some of the events. Suffice to say that a good time was had by all.

Jim Adair related of his recent experience with a "reverse mortgage", and asked whether the group was interested in hearing a presentation on the subject. An E-mail poll will be taken to determine the sense of the group, with a possible presentation scheduled for the December meeting.

A report was delivered on the medical situation of Jim Harris, who is having back problems.

There were no other reports of infirmities.

Those in attendance included: Bill Fife, George Benkendorf, Dick Shipman, Tom Hess, Dick Garbrick, Curly Baker, Phil Spicer, Bill Hoygaard, Dave Murtha, Tom Gordon, Arv Witt, Hugh Moore, Ed Riehl, Bob Blessin, Bob Dietrich, Warren Mugler, Ralph Wright, Gary Townsend, Jim Adair, Mike Williams, Al Snook, Bill Bates, Jim Hixon, Jack Davis, Ken Ewing, Ed Cutler, Cliff Lawson, John Thielen, Dave Johnson, Russ Ward, A. J. Hartzler, Chuck Fellows, Gary Gore, Bob Crowell, Al Dorsey and the scribe and coordinator, *Ted Wilkinson*



## WELCOME TO RUPA!!

We would like to welcome these recent retirees and newest members of RUPA:

Captain & Mrs. James A. Bertelson (Linda) of Ivanhoe, IL  
Captain & Mrs. Robert V. Beck (Ann) of Crystal Lake, IL  
Captain & Mrs. Frank L. Davis (Donna) of Burdett, NY  
Captain & Mrs. George H. Hall (Dana) of Knoxville, TN  
Captain & Mrs. Edward S. Kratzer (Petra) of New Port Richey, FL  
Captain & Mrs. Thomas R. Rump (Susan) of Culver, IN  
Captain & Mrs. John S. Sutton (Vicki) of Sharpsburg, GA

## CONVENTION REPORT

The 2007 Seattle Convention is now in the history books. Thank you to all who attended.

As this was my first convention as chairman, I appreciate your patience, flexibility, and your kind words. Thank you also to the Seattle volunteers, especially Margie and Bob Reid, and Laurie and Dick Anderson. Your hard work before and during the convention contributed to a very successful event. After dealing with registration forms and phone calls, it was great to put faces with all those names.

Now is the time to start thinking about Convention 2009. At the general session, Chicago, Denver and Las Vegas were mentioned. However, if you live in an area which is accessible by UAL, has some interesting things to see and do, and (wait, hear it comes) would be willing to volunteer to handle the pre-convention groundwork, then e-mail me with your ideas.

Also, if you have any strong opinions about the above mentioned sites, please let me know.

Submitted by *Ron Jersey*

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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

September 20, 2007 was a beautiful fall day here in Southern California. Thirteen members attended. Our Scribes, Doug and Marcene Rankin, along with our Senior (Kahoona) Rex May, were attending the RUPA Convention.

We were delighted to see Jerry Adams, Russ Maddox, Lief Jonassen and Marv Jeffers with us as we haven't seen them for a while.

We had some lively discussions on our PPO (B/C-B/S) medical plan; the present status of UAL - no A/C purchases, much deferred maintenance and very poor morale. It was noted that Senior VP of Flight Operations, Hank Krakowski, has resigned to take the job as Chief Operations Officer with the FAA. He needs a pension, I guess. We also discussed the Very Light Jet (VLJ) programs and how popular they are becoming with corporate America and using interline pass travel through the ZED fare system. Doug Bielanski briefed us on the fraudulent aspects of the UAL bankruptcy, ie: the value of UAL's Milage Plus Account and the lack of information given the Bankruptcy Court and the PBG involvement.

Those in attendance were Jack and Joyann Moore, Jerry Adams, Doug Bielanski, Russ Maddox, Marv Jeffers, John Joyce, Walt Tyler, Ray Engel, Dale Meyers, Lief Jonassen, Denny Fenderlander and myself,  
*Don McDermott.*

### United Airlines Historical Foundation

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

## ABOUT THE COVER:

Amid all the 787 roll-out hoopla, perhaps the coolest event went unnoticed. On Saturday night, Boeing had all of the 787 airline representatives at an event at the Museum of Flight.

At 7:07 PM, an Omega Air Refueling Services 707 landed in front of the crowd (after taking off from Paine Field in Everett). At 7:17, an AirTran 717 landed. This continued until 8:17 when an Air France 777-300ER landed. In the end, the 707, 717, 727, 737, 747, 757, 767, and 777 were lined up nose-to-tail on the taxiway. It is the first time Boeing has had every 7-series airplane in the same place (not counting the 787, which couldn't make the flight, of course).

If you wondered... The Boeing 717 is a twin-engine, single-aisle jet airliner, developed for the 100-seat market. The airliner was designed by McDonnell Douglas as the MD-95, a third-generation derivative of the DC-9, which was first introduced in 1965. After McDonnell Douglas and Boeing merged in 1997, the airliner was re-designated Boeing 717 and produced by Boeing's Commercial Airplane division.

## 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, chic 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 Pichilique (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, 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	\$1899
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**

**gsp@aol.com**

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## LAX SOUTH BAY RUPA LUNCHEON

We had a nice turn out and the stories continued until 1400.

We exchanged a few "Jack Horrell" stories.

Please check your newsletter for details of our holiday lunch on Dec, 13.

Those attending were Shirley and Jack Hanson, Joyann and Jack Moore, Trudy Buck, Norm Marchment, Chuck Raphael, Don McDermott, Walt Albright, Gene Gawenda, Don Krueger, Arvid von Nordenflycht and me.

Best wishes and hope to see you in December, *Rex May*

---

## LAS VEGAS HIGH ROLLERS

Our monthly meeting was held on October 16th, at the *Memphis Barbeque*. In attendance were: M. H. Anderson; Mike Barid; Dick & Nancy Boston; Ed & Judy Fullerton; Jerry Johnson; Gene & Mary Lamski; Guy & Kathy Manning; Tom Martin; Hal & Shirley Morris; Dave & Bonnie Munyon; Don & Betty Swirnow; Lloyd & Donna Whitlow.

We meet every 3rd Tuesday and invite anyone who is in Las Vegas to join us. Just call.

Not much has been happening to our members. Many are coming back from their vacations. We will be meeting on the 13th in November due to Thanksgiving being too close to our normal date.

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## THE NORTH BAY RUPA GROUP

The North Bay RUPA group met, as usual, on the first Wednesday of the month, at the *Petaluma Sheraton's Tolay Room*, for a couple hours of good food and companionship. The group was saddened by the news of the untimely passing of one of our regular attendees, Ron Perry...our sympathies to his wife, Audrey, and his family. On the sick list is John Candelo, undergoing treatment for a couple problems...on the "unable to attend" list was Sam Anderson, whom we hope to see with us in November. In the news, for discussion, were items such as the "Pension Restoration" group's excellent letter to a senator, BigJetcity.com's support, letters from Dan Hanley's group regarding the pension loss, the current age 60 bill in congress, and the possible sale of the SFO MOC. A note from "Whitey" Myers regarding his experiences with the IRS on FICA recovery was passed out, along with other airline related info from the "net". Our esteemed (and slim/svelte) Health Chairman, George Hise gave another splendid report, on yet more scientific evidence, of the benefits of wine for good health and longevity! (applause!) Al Fink gave the group his observations on one of the accidents at the Reno Air Races this year...Al was a pylon judge when a tragic mid-air caused the loss of one of the racers. The accident occurred very close to Al, and some others, who were peppered with debris. We were all glad to see Captain Al, not too much worse for the wear, attending!

Enjoying the afternoon were: visitor from the Northwest, Mac McCroskey, (Welcome!), Leon Scarbrough, Al and Linda Fink, Sam and Mickie Orchard, Bill McGuire, Dick Hanna, Don Madson, George Hise, Norm DeBack, Norton 1 (Rick Saber), Bob Grammer, Woody Lockhart, Galen Wagner, Barney Hagen, Bill Royall, Deke Holman (with new bionic knee!), Jim Mansfield, Ken Corbin, Dick Smith, Bill Greene, J.R. Hastings, *Bob and Doris Donegan*.

Happy Thanksgiving to all..!!

**ED PROSE—ORD 1940-1976**

Dear Cleve: Recently you pleaded for anything that might be of interest to fill in the RUPA pages. In digging through my files I thought the enclosed photo and accompanying article in the Feb 1943 UAL NEWS might be of interest.

Glen Gronquist and I were hanging around before a flight and were asked to be "poster boys" for the new ATC Army uniform magazine photo. The accompanying article, in true military fashion, provides the details for both uniform and aircraft. One of our duties was to bring on board brand new Army Air Corps pilots assigned as co-pilots on the DC-3 for 90 days to get them ready for shipping out. This was their first exposure to the DC-3. Some that I knew went off to the China-Burma-India (CBI) theater of operations. Not much preparation but off they went.

Best regards, *Ed*

# UAL War Job Stressed As ATC Men Don Army Uniform

## Flight and Ground Personnel Of United's Military Transport Service Now In O. D. and Khaki

The important work which United Air Lines is doing for the Air Transport Command of the Army Air Forces has been emphasized as United pilots engaged in military contract flying have donned Army uniforms.

By order of the Air Transport Command and under authority of the Secretary of War, every United pilot now flying in the company's Military Transport services is wearing a uniform similar to that of an Army officer. The same applies to pilots flying in military contract operations for other airlines. This marks the first time that Army uniforms have been worn by other than Army personnel with the exception of Red Cross workers and war correspondents.

First pilots on the military contract planes wear three black silver-trimmed shoulder bars and three black sleeve stripes. Co-pilots and station managers of United at Army Air Force depots wear two shoulder bars and two sleeve stripes. Assistant station managers at depots wear one bar and one stripe. Chief navigators, chief flight mechanics and chief flight radio operators wear two braids and bars. Navigators, flight radio operators and flight mechanics wear one bar and one braid.

Metal discs bearing the Kitty Hawk Memorial emblem are worn on each shoulder, in addition to the bars, by all

flight crew members and supervisory ground personnel. These bear the motto, "Achieved by dauntless resolution and unconquerable faith". ATC wings also are worn by all flight personnel. The letters "ATC" are above the eagle on the cap, on the lapels and on the bronze-colored buttons of the uniform.

Winter uniforms are standard olive drab; summer uniforms, standard khaki.

Planes as well as pilots in United's Military Transport Service now wear the Air Transport Command insignia. This is a Kittyhawk Memorial emblem, showing a symbolic plane winging its way against a background of a portion of a world globe. Such insignia have been placed on all planes now being operated by United in its government contract services.

As the new year gets under way, United is carrying on a greater war-aid program than ever before. This job is four-fold.

First—United is moving essential civilian and military passenger and cargo traffic on its regular schedules. Second—United is carrying on large-scale contract operations for the Air Transport Command, not only within the borders of this country but over water to foreign lands. Third—United is continuing its extensive training of Army pilots, Navy pilots and Army Air Forces mechanics and technicians. Fourth—United is conducting much research and development work under contract for the government.

More details concerning United's war job cannot be given for military reasons. It can be said, however, that military tasks already performed and those being undertaken at the present time constitute a vital contribution to the whole big Victory drive.

**United Air Lines opened the new year with continued traffic gains, showing estimated increases of 16 per cent in revenue passenger miles, 13 per cent in air express pound miles and 97 per cent in air mail pound miles over the figures for January, 1942.**



### ON THE COVER

Shown in their new Air Transport Command uniforms, with the ATC insignia in background, are two United Air Lines pilots now flying contract cargo planes operated by United for the government. From left: Co-pilot Glenn Gronquist and First Pilot A. L. Prose.

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## EDITORS CORNER

It seems I started something when I ran *The Trouble with Socialized Medicine*, *by* Professor of Economics, Walter E. Williams of George Mason University, in the July RUPANEWS.

Member Jerry Terstiege offered a rebuttal and I accepted. Due to my hard drive crashing, I didn't receive Jerry's message until September, and was able to run it in the October issue.

Jerry's article was a little mean to the professor, but this was a rebuttal and we're open to what he has to say.

After publication, I got several rebuttals to Jerry's article and a second letter from Jerry. Also, his article was mentioned a few times in other letters.

I decided that this was the end. No more running letters on this subject. Jerry agreed and the rebuttal letters were deleted. The RUPANEWS is supposed to be member's news.

However, it's going to be an interesting election.

*Ted*

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## ATTENTION

Since Thanksgiving is right in the middle of putting the *RUPANEWS* together, we are making **Monday, November 19th our Deadline**; anything received after will be in the February 2008 issue. So, "Meeting Scribes" get your reports in early, and others beware that I'll quit at midnight.

*Ed.*

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## ELIGIBILITY VERIFICATION

**From:** Robert Rheam

**To:** Dale Harper

**Sent:** Monday, October 08, 2007 3:13 PM

**Subject:** Eligibility Verification

Hi Dale,

Just spoke with Mary at the Verification Center. She told me anyone that retired *after* 7/23/2007 will have to verify their eligibility. A person who retired prior to this date does not have to do anything. The email from Frank did not mention a date. She did not know if this information would be published so everyone would know whether or not they had to do anything.

Ed Rheam

## TUCSON LUNCHEON PLANNED

Hello Snowbirds and Tucson area regulars:

It is getting about that time to plan the annual luncheon so how about getting together on

**Tuesday, January 22nd, 2008?**

The date is tentative so if you have other suggestions please let me know at [randyryan40@msn.com](mailto:randyryan40@msn.com), or call 520-797-3912.

As usual, wives and guests are welcome.

*Randy Ryan*

---

**NO ONE BELIEVES SENIORS,  
EVERYONE THINKS THEY ARE SENILE.**

An elderly couple were celebrating their sixtieth anniversary. The couple had married as childhood sweethearts and had moved back to their old neighborhood after they retired.

Holding hands, they walked back to their old school. It was not locked, so they entered, and found the old desk they'd shared, where Andy had carved 'I love you, Sally.'

On their way back home, a bag of money fell out of an armored car, practically landing at their feet Sally quickly picked it up, but not sure what to do with it, they took it home. There, she counted the money-- fifty-thousand dollars.

Andy said, 'We've got to give it back.'

Sally said, 'Finders keepers!' She put the money back in the bag and hid it in their attic.

The next day, two FBI men were canvassing the neighborhood looking for the money, and knocked on the door.

'Pardon me, but did either of you find a bag that fell out of an armored car yesterday?'

Sally said, 'No.'

Andy said, 'She's lying. She hid it up in the attic.'

Sally said, 'Don't believe him, he's getting senile.'

The agents turn to Andy and began to question him.

One says: 'Tell us the story from the beginning'

Andy said, 'Well, when Sally and I were walking home from school yesterday ...'

The first FBI guy turns to his partner and says, 'We're outta here.'



***LAX RUPA HOLIDAY LUNCHEON***

***December 13, 2007***

***Hacienda Hotel***

*525 North Sepulveda Blvd. in El Segundo.*

*This is just south of LAX.*

*No-host bar at 1100 followed by lunch at noon*

*Please join us: All RUPA members, active pilots,  
present and former flight office personal, active or former flight attendants,  
Widows, spouses and friends are invited.*

*Cost is \$25.00 per person.*

*Send checks to Rex May,*

*6677 Vista del Mar, Playa del Rey, CA 90293-7545.*

***Checks must reach me by Monday Dec. 10***

*as I must pay and confirm in advance.*

*I am hoping to see you there. Rex*



---

## NY SKYSCRAPERS LUNCHEON

The NY Skyscrapers held their semi-annual luncheon at the *Hostaria Mazzei Restaurant* in Portchester, NY, yesterday, October 10th.

In attendance were 45 guests, including retirees, spouses, widows and daughters:

Ray and Sharon Amato, Bud and Mary Berlinger, Bob Burns, Jan and Patti Conover, Ron Denk, Bob Duckworth, Wayne Erb, Ken Ernst, Skip and Billie Fairman, Bob Falco, Larry Gardner, Dorothy Gates, Jim Haeni, Fred Harris, Chuck and Nancy Hughes, Jim & Linda Kenney, Matti Kosonen, Jim Lattimer, Bob Lawson, Don and Carol Matheson, Augie and Margaret Miller, Al Mitchell and his daughter Susan Mitchell, Chuck Moore, Neil O'Malley, Mike Perry, Tom Purrington, Dave Redfield, George Schnell, Bob Scott, Mike Severson, Pete Sofman, Chan Stoughton and his daughter Mariellen Serracin, Charlie Walther, George Williams, and Woody Woodworth.

Unable to attend, but sending their regrets were:

Howie Aronson, Winnie Balboni, Bob Carey, Jim Colligan, Ben Conklin, Dave Hoyt, Ron Jersey, Pete Kohlsaat, Koop Koopman, Jody Kraly, Harry and Jane Lloyd, Hank Lopez-Cepero, Danny McGuinness, Joan McIntosh, Ken and Kari Perkins, Pete Saeger, Joe Vitelli, and Watts Waddell.

Traveling great distances to attend were:

Chuck Moore (from Tennessee), Neil O'Malley (from Washington State) and Charlie Walthers (from Boise, Idaho)

Volunteers manning the welcoming desk included: Fred Harris, Bob Lawson, Chuck Moore and Neil O'Malley (Ken Ernst stood by on call)

A \$250 contribution to the UNITED AIRLINES RETIRED PILOTS FOUNDATION, INC. will be made from the net proceeds from the raffle, the luncheon fee, and an auction of Flight 93 Memorial Ties/Scarf contributed by Steve Scott.

Raffle Prizes were contributed by Skip and Billie Fairman (a beautiful wicker basket of homemade garlic, jams, and garlic vinegar) and by Ken Ernst (a bottle of Australian Chardonnay)

Bob Lawson assisted with the raffle drawings.

We remembered fondly, Ed Borkowski, who died suddenly Sept 14, 2007.

Our next luncheon will be held at the *Montclair Golf Club* in West Orange, NJ, sometime in June 2008.

A good time was had by all... and the food was great.

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## ONO NENE RUPA LUNCHEON

Dear Ono Nene,

Eleven of us met last Wednesday at *Compadres* for lunch, all agreed the food was great and the cerveza refreshing. In attendance were Chuck Arthur, Diane & Larry Becker, Ray Brice, Adele & Dave Crooks, Alice & Buddy Decosterd, Jef Fleener, and Corky & Jim Sorensen. We almost had Don Clements, but he was too ill to make it. The usual topics were discussed, problems solved to our satisfaction...if only we had the power.

Next lunch will be November 28th at the *Mid Pac Country Club*.

Aloha and ho'omahulia, *Jim*

### 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 275, Half Moon Bay, CA 94019-0275 — or —**

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

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

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## ZED TICKETS

I thought you would enjoy knowing a few new developments and some experiences that have changed and evolved in the reduced fare ticketing area for those of you that travel or travel other than on UAL. When we speak of reduced fare tickets the other words used interchangeable are 75s, 90s, and 95%<sup>s</sup>. They come in the form of ZED tickets. They also are known as OA (other Airline) tickets. This is the amount OFF, often from the standard Y fare. Some carriers allow other fares to be used like 8, Y26, YL, YB, and other fares that are available with no restrictions that can be bought on a "walk up" basis. Now don't forget that these tickets are PLUS PFCs (passenger facility charges), 9-11 surcharges, Federal Taxes, and even a Fuel surcharge. I am glad you mentioned that.

I was at FLL's counter today between trips and learned that some things have changed. It is much more automated now and the guy even showed me. They go into a branch of Fast Air and he took me behind the counter and showed me and even made me do it myself! It does the computations itself although sometimes a human must check the rules. If the price is too high, then you have to see why.

I was going to Stockholm on SK (Scandinavian) from ORD or EWR and they apparently have a fuel surcharge even for NRSAs, so they pass it on to you. Not all carriers do, in fact, most don't. The ORD-ARN-ORD fare is about \$4418 on a standard Y. SK gives us a 95% which is good, but then tacks on the fuel surcharge making this ticket \$495 roughly roundtrip in coach. You could take United to Frankfurt and then go on SK or LH. LH gives us a ZED Low ticket.

On ZED, they are by zones for those that have not used them. UAL negotiates with various airlines for High, medium, and low. US and LH are both LOW which keeps the cost down. LH even allows you to write a ZED LOW for BUSINESS class. It is obviously more expensive than coach, but nice to be able to buy.

Another little fairly quiet thing that has happened is that there is such a thing call a STAR ALLIANCE COMPANION. If you are eligible for Interline tickets, then you can get these STAR companions. They are a lot higher than ZEDs at 75% but 9 carriers in the Star Alliance have them so you can take a friend if not on your list of eligibles. I recall you have to travel with them other than like our regular Companion tickets which do not require the companion to be accompanied, but with a lower priority.

I am sure you can get the information in SKYNET and WEBLIST, but I use Apollo as I am used to it. S\*UPE/INTERLINE-XXXX where XXXX is the carrier's name repeated twice like USUS for USAIR. USAIR has a fairly good improved International bank now out of PHL in the last few years. USAIR has a ZED LOW. The PHL -Shannon, Ireland price is only \$35 each way. Ironically the total ticket tax is more than the fare! A SNN ticket was \$146 Round Trip in Coach. Stockholm (STO or ARN) was \$158 round trip with \$84 being the fare under ZED rules. That is the beauty of a ZED.

Another "trick" they are doing is, when you call 888 874 1581 to get a ticket, they usually ask if the travel is TODAY's travel. They have just started having a TIME LIMIT PLACED ON THE TICKET, SO THE PNR WILL EXPIRE IF YOU DO NOT PICK UP THE TICKET IN THE ALLOCATED TIME. Listen carefully and make sure you tell them when you will pick up the ticket otherwise the ticket will expire. United somehow thinks our scant number of PNRs is going to jam up their system. Unbelievable...

Often travel is last minute and that is the purpose of getting a PNR identifier so that you can have the local agent print and charge you for the ticket. Sometimes you have to get it the day before, because the UAL ticket counter hours are NOT the same as the airline which you will travel under nor always the same airport. For instance, what do you do when the flight leaves at 0600 and the UAL ticket counter opens at 0700? UH...

Much travel is known in advance and you can get the ticket mailed for FREE or even overnighted for \$15 if you don't live near a UAL ticket counter. That's why this ticketing procedure is good to get a PNR and get the ticket in your hand.

I just thought these few developments might be of interest to some of you.

*Jim Morehead*

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## THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met for lunch and conversation at the *SEATAC Marriott* on 9/20/07. Fourteen local members and two guests attended. The guests were in town for the RUPA convention at the same hotel. After lunch and stories there was some discussion of the new charges for pass riders bestowed on us by our previous employer, almost back to what it was ten or more years ago. In attendance were: Gerry Pryde, Fred Sindlinger, Howard Holder, Dave Gardner, Dean Turner, Rex Joseph, Jack Brown, Herb Marks, Al Teel, Chuck Westphal, Dick Anderson, Rex May (LAX), Ray Dapp, Ray Randle, Bill Marsh (ORD), and *Bill Brett*.

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## THE SEATTLE GOONEY BIRDS RUPA LUNCHEON

The Seattle Gooney Birds braved the storm predictions and assembled for lunch and storytelling at the *SEATAC Marriott* on Thursday, Oct. 18th. We had a good round of laughs, braved a few heavyweight takeoffs, and compared ages of our senior members before heading for home to batten down the hatches. In attendance: Dean Turner (oldest at 90), Dick Wiesner (next oldest at 89), Neil Johnson (86), Ray Dapp(85), and the rest of us youngsters, Ken Case, Chuck Westphal, Jack Brown, Pat Williams, Al Teel (he's not telling) Jim Chilton, and *Bill Brett*.

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## SOUTHWEST FLORIDA RUPA OCTOBER 2007

Nineteen members including wives arrived at the *Olive Garden Restaurant* on Columbus Day to start the season of monthly meetings. What did you do this summer was the subject of many conversations. Jim David celebrated his 88th birthday and brought for show and tell a United pay stub from 1945. His two weeks pay was \$74.94, withholding was \$2.69, and Social Security (it was called "For Old Age" something or other) was 80¢. Lets see, as a percent that would be, just over 1%. We've come a long way baby!

It was noted by the host that there were three Indian squaws. One slept on a deerskin, one slept on an elk skin and the third slept on a hippopotamus skin. All three became pregnant, and the first two each had a baby boy. The one who slept on the hippopotamus skin had twin boys. This proves that the squaw of the hippopotamus is equal to the sons of the squaws of the other two hides.

Attending: (left to right order in picture if printed) Buzz Osterbusch, Jim David, Janice Crittenden, James Good, Earl Walsh, Gene Chapman, Faith Osborn, Neil Bretthauer, Gary Crittenden, Twila White, Ray white, Don Sullivan, Mavin Long, Ellis Van Alstine, Mamie Thompson, Harry Long, Jim Sutton, and not pictured Kathy Walsh (picture taker) and Lewis Brubaker. *gc*



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## SHINGLES VACCINE

The following is a direct transcription of a column in a recent issue of the *San Antonio Express News* by syndicated medical columnist, Dr. Phil Donohue. The reader input statements were: "You recommend that everyone 60 and over get the shingles vaccine.

The cost is outrageous. My total out of pocket expenses were \$395." "My doctor doesn't agree with you about the shingles vaccine. He says I could pass the virus on to my grandchildren." "My doctor says the shingles vaccine is only 60 percent effective, and you have that much protection if you have had shingles once."

Dr. Donohue replies. Shingles is a result of a reawakened chicken-pox virus that lives in the body's nerve cells until the person dies. Later in life, the virus might waken, travel down the nerve to the skin and show itself as a shingles rash. The estimate is that 99.6 percent of the population older than 40 harbor the chickenpox/shingles virus in their bodies. Upward of 600,000 new cases of shingles happen each year in the United States. Most of these cases occur in people over 60. An outbreak of shingles is bad, but what's worse is pain that can linger long after the shingles rash has gone. That is called postherpetic neuralgia, and it makes life MISERABLE (emphasis mine).

The shingles vaccine Zostavax reduces the chances of coming down with shingles by 61 percent and reduces the chances of postherpetic neuralgia even more. That's decent protection.

The shingles vaccine is a one shot affair: The cost is between \$150 and \$190. Health organizations, pharmacists and physicians are free to charge what they want. The charge to A. P. was outrageous. He belongs to a health care system. Price should be discussed prior to getting the shot, and insurance companies should be questioned about coverage.

After having had shingles a person's chances for recurrence is less than 5 percent -- not a big threat. The Advisory Committee on Immunization Practices says that everyone over 60, even if they have had shingles, should be immunized. People who have had shingles can agree or disagree with that policy, keeping in mind that the chance of recurrence is slim. The shingles vaccine contains a live but very weakened virus. A person might pass the virus on to others who had not previously been infected if the vaccinated person brakes out in a rash. That seldom happens."

I can heartily indorse every thing Dr. Donohue has said. Questions or comments? [lennieboy@juno.com](mailto:lennieboy@juno.com)

*Len Martin*

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## THE SOUTH FLORIDA GOLD COAST GROUP

The South Florida Gold Coast group met for the first time this season on Thursday, the 11th of the October. We had a small but good crowd for the first gathering. It was good to see our friends again after the summer. Hopefully most everyone will be back in Florida again for next month's lunch.

Present on Thursday were Les Eaton, Jim Good, Bill Garrett, Terry Lewis, Dave Peat, Ed Wheeler Art Jackson, Paul Livingway, Ham Oldham, Jimmy Carter and me, Jerry Bradley.

We will meet next on Thursday, the 8th of November, at the *Flaming Pit Restaurant* in Pompano Beach, across Federal Highway from the golf course. Starting time is 11:30 AM. Next time Dick Bodner will likely join us. He recently had a highly successful kidney transplant. If you would like to be on our e-mail list, call me at 561 994-6103 or [p-jbradley@msn.com](mailto:p-jbradley@msn.com).

Until next month, for Les Eaton and Jim Morehead this is *Jerry Bradley*

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Here is a story about a gutsy pilot. Just another day at the office!!!!!!!!!!!!!!!!!!!!!!

## FA-18 NIGHT CARRIER EMERGENCY

Hey, I felt the need to share with you all the exciting night I had on the 23rd. It has nothing to do with me wanting to talk about me. It has everything to do with sharing what will no doubt become a better story as the years go by.

So, there I was... Manned up a hot seat for the 2030 launch about 500 miles north of Hawaii (insert visions of many Mai-Tais here). Spotted just forward of the navigation pole and eventually taxied off toward the island where I do a 180 and get spotted to be the first one off cat I (insert foreboding music here). There's another Hornet from our sister squadron parked ass over the track about a quarter of the way down the cat. Eventually he gets a move on and they lower my launch bar and start the launch cycle.

All systems are go on the run-up and after waiting the requisite 5-seconds or so to make sure my flight controls are good to go (there's a lot to be said for good old cables and pulleys), I turn on my lights. As is my habit, I shift my eyes to the catwalk and watch the deck edge dude, and as he starts his routine of looking left then right, I put my head back. As the cat fires, I stage the blowers and am along for the ride.

Just prior to the end of the stroke there's a huge flash and a simultaneous boom and my world is in turmoil. My little pink body is doing 145 knots or so and is 100 feet above the Black Pacific. And there it stays - except for the airspeed, which decreases to 140 knots. The throttles aren't going any farther forward despite my Schwarzenegerian efforts to make them do so.

From out of the ether I hear a voice say one word: "Jettison." Roger that! A nanosecond later, my two drops and single MER - about 4500 pounds in all - are Black Pacific bound. The airplane leapt up a bit, but not enough.

I'm now about a mile in front of the boat at 160 feet and fluctuating from 135 to 140 knots. The next command out of the ether is another one-worger: "Eject!"

I'm still flying so I respond, "Not yet, I've still got it."

Finally, at 4 miles, I take a peek at my engine instruments and notice my left engine doesn't match the right (funny how quick glimpses at instruments get burned into your brain). The left rpm is at 48% even though I'm still doing the Ah-Nold thing. I bring it back to mil. About now I get another "Eject!" call.

"Nope, still flying."

Deputy CAG (Carrier Air Group) was watching and the further I got from the boat, the lower I looked. About 5 miles, I asked tower to please get the helo headed my way as I truly thought I was going to be shelling out. At this point I thought it would probably be a good idea to start dumping some gas. As my hand reached down for the dump switch I actually remembered that we have a NATOPS prohibition rag adding dumping while in burner. After a second or two I decided, "hell with that" and turned them on. I was later told I had a 60 foot roman candle going.

At 7 miles I eventually started a (very slight) climb. A little breathing room. CATCC chimes in with a downwind heading and I'm like: "Ooh. Good idea," and throw down my hook. Eventually I get headed downwind at 900 feet and ask for a rep. While waiting I shut down the left engine. In short order I hear "Fuzz's" voice.

I tell him the following: "OK Fuzz, my gear's up, my left motor's off and I'm only able to stay level with min blower. Every time I pull it to mil I start about a hundred feet per minute down."

I continue trucking downwind trying to stay level and keep dumping. I think I must have been in blower for about fifteen minutes. At ten miles or so I'm down to 5000 pounds of gas and start a turn back toward the ship. Don't intend to land, but don't want to get too far away, either. Of course, as soon I as I start in an angle of bank, I start dropping like a stone so I end up doing a 5 mile circle around the ship. Meanwhile, Fuzz is reading me the single engine rate-of-climb numbers from the PCL based on temperature, etc. It doesn't take us long to figure out that things aren't adding up. So why the hell do I need blower to stay level!?

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By this time I'm talking to Fuzz, (CATCC), Deputy CAG (turning on the flight deck) and CAG who's on the bridge with the Captain. We decide that the thing to do is climb to three thousand feet and dirty up. I get headed downwind, go full burner on my remaining motor and eventually make it to 2000 feet before leveling out below a scattered layer of puffies. There's a half a moon above which was really, really cool. Start a turn back toward the ship, and when I get pointed in the right direction, I throw the gear down and pull the throttle out of AB. Remember that flash/boom! that started this little tale? Repeat it here. Holy shit! I jam it back into AB and after three or four huge compressor stalls and accompanying deceleration, the right motor comes back.

This next part is great. You know those stories about guys who dead-stick crippled airplanes away from orphanages and puppy stores and stuff and get all this great media attention? Well, at this point I'm looking at the picket ship at my 11 o'clock at about two miles and I say on departure freq to no one in particular, "You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second." I said it very calmly but with meaning. The LSO's said that the picket immediately started pitching out of the fight. Ha! I scored major points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in minimum blower and my fuel state is now about 2500 pounds. Hmmm. I hadn't really thought about running out of gas. I muster up the nads to pull it out of blower again and sure enough...flash, BOOM! Damn!

I leave it in military and it seems to settle out. Eventually, I discover that even the tiniest throttle movements cause the flash/boom thing to happen so I'm trying to be as smooth as I can. I'm downwind a couple miles when CAG comes up and says "Oyster, we're going to rig the barricade."

Remember, CAG's up on the bridge watching me fly around doing blower donuts in the sky and he's thinking I'm gonna run outta JP-5 too. By now I've told everyone who's listening that there's a better than average chance that I'm going to be ejecting - the helo bubbas, god bless 'em, have been following me around this entire time.

I continue downwind and again, sounding more calm than I probably was, call paddles. "Paddles, you up?" "Go ahead" replies "Max," one of our CAG LSO's.

"Max, I probably know most of it but you wanna shoot me the barricade brief?" (Insert long pause here). After the fact, Max told me they went from expecting me to eject to me asking for the barricade brief in about a minute and he was hyper-ventilating. He was awesome on the radio though, just the kind of voice you'd want to hear in this situation. He gives me the brief and at nine miles I say, "If I turn now, will it be up when I get there? I don't want to have to go around again."

"It's going up now Oyster, go ahead and turn."

"Turning in, say final bearing."

"Zero-six-three" replies the voice in CATCC. (Another number I remember -go figure).

OK, we're on a four degree glide slope and I'm at 800 feet or so. I intercept glide slope at about a mile and three quarters and pull power. Flash/boom! Add power out of fear. Going high. Pull power. Flash/boom! Add power out of fear. Going higher. (Flashback to LSO school....All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, REALLY don't want to be is high. Are there any questions?) The PLAT video is most excellent as each series of flash/booms shows up nicely along with the appropriate reflections on the water. "Flats," our other CAG paddles is backing up and as I start to set up a higher than desired sink rate he hits the "Eat At Joe's" lights. Very timely too. [note: wave-off lights - a guts-ball decision]

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I stroke AB and cross the flight deck with my right hand on the stick and my left thinking about the little yellow and black handle between my legs. No worries. I cleared that sucker by at least ten feet. By the way my state at the ball call was 1.1. As I slowly climb out I say, again to no one in particular, "I can do this."

Max and Flats heard this and told me later it made them feel much better about my state of mind. I'm in blower still and CAG says, "Turn downwind." Again, good idea. After I get turned around he says, "Oyster, this is gonna be your last look, so turn in again as soon as you're comfortable." I lose about 200 feet in the turn and like a total dumbshit I look out as I get on centerline and that night thing about feeling high gets me and I descend further to 400 feet. I got kinda pissed at myself then as I realized I would now be intercepting the four degree glide slope in the middle.

No shit fellas, flash/boom every several seconds all the way down. Last look at my gas was 600-and-some pounds at a mile and a half. "Where am I on the glideslope Max?" I ask and hear a calm, "Roger Ball."

I know I'm low because the ILS is waaay up there and I call "Clara." Can't remember what the response was but by now the ball's shooting up from the depths. I start flying it and before I get a chance to spot the deck. I hear "Cut, cut, cut!" I'm really glad I was a paddles for so long because my mind said to me, "Do what he says, Oyster," and I pulled it back to idle. The reason I mention this is that I felt like I was a LONG FRIGGEN WAYS OUT THERE - if you know what I mean (my hook hit 11 paces from the ramp, as I discovered during FOD walkdown today).

The rest is pretty tame. I hit the deck, skipped the one, the two, and snagged the three and rolled into the barricade about a foot right of centerline. Once stopped my vocal chords involuntarily yelled "Victory!" on button 2 (the 14 guys who were listening in marshal said it was pretty cool. After the fact I wish I had done the Austin Powers' "Yeah Baby!" thing.) The lights came up and off to my right there must have been a gazillion cranial. Paddles said that with my shutdown you could hear a huge cheer across the flight deck. I open the canopy and start putting my shit in my helmet bag and the first guy I see is our Flight Deck Chief, huge guy named Chief Richards and he gives me the coolest look and then two thumbs up. I will remember it forever. Especially since I'm the Maintenance Officer. I climb down and people are gathering around patting me on the back when one of the boat's crusty yellow-shirt chiefs interrupts and says, "Gentlemen, great job but fourteen of your good buddies are still up there and we need to get them aboard." Again, priceless.

So there you have it fellas. Here I sit with my little pink body in a ready room chair on the same tub I did my first cruise in 10 years and 7 months ago. And I thought it was exciting back then!

P.S. You're probably wondering what made my motors shit themselves and I almost forgot to tell you. Remember the scene with the foreboding music? When they taxied that last Hornet - the one that was over the cat track - they forgot to remove a section or two of the cat seal. The [flight mishap] board's not finished yet, but it's a done deal. As the shuttle came back it removed the cat seal which went down both motors during the stroke. During the waveoff, one of the LSO's saw "about thirty feet" of black rubber hanging off the left side of the airplane. The whole left side, including inside the intake is basically black where the rubber was beating on it in the breeze. The right motor, the one that kept running, has 340 major hits to all stages. The compressor section is trashed and best of all, it had two pieces of the cat seal -one about 2 feet and the other about 4 feet long, sticking out of the first stage and into the intake. God Bless General Electric!

P.P.S. By the way, the data showed that I was fat - had 380 pounds of gas when I shut down. Again, remember this number as in ten years it will surely be claiming, FUMES MAN, FUMES I TELL YOU!

Oyster out...

This is a good story that describes what most of us don't see/hear about from those out there on the pointy tip of the spear. Sleep well at night because the good guys are out there keeping things safe for us here at home.

# LETTERS

**DICK ANDERSON**—Seattle, WA

This is being written on my 80th birthday....retired 20 years.....but quite busy! I would have written sooner but we were pretty busy with the Seattle convention. It was fun working with Bob and Margie Reid....actually, both Bob and I are quite fortunate in having wives that took on most of the work! In spite of a few minor glitches, the convention turned out to be a success and a good time was had by all (even the weather cooperated). And, Laurie and I are looking forward to the next one in 2009, wherever it may be!

While we were working on the convention, we were also moving!!!! We moved to a new tower at Horizon House - a Seattle Retirement Home. But, we still spend about 5 months at our home in Wailea, Maui.

This past year we were fortunate to go on two short cruises and one long one from Valparaiso, Chile to San Francisco, visiting many places we had not seen before. It was very enjoyable except for getting the Norwalk virus a few days before the end of the voyage, resulting in being quarantined and doing a lot of reading.

Again, mahalo, from both of us for the work the SFO group does with the *RUPANEWS* and keeping the organization running smoothly.

Check to PO Box.

*Dick and Laurie*

**DAVE ANDERSON**—Leesburg, VA

Hard to believe I'm starting my 3<sup>rd</sup> year of retirement. Time flies. I keep busy growing Calla Lilies. I've got about 500 in pots in the back yard and many more in 10 beds. I'm also still doing my eyeglass charity work by delivering and arranging delivery of recycled eyeglasses to the Eyeglass Bank Project of Mettapracharak Hospital in Thailand. If someone out there would be willing to carry a suitcase load or half a load I can provide the

glasses. Part of the deal would be to mail them to the hospital when you get there. Mailing is really quite easy, as there are places like Mailboxes Etc all over the place and the cost is very low. I've been doing this for the past 9 years and about 125,000 have been delivered. I didn't carry them all. United provided four free containers which accounted for about 95000. If someone is interested in helping they can contact me by e-mail at [cobber67@aol.com](mailto:cobber67@aol.com). Please be sure to make the subject "eyeglasses" or it might not get opened.

United's new service from IAD to NRT and a good connection to Bangkok makes it much easier for anyone in the DC area. If someone has questions about Thailand I can help with that. There are three other retired United Pilots in our Condo Building at Pattaya Beach, so someone can find an answer to almost any question.

My wife is a Thai linguist and when she retires, we plan to spend about half our time in Thailand and half in the US. I enjoy the *RUPANEWS*. You've had some really great jokes. Please keep them coming.

Best regards,

*Dave Anderson*

The eyeglasses guy.

**JOHN BACZYSKI**—Novato, CA

Dear Bruce: Enclosed is my (late) check for \$25.00 to cover this next year's RUPA magazine. Hard to believe I retired ten years ago. I wonder where the time went?

Playing some golf, (not very well), busy in the kitchen with the Knights of Columbus and doing a bit of traveling. Both Di and I are in fairly good health, planning on going to Germany in November for Thanksgiving with our son who is stationed there and his family, then off to New Jersey to see our little year old Grandson and his mom and dad. We just got back from the Reno Air Races a few days ago, not one of our better years, but "The beat goes on."

Many thanks to the folks that keep this magazine going. *John*

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**DON BARNHART**—La Center, Washington

Dear United Friends, I am writing this for my husband Don Barnhart who started with United Airlines on January 1, 1941 in Portland and retired from Dispatch at SFO on May 31, 1982. On August 11<sup>th</sup> he was riding his ATV on our farm in La Center and rolled it three times as he was returning from checking out fallen limbs in the woods and along the East Fork of the Lewis River. Luckily, a young couple who were fishing witnessed the rollover and called our neighbors to report what they saw. Our neighbors, in turn, called 911. The Fire Dept. and paramedics were there in minutes. Don's injuries were few – bruised lungs, lacerated hand, one broken or cracked thoracic bone. He was alert but, after surgery on his lacerated hand, his blood pressure dropped and he went into trauma -- due mostly to his age. I still recall the emergency room doctor asking, "What the heck is an 87 year old doing on an ATV?" My reply was "Opening a cattle gate." The doctor, I believe, thought he was a "redneck" from La Center – hardly the description of Don Barnhart.

After eleven days in ICU, spent on a ventilator, and four sessions on dialysis he stayed another eight days recovering in a private room at Vancouver's Southwest Washington Medical Center. Rehab was next in a skilled nursing center but pneumonia set after six weeks there and he was hospitalized and placed in ICU once again for three of six days there. Don is one tough guy! We are back home now at the farm and are receiving home health care and additional physical therapy. The road to recovery is long but he is happy to be home looking out the windows at the woods, watching the cows, coyotes, deer and eagles – on a portion of the farm of his boyhood.

Our subscription to RUPA is late. Don's 88<sup>th</sup> birthday was on September 1 and I missed getting the check to you until this month. Don always enjoys receiving *RUPANEWS* even though he recognizes fewer and fewer names. The historical aviation articles and pictures tend to capture his interest, he laughs heartily at the jokes and shares them with me, and he is looking forward to the next issues and reminiscing about the "old days" at United.

Sincerely, *Barbara G. Barnhart*

New e-mail address: BGBLaCentr@tds.net

**LOIS BENEDICT**—Glen Ellyn, IL

Hi Everyone—Lois here, wife of Captain Ross "Benny" Benedict (deceased). I wasn't a UAL pilot, but I did solo before my husband.

It was the summer of 1944. My dad, Ron Miller, was a civilian flight instructor of Air Force Cadets at Moline, IL Airport. My boyfriend, Ross, had just joined the Air Force and my Dad, probably thinking "this kid might marry my daughter", and wanting to make sure he made "Pilot" gave him some dual before he left for training in El Paso, TX.

While Ross is in training, I'm hanging around the airport and my Dad said "come in Lois, let's go for some dual." Ross called me one night, all excited and said "I soloed today" I said "how wonderful" and then went on to tell him that I had soloed three days before (August 22<sup>nd</sup>). Ross would tell this story to everyone all his life and wasn't bothered at all, in fact, I think he was rather proud of me. We were married before he left for overseas on August 16, 1945 in Salinas, CA.

On his return from WWII, my dad got him his instructors rating, and he instructed, crop dusted and learned the fly helicopters while employed at my Dad's "Miller Flying Service" in Silvis, IL before joining UAL in 1952.

Another memory of Moline Airport was my first motorcycle ride. Another student showed up at the airport on a motorcycle and said "let's go for a ride." We tore down the road to Milan and back. That's when I said "how long have you been riding this thing?" He said my Dad just bought it a couple of weeks ago.

One more thing—just recently my son-in-law's work took him to the Quad-Cities and he bought a house in Milan. (Of all places.) One weekend when visiting them, he said "Mom, Cecelia and I are going to take you to a special place for dinner." After sixty some years I'm back at the Sky Line Inn, on the edge of the airport, where my Dad and I had eaten many meals. Memories, sometimes they're all we have!

Thanks to everyone who volunteers.

*Lois*

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**MARTIN BERG**—Saratoga, CA

I just received an e-mail from a nephew who is driving thru Canada. A 12 pack of Heineken is \$32 and a liter of vodka is \$48. With parity on our money, this really is expensive. I wonder if these prices are because of taxes to pay for the health plan?

*This doesn't count for your birthday, Marty—Ed.*

**BOB CALLAGHAN**—Atherton, CA  
DEN-BUR-SFO

Attending the Seattle Convention reminded me again of how much Ruparians miss when not attending these activities. Convention organizers deserve a great deal of credit. Continued convention success requires our participation. (I've missed a few.) On further reflection; perhaps the same applies to our *RUPANEWS*, to which I have not written for many years. (George Howson, former RUPA Secretary/Treasurer, and original Editor of the *RUPANEWS*, used to threaten us with excommunication for failure to write something every year.) To ease my conscience, here is a note about some of those years. Burkie and I consider ourselves very, very fortunate to have been able to visit many interesting parts of our world. Not being a travelogue writer, I will spare you the details. Just come visit us, and I will bore you to tears with photos and stories of such places as The Three Gorges of the Yangtze (before the dam was built), Afghanistan Bushkashi games, Antarctica, Petra, Persepolis, Nepal, Varanasi, Yemen, Eritrea, etc.

The Seattle Convention tour of the Museum of Flight revealed impressive expansion and improvements in recent years. Dr. Dunbar, the museum's CEO, and a former astronaut, gave an outstanding presentation at our Sunday night banquet.

The Boeing tour gave us a look at their transition from aluminum to carbon-fiber composite. Hope they don't find any bugs in that plastic!

*Bob*

**NEIL BRETTHAUER**—Marco Island, FL

Greetings, fellow Ruparians:

Another year has flown by too quickly, seven years retired already. Seems like life is much like a roll of toilet paper; the closer you get to the end, the faster it goes!

On the plus side, I became a grandfather for the first time (some of us and our families are just naturally a little slow). Son Eric, the -400 trainer-check-management guy at UPS, and his wife presented the world with a healthy baby boy in April. At least the Bretthauer name is good for one more generation. Look out World! Son Steve is still happily established in Indianapolis in the IT department with Steak and Shake. He is very busy away from work with activities involving his church, and taking care of our grand dog, Elwood, a beautiful Welsh Corgi.

No big trips this year. What flying we do is usually on paid tickets; our genius management at United has made it very difficult to utilize our passes. Not much room on those little jiffy-jets. Spent the summer in Illinois. I can't get Vicki to become a full-time Floridian. I guess those native Illini just can't break completely away from all that government conniving and corruption they think is just normal.

Back here in Florida I'm staying busy playing tennis, working out, reading good books, and generally staying as shiftless as possible. Someone has to do it!

I have submitted my paperwork to the IRS requesting a refund of the excess FICA that was withheld at retirement and is now really not theirs to keep. What are the odds I'll get it back?

Many thanks again to all of you folders and stuffers and other RUPA officers who make this organization the wonderful thing it is. The *RUPANEWS* is one of my favorite reads, and the Southwest Florida RUPA luncheons are always a highlight on my calendar.

Check's in the mail; the best \$25 I spend during the entire year.

*Neil*

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## THE GLUTEN CONNECTION

By Dr. Bruce West

Gluten is a vegetable protein—most commonly known as wheat protein. It is found primarily in wheat, rye, and barley. Today, grains (even organic) are genetically engineered to have a high gluten content. With a high gluten content, you can bake wonderful bread that is crunchy on the outside and soft on the inside. But gluten has a dark side. Many people are allergic or sensitive to it.

If you are completely allergic to it, the diagnosis is usually Celiac disease. If you are sensitive to it, you will just be chronically sick and disabled. And if you are like most people, you will go through life never knowing the connection; your doctors will never discover the connection; you will endure endless, useless medical treatments; your life will be impaired in one or a myriad of ways; and no one will ever be able to cure you.

Even if you are lucky enough to find a doctor who tests for gluten, the test will be useless. Medical gluten tests only turn up positive after the intestinal linings have been all but destroyed. And standard medical testing for wheat allergies is also useless. So you will be left out in the cold, chronically ill, and having to think on your own and outside the box.

### ***The Elimination Diet***

So, just stop and think for a minute. If medical science can't help because you'll never be tested with a useful test, what can you do? The answer is simple and in medical terms, rather old fashioned. It is the Elimination Diet. Simple—just eliminate gluten for a month and see how you feel.

Unfortunately the processed food industry has made this simple test hard. Gluten is now in almost all processed foods. So for 30 days you will have to eat real foods only, with nothing out of a package. You'll actually have to eat meat, fish, eggs, vegetables, fruits, nuts, and seeds—not exactly starvation. And although it takes some people more than 30 days to overcome the devastating effects of gluten, by the end of this time, you will know if you are on to something.

And how many people suffer from gluten sensitivity? Experts feel that the number is approximately 1 out of 150 to 200. That is a huge number. And because gluten is used in virtually all boxed, packaged, and canned processed foods, and because we live in a processed-food nation, it is easy to see the problem.

### ***Gluten Can Cause Anything***

If you are gluten sensitive, gluten could be causing a variety of ailments, from allergies to paralysis. If by the end of 30 days you are feeling better when you never could before, simply eliminate gluten from your diet for a year. If you are gluten sensitive, after 6 to 12 months on a gluten-free diet you will become a new person. And the same goes for your kids and grandkids. How do I know? Well after 30 years and 70,000 patients, I've come across my share of gluten-sensitive people.

In fact it is so common now, with these genetically engineered grains, that I routinely put every patient, regardless of their symptoms, on a wheat- or gluten-free diet for at least 30 days. No matter what their medical testing has shown! And what happens? Here is what happens, as told by some of our patients themselves....

*"Dear Dr. West, How can I ever thank you enough for discovering that it is gluten that was my enemy? I have been epileptic for more than 40 years. I suffered through endless prescriptions that controlled my seizures, but left me half a person. Then I came to you for headaches. You told me to eliminate gluten, and I felt better after just 48 hours. After a month, I still had no headaches. You suggested that gluten may have been playing a role in my epilepsy, so I asked my doctor to slowly cut back the dose of my Dilantin.*

*Well gluten wasn't playing a role in my epilepsy, it was causing it! After 6 months I was finally free of that dreadful Dilantin. And now after 2 years, I have remained seizure free. To say I am a new person is an understatement. I am reborn. And, to think, I lost almost 50 years of my life because no one told me that gluten could cause epilepsy.*

*Thank you from the bottom of my heart. "*

Rose Hardine, California

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*"Dear Dr. West, Were you ever right about our granddaughter. As you know, by age 7 Sarah had been snoring like a truck driver for several years. She was constantly stuffed up, had chronic colds and bronchitis, and at her young age, had already had more than a dozen doses of antibiotics. She had trouble in school, had skin problems, and seemed to be on the road to asthma. You remember the video I sent you of Sarah snoring so loud that the room shook.*

*Well now take a look at this video. After you told us to get Sarah off gluten, all her problems disappeared. And as you can see and hear from the video, she sleeps like an angel---no snoring, no nothing. It's amazing that gluten was causing all of Sarah's problems (she's even good in school now). It's amazing that none of her doctors told us about this. And it's amazing that we found you and the cure to Sarah's problems. Thank you. "*

Albert Starksley, Minnesota

*"Dear Dr. West, I have been shuffling and stumbling around for 15 years. I could only shuffle around slowly, fell easily and all the time, and was an invalid. My doctors told me that I had some kind of neurological disease. When you looked over my tests, you at least told me the truth. You said there was no real reason why I could not walk. You suggested that I see a good chiropractor, and that I might be suffering from gluten ataxia. I was already diagnosed as having ataxia, but I had never heard of gluten ataxia. When I brought it up to my doctors, they ignored me. I followed your advice to eliminate gluten anyway.*

*I never made it to a chiropractor, but after 10 days off gluten, I could walk better. To make a long story short, I was completely normal after 6 months. Like you said, I never had a disease. My doctors rejected the gluten-elimination cure. They simply said that I had a spontaneous remission. No matter, we know better. Thank you. "*

Johnston Marks, New York

### ***Gluten Specifics***

If you have any of the following problems, the cause could very possibly be gluten. And if you do have any of the following problems, you owe it to yourself to eliminate gluten for at least 30 (and preferably 90) days. If your problem improves, eliminate gluten for a year. Here is what gluten can cause: dermatitis (all types), lupus, psoriasis, irritable bowel and celiac disease, eczema and acne, asthma, hives, epilepsy, weight loss (or gain), anemia, headaches, autism, giardia, ulcers, multiple sclerosis, osteoporosis, heartburn and reflux, arthritis, inflammatory bowel disease, diabetes, chronic fatigue and fibromyalgia.

It is also estimated that close to a quarter million people suffer from ataxia (uncontrolled muscular coordination). Prescription drugs cause much of this but a number of cases are caused by gluten. Gluten-induced ataxia masquerades as difficulty walking, tremors, slurred speech, uncontrolled leg movements, drooling, and even flashing vision.

And gluten can hurt children—with many suffering greatly from gluten sensitivity. In children, many of the gluten-related problems are neurological. If you have kids or grandkids who can't perform or concentrate in school, test them. If they have ADD, ADHD, or even autism, test them. If they have epilepsy, seizures, tics, depression, and/ or anxiety, test them. Or if they are just plain sick with anything at all, test them. And the test is just to eliminate gluten for 30 days. If they show any sign of improvement, keep them off gluten for 6 to 12 months.

If you want to learn more about the problems that gluten can cause, get a copy of the book, *The Gluten Connection*, by Shari Lieberman. Please don't suffer without testing for this problem. And don't start your children or grandchildren on a half-century of suffering like Rose. Test them now. If wheat and gluten are not the cause of problems, you will have done your family a favor anyway—by teaching them that they can live without processed food and junk. And as for grains, they are not an essential food!

HEALTH ALERT/ August 2007

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**ERLE BRITTON**—Mesa AZ

I see that next month is the expiration date, so that must mean that I will be a year older. That seems to happen a lot more often than it used to! 23 years into retirement now. I recognize very few names in the *RUPANEWS*, -except the last page. Sadly, I know most of them. My 60 year old Company seniority date does stand up pretty well on passes, though.

We have had a reasonably good year. I have collected a few more aches & pains, -sciatica, intermittently, in my right leg, and very low blood pressure that messes up my balance and vision sometimes upon starting any activity. That doesn't seem to affect my golf game too much because my handicap has gone down a few strokes over the past year!! Maybe I just wait a bit until things "settle down" before I attack the ball! Ha!

Summers in the Flathead Valley continue to be very satisfying. Beautiful golf courses, excellent weather and a lot of good friends. We have summered up there for 17 years.

The greatest thing about getting old for us is our family. All 4 of our kids are healthy, financially stable, and VERY considerate of us. We ALL get together a couple of times a year at different places for various "reasons". Going on our 4<sup>th</sup> cruise next month with 2 kids and spouses. Australia & New Zealand this time. They make all the arrangements, and it is sure nice to have them around to keep things straightened out and do the "heavy work"! We have 9 grands, and 11 and 2/3 greats now! All are a wonderful bunch of individuals. We love 'em all!

I sure appreciate the effort all of you people put into the *RUPANEWS*, and the neutral, level-headed approach you apply to the controversial opinions that comes flying by some of the time. My sincere thanks to you all!

The check is enclosed. Have a good year. - -

Aloha, *Erle*

**ROBERT (LARRY) CABEEN**—Geneva, IL

Well, I am finally motivated to write after reading the September *RUPANEWS*. I enjoy reading what the folks I knew are up to (and pilots I didn't

know, as well). As a typical pilot, one is always trying to learn from those who have gone before.

The annual letters seem to fall into four types; most guys are happy to report on their travels and a bit about the family or activities. For others, a health event brings that aspect of life to the forefront, and their letters are filled with (often helpful) observations about that experience. At the end of the paper, are letters from friends and family of pilots for whom the health event turned out less happily (a loved one having flown west). Lately, some newly retired pilots have written to report that things have changed. With UAL and ALPA agreeing to dump the pension, things are harder and life has changed.

As a newly retired pilot (not two years yet), I understand painfully, how short the promised pension is. I am doing fine, having had a few investments go well, and I actually planned for what might go wrong. An airline pilot's job really was a great job that I loved doing. BUT, this is a new day! I'm living in a townhouse now (having sold my captain's house on the Fox River), and driving a Prius (not a Saab or BMW like before). My wife is still teaching, and I'm looking at getting a job. If you've been retired more than 10 years you really can't know how things have changed.

So, I find it remarkable, a retiree from Washington would tell those who have been really hurt by the loss of their pension to "kwitchebellachin"! It would be better to express sympathy. I'm not going to lecture. Consider the pilot from Rockford, Illinois who's trying to get by on \$1.4K/mo. He can't even afford an enjoyable convention in Seattle, let alone a slow boat to China.

We must try to be more understanding. A divorce, or furlough, or unlucky B-fund guess can put a pilot behind the power curve. If time is short, recovery can be impossible. No pilot retiring from this time on will enjoy the life you've had, unless they have a backup financial plan. Even working to 65 can't fill the gap. RUPA's loss of newly retired pilots is due to the fact that each \$25.00 must be considered carefully. If they feel nothing in common with senior retirees, they won't join.

Consider this my annual letter.

Sincerely,

*Robert (Larry) Cabeen* Lcabeen@mac.com

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**HAL CAMPBELL**—Weaverville, NC  
'66-'93 ORD, CLE, ORD

I think this is the first time I'm going to be early with a report!

Our son and his wife presented us with their first baby in June and daughter Kay has quit after 5 so we have 6 grandkids now, all in ATL, which makes it pretty easy to visit. That's been pretty much our trips this year except for one.

Pat told me a year ago that she was going on an Alaska cruise ship from ANC to YVR with our daughter, her husband, and her in-laws whether I went or not! I haven't been on a ship since my troop ship from Germany docked in NY in 1956 and I swore I'd never get on another one.

As you've guessed, I did! The weather was 53/47, overcast, drizzle most of the time with one rough evening and night when my wife and a lot of others were seasick when we had 4-7' high swells.

The food never ended and was great. We took one side trip from Ketchikan for an aerial view of the glaciers which was impressive. I'd always wanted a ride in a Beaver on pontoons and I enjoyed that as much as the cruise! Viewing a river of ice from 500' was more impressive than seeing the face from the deck of the cruise ship.

We left GSP for a connection in ATL to ANC. Then a train the next morning to Whittier to the dock. 7 days of sailing and we were unloading in YVR. We bussed to pick up our bags at the airport. We stood in line for bags, in line for the kiosk, in line for CA customs and immigration, in line for pre-clearing US C & I, in line for airport security. It took 3 hours and we were the only ship in port!

I had great misgivings about our baggage not getting to ANC on time or to the boat and also at YVR making our connection home on good old UA, but other than all flights operating 15" late, we had no problems with baggage or connections.

It was our first flight in 10 years and it has really become a hassle! Pat & I are doing o.k. She has foot and shoulder problems and I have my arthritic back and neck, IBS, and now airborne allergies, but we look around at others doing a lot worse!

Keep up the good work people; you all do an amazing job at putting out the *NEWS* and keeping us all informed.

**DWIGHT DALEY**—Santa Rosa, CA

Hi Guys -Just mailed my dues check this morning. Late again - sorry.

This job (NetJets) keeps interfering with my social life! Unfortunately the majority of my "travel after retirement from United" is flying people who can afford to avoid airline travel around North America, but hey, who's complaining? Tina (UA F/A, retired also) is keeping busy as well with an interior painting and stenciling business. And actually we do have time for a bit of travel, when we can get past the boarding area and back to our middle coach seats!

Good to hear from everyone. Thanks for your good work. *Dwight*

**NORMAN J. DE BACK**—Novato, CA

Ted, thanks for taking the time to keep us retirees in the loop thru publication of the *RUPANEWS*. All is well with our family, one wife (50 year anniversary in December), three kids and five grandchildren. I am frequently asked, do I miss flying? It has been 16 years since I last flew the DC-10 and the F-16. The answer is no, that was then and this is now. I was lucky to be able to fly jets for the Air Force and United for 38 years. I don't miss playing college football any more either, especially after watching on TV and attending games on Saturday. They hit harder now. I am truly grateful that I never had to make a living playing golf. Our family spend a lot of time at Incline Village, NV, snow skiing and on the beach at Burnt Cedar, in the summer. We took our annual family trip to Honolulu this summer. I attended our bi annual meeting of retired F-86 pilots in Las Vegas this spring where I met an old friend, Jerry Fowler, from Korea who was in my same flight in the 311th TFS. I had not seen Jerry in over 50 years. Jerry is retired from American Airlines and all the pilots are doing very well financially. As a part time flight manager Jerry was also given 2 unlimited lifetime positive first class passes and a lifetime membership to the Admiralty Club. Oh well. I think I will go play some more golf. Thanks to all the folders and stuffers, your work is appreciated.

*Norm deBack*

ORD, SFO, LAX, SFO 1964 - 1998

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**BARRY EDWARD**—Sedalia, CO

Well Ted, "tempus digit," and by that I mean, every time I look in the mirror and see this old guy looking back I realize that time has given me the finger. Can't complain though, my age is catching up to my golf score--we should be even if I live to 99. Speaking of age, you're going to love this one. I spoke to a retired QANTAS captain friend of mine who had to retire at age 60, not because of any Australian rules, but because France, Thailand and the U.S. would not allow over age 60 pilots to fly into their countries. As you know, that changed in November 2006. Now pilots for foreign carriers can fly here up to age 65. Here's the icing on the cake. A few years ago QANTAS bought a domestic carrier (737's) and there is no age limit to fly domestically. Consequently when a QANTAS pilot retires at age 65 he can flip over to the domestic carrier and keep on flying.

Nice eh? We need to put an age limit on our elected officials instead of holding a mirror under their noses to see if they're still alive.

Now for some words of wisdom passed down in my family for generations. Never, ever, ever take a sleeping pill and a laxative on the same night.

*Barry*

**CHARLES FELLOWS**—Denver, CO

Just because these words of thanks are repeated every year by us Ruparians- doesn't mean that they are not very sincere. We don't spend much conscious thought on the feelings of friendship, solidarity (shades of "85"), and other things that I can't find words for, (pride does come to mind) that RUPA adds to our lives: but I/we most sincerely appreciate the time, and effort that our Board of Directors, our President, our Sec./treasurer, the *RUPANEWS* editor, the Folders & Stuffers, and in Denver, Ted Wilkinson, our "Humble Coordinator"- as he refers to himself. I really admire his dedication to a pretty thankless task, and his uncanny ability to tell the caterer how many people will appear for lunch on any given third Tuesday.

Last year I wrote that I was undergoing chemotherapy treatment for a particularly pernicious lymphoma. I am somewhat ashamed that I aired my problem in public when there are so many of you with worse problems who never mention them to anyone. On the other hand, the number of my old friends who called to say "hello" made it very worthwhile. Thank you, every one!! Your calls meant more to me than I ever imagined- We really are: to plagiarize Ernie Gann, "A Band of Brothers".

On balance, I recommend sharing your "news", good, bad, (but maybe not the ugly).

There is a really thoughtful RUPA member, living in Virginia, first name Frank, whom I have never met- or had even heard of- who called me and said, "I had the same thing that you have, years ago, and I'm still around." Boy-Howdy, that is a call that I will never forget-thanks Frank. I hope that someone will do something just as thoughtful for you.

My "news" this year is much better. I have had two PET scan's since my treatment ended in Feb. Neither test revealed any tumors, and the Dr. said that the cancer is in remission. Thank you, Lord!!

"Chemotherapy" is a euphemism for POISON, and it changes you physically. NOT like Spiderman either. Anyway I found the strength for Sandy and me to take a "Russian River Cruise" with Grand Circle Travel. Four nights in Saint Petersburg, seven nights on *M/S Rossia* cruising the lakes and rivers from St. Petersburg to Moscow, and three days in Moscow.

We saw priceless works of art, gorgeous palaces, gushing fountains, spectacular Russian Orthodox onion dome churches. I was able to attend a Sunday service in one of these churches in Uglich. The acoustics are almost unreal. The voices of the choir, and the priest were more audible, and beautiful than any electronic amplification could produce. There is no seating in the Russian Orthodox churches. The services last two or three hours. The congregation on that Sunday consisted of about forty women, mostly elderly, nine men, and half dozen children. Many of the elderly women suffered from painful arthritis. Their willingness to stand, and in many cases kneel was a real testimony

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to the strength of their faith.

The highlight of the trip, for me, was simply to stand in Red Square. I never dreamt that I would set foot in that place. All of the hours on alert waiting to help bomb the place off of the face of the earth made the experience a little surreal for me.

God rest ye, Merry Gents, and Ladies especially those of you who took your valuable time to read this way too long letter.

**JEF FLEENER**—Waianae, Hawaii

In short, having 75% of one's pension taken away is simply not acceptable, never will be, and cannot be forgiven.

Aside from that — Mrs. Lincoln is enjoying the play quite nicely, is looking forward to the final act, and fully intends to remain seated during the closing credits.

If there is a need to know more:  
goodwoodfromhawaii.com

Good thoughts to all

**SHELL AND BEBE GORDON**—Custer, SD

Greetings from the beautiful Black Hills of SD. Well I'm 71, and cannot believe those 30 great years at UAL have been gone for 11 years. Except for one special trip in 1966, from MSP to ORD and back, I have not set foot in to anyone's airliner since retirement. Been going places in my C-182, Luscombe 8E, various vehicles or on any one of my 4 Harley's. Life has been good. My still gorgeous, UAL stewardess wife of 24 years is doing just great, except for one small setback in December of 2005. Bebe suffered a brain aneurism and a god-awful 6 hour surgery that has saved her life. A one and a half year recovery finds her almost in fighting form again. None of the usual results of a horrible brain injury, just a little rough around the edges. Bebe flew for United from May of '64 'til April of '95 and has many fond memories of all her friends and many flying and non-flying events at UAL, just like we all do.

I am busy hunting, fishing, Harley riding and

managing Masonic activities. Still travel between Northern Minnesota (our lake home), and Custer, SD (our year-round home), so get to enjoy a great life. Glad for those 25 years of USAF and ANG service that pay-off so wonderfully now. Who would have known those old Fighter-Interceptors would keep on giving in my elder years, so far from a cockpit and the silent Northland. Can't help remembering the Northern Lights those cold, lonely winter nights over Hudson Bay, etc.

Our best regards to our old friends and teammates at UAL. Sure wish it was like it used to be -- Amen.

Can be reached at 651-261-0191 or  
shelbb2@hotmail.com

My somewhat tardy check is in the mail.

*Shell and Bebe* (Ewr - 66-67, Ord - 67-96)

**HELEN HAHNE**

October 15 would have been Jim's 88th birthday.

Enclosed is my check for another year - I don't know many of the names anymore, but I really enjoy the articles.

Thank you, *Helen*

**DAVE HANST**—Huntington Beach, CA

September is my birthday month, 29 years into retirement. I'm still in pretty good health, have had a few repairs, left knee replacement two years ago, working fine. Last year had cataract operation on both eyes, had focusing lenses implanted in both eyes, no more glasses.

Son Dave still flying the LA to Tokyo route in the 777 for American, 9 years until he retires, unless the FAA raises retirement age to 65. Last month, August, Dave and two of his friends flew their Cessna 185s to Alaska, they were gone two weeks, got as far north as Anaktuvuk Pass, which is north of the Arctic Circle. They brought back some great photos.

I am mailing the annual \$25.00 check to RUPA.



## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

### PACIFIC AIR TRANSPORT (cont.)



Pacific Air Transport's "1926 First Annual Report" stated, regarding Sept. 15, 1926's first day flights:

*"Such was the simple, yet dramatic, beginning of a new era in rapid transit on the Pacific Coast."*

The first C.A.M. #8 northbound flight departed Los Angeles at 12:01 a.m. with stops at Bakersfield, Fresno and San Francisco. This flight returned to L.A. via Fresno & Bakersfield, arriving at 5:00 p.m.

The first southbound flight, piloted by Vernon Bookwalter, departed Vancouver, Washington's Pearson Field at 5:25 a.m. carrying 100 pounds of mail from Seattle and 84 pounds from Portland.

At 8:38 a.m. Bookwalter landed in Medford & exchanged the mail for ten mail pouches flown from San Francisco by A. D. Starbuck, R. B. "Pat" Patterson making the return flight to San Francisco.

Bookwalter departed Medford at 9:20 a.m. and landed in Vancouver at 11:30 a.m. to an enthusiastic crowd of 6,000, including Oregon Senator Robert Stanfield, Portland postmaster Jones, Portland mayor Baker and the Portland chief-of-police. Following the ceremonies, Grover Tyler flew the M-1 to Seattle, arriving at 1:30 p.m. with one Portland mail pouch and five from California.

Southbound Seattle mail was transported by train to Vancouver until the Washington state airport & beacon lighting installation was complete. PAT ceased using Pearson Field when Portland's Swan Island airport opened in 1927.

The first airfields used by PAT were Naval Sand Point Airstrip (Seattle), Pearson Army Field (Vancouver), Newell-Barber Field (Medford), Crissy Army Field (San Francisco), Fresno Airport, Bakersfield Airport and Angeles Air Mail Field (37<sup>th</sup> & Angeles Mesa Dr., Los Angeles).

In Jan. 1927 PAT carried its first two passengers, by Aug. 1927 - 216 passengers had flown. The fare was \$132 for the 18-1/2 hr. flight - Seattle to L.A.

By Marvin Berryman, from the DENTK UAHF library's book "Vern C. Gorst - Pioneer and Granddad of United Airlines" - Gorst Publications - (illust left) PAT routes from a Jan. 6, 1926 Portland, Oregon

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**H. DAVID HARRIS**—Crystal Lake, IL

Hello Fellow UAL Retirees, I try and meet for breakfast on Wednesday mornings at Andy's Restaurant in Crystal Lake, with fellow area airline pilots. Always an enjoyable way to catch up on the latest United topics.

Just returned from a cruise of the Alaskan inside passage with fellow retired UAL pilot Dick Emery and his wife Betty. If you have not done this you should!

The big news for 2007 is that we have completed the sale of our Tent & Party Rental business. What seemed like a good idea turned into a lot of work and worry. Although the business was successful in that it paid for itself; in actuality everyone involved made money except us! Will probably end up in some venture to keep us occupied and involved but not consumed.

Wife Kathy and I are healthy and have enjoyed traveling in our motor home around the country now that we have some free time. We have been blessed with six grandkids ages 4 months to 10 years, only one girl in the bunch. They keep us young, busy and happy.

Thanks to all of you who keep this magazine and RUPA alive. *Dave*

**GENE HARTRICH**—Kailua-Kona & Greenbrae, CA

Just passed my 25<sup>th</sup> year of retirement and it seems so quick from my last one way flight SFO-HNL. UAL reserved the entire upper lounge for my retirement party on that farewell trip. Rick Saber was the First Officer. I remember clearly a prayer for a smooth final landing because there wouldn't be any "Do Overs". On arrival at HNL Leis were piled so high I needed a snorkel breathing tube. For the trip to the hotel a stretch Limo with American flags flying on the front fenders. How sweet it was but being a Hero is a very short career.

I had envisioned retirement as a series of Lanai Hammock naps, racy paper back books and Coors Banquet beer. Not so, a series of no days off and a full dance card of "Honey-dos". First thing you know you turn your head and there you are--eighty five years old.

Really great to read letters from the likes of Cliff Chaney. Marty Dunkle tweaked fond memories of my co-pilot days in the DC-3 with Bill Dunkle. His true if somewhat embellished tales of Alaska Bush flying were absolutely fascinating, what a great story teller and a sweetheart of a man.

July 19, 2005 my right eye suffered partial loss of vision and sure enough it was a stroke. But fortunately it was transient and I only spent four days in the hospital while they did thorough testing. Some vocabulary loss but I am able to recall and build using the association method, only problem is I am running out of profane words.

I ride my Bicycle for local shopping and visits to harass Doctors and Hospital staff. Actually "My bike" is Shirley's thirty year old very nice set of wheels with shopping basket and fenders. Recently at the local market I came upon a couple of middle aged muscular Jocks with vivid multi colored "Spandex" outfits, 200 dollar helmets and four thousand dollar Bikes. I butted in with "Gentlemen, I would challenge you to a race but I really don't wish to embarrass you". Oh for the trials and tribulations of a "Smart Ass".

Best to everyone, especially those pioneer aviators that made this flying job so great. *Gene*

**BOB HELFFERICH**—Bristol, WI

Ted,

Another year older and deeper in debt. It's been 8 years since I set the brakes at O'Hare for the last time. Now it's just my Cardinal and once in awhile in a Challenger 600.

It's been a good year. The house remodeling is complete after 7 months. Now I'm definitely not moving anywhere. I've got a new partner, the bank.

Gail's business is still going strong and I'm able to fly her to several appointments each month. I did 6 triathlons plus 3 or 4 5K runs over the year, also. Not getting any faster, but not slowing down, much, either. Just trying to stave off total destruction and (as the guy who jumped off the 20 story building remarked) so far, so good. Gail and I ran my air force pilot training class reunion (in Milwaukee) last month. All you 61-D guys that

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didn't make it, hope to see you in 2009 in San Antonio. It was a lot of fun, but I'm glad I've "Done me bit" and can relax for the 50th back where it all started.

I sure enjoy reading the *RUPANEWS* and thoroughly enjoyed "Letters from the Pond" by Joe Stans in this month's *NEWS*. Say hello to Nola for me, Joe.

Thanks for all your efforts. Running a 4 day reunion once in 48 years was a full plate. Can't imagine putting together a quality publication every month. My hat is off to all of you. Check's in the mail.

I'm in the book in Bristol, Wisconsin. There's cold beer, soda and decent wine available to all who happen by. I'll leave the light on.

*Bob*

## **AL HORROCKS**

Ted,

Sorry for the delay on the check. "I forgot my birthday" - not quite as bad as that yet!

I still bare-foot water ski!!

At 67, that says it all

Very fortunate - only 6 pills a day

*Al*

## **JIMMIE HUFF**

Annual postage check is in the mail. '07 has been a epic year for events; some good, some not so good. Wife Vera (SEASW '54-'57) and I celebrated our 50th wedding anniversary on 5-17-07. Had my 60th High School reunion in Columbus, Mt, in June. (15 out of class of 32 were present.) In August Vera had surgery for a ruptured appendix, our daughter had neck surgery to remove a spur from a vertebrae, our 17 year old granddaughter was diagnosed with "Wilson's Disease", a very rare disease that causes excessive copper in the body to destroy the liver, necessitating a liver transplant. All the "patients" have recovered successfully, however the granddaughter will be checked often by the medics, and will be on anti-rejection medication for life. Also, Vera contacted "C-Diff"

(an infection which destroys the good bacteria in the colon) and acute colitis, while in the hospital for the appendectomy, necessitating another stay in the hospital! So our trip to our winter quarters on the island of Molokai may be delayed some this year.

"Mahalo" to all the folders, stuffers, and volunteer helpers that get the *NEWS* to me each month!! I was saddened to see Jim Naze flew west...he "taught" me how to fly the 727 in '68 back when most of the training was still done in the air and not in a simulator bay!!

*Jim*

## **GEORGE JOHNSON—Seattle, WA**

Hi Bruce,

That time of the year again. Check is in the mail one week early. All is well with Veronica and I. Enjoyed seeing some faces I hadn't seen in awhile at the convention here in Seattle. Just finished my annual trek to Flight Safety in Tucson for my Learjet recurrent training. Still flying the Air Ambulance flights and occasionally a "GIZZARD RUN" to harvest organs for Life Center. Still is fun and supports the hobbies. Sold the 180 last year and replaced it with a Lake Amphibian. Nice to be able to do both water and land without making my mechanic rich, taking the floats off and on.

Best wishes to all,

*George & Veronica*

## **CHUCK KETTERING—Reno, Nevada**

My, but that was a quick twelve months. I did some enjoyable flying in my "bush" plane (Murphy Elite) including a run down to the Copper State Fly-In at Casa Grande, AZ last Oct. Trips that distance take a while at 100 mph, but down low like I am it feels fast. I tried to fly to Arlington, WA for the EAA Northwest affair, but found the temperature at Yakima of 104. So, after an air conditioned night, we headed east for four great days roaming around Idaho, Montana and Nevada.

I'm still getting quality time on the Colo. slopes with Mac McCroskey, although last year we both managed to get well acquainted with orthopedic medicine. We'll try to do better this year!

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I still enjoy riding around this high desert country on my motorcycle, with some occasional ghost-towning thrown in. I'm hangared at Stead airport, so if you fly in, look me up. The Reno Air Races just held at Stead got more attention than we wanted and the mystery of Steve Fossett's whereabouts will, hopefully, be solved by the time you read this.

Both Vivian and I look forward to and enjoy *RUPANEWS* each month. Our sincere thanks to all who keep it coming our way.

*Chuck* '57-'95 SFO ORD SFO

**BILL & LORENE KNIGHT**—Walnut Creek, CA  
UAL 1939 to 1977

I finally realized I had to write this note the month before October each year to make entry in my birthday month. They tell me I am pushing 90 years of age on October 4, although I don't remember being 89!

We are still living happily at Avalon Kensington Place Retirement Residence in Walnut Creek, CA. We have been here over three years. Many very nice and interesting people have moved in to enjoy our facility. Our Activities Director makes many interesting trips available.

I am a little under the weather, having been in the hospital for a few falls with a broken shoulder and low heart activity in spite of a heart pacemaker. I walk with a walker and have a personal caregiver who helps me. My wife, Rene, helps me also and schedules our activities with the help of our daughter, Katie, who lives nearby with her husband and three teenage children.

Our airline flights have been very limited, although I would have liked to have made the SEA Reunion and the 6<sup>th</sup> Air Force reunion in San Diego, both this month. We have three great-grandchildren I would like to see -- two in SEA and one in Chicago.

I wanted to keep this short, like the one I saw last month, but I never have been a person of few words.

I read the September RUPA Newsletter from back to front. It was one of our most interesting issues yet, I think. I let our physical therapist read one of

the articles to his class (which we attend regularly) as part of his therapy. He also gives us two or three personal sessions per week in our apartment and exercise room where there are three stationary bikes among other things. I also find that the jokes are one of my favorite features.

Incidentally, when we moved here, Lois Truelson, formerly a UAL-ORD stewardess who worked the ORD-Omaha trip, was the Director. I may have flown with her when we both flew on the Caravelle. Maybe some of you might know her, too.

So we continue to enjoy our "mundane" lives here on the second floor, looking out among the trees and in view of the lawn, garden, and "putting green" (which I seldom use although I still have all my clubs.)

We still have a condo in The Villages in San Jose, CA, near Chappie Chapman, the earliest UAL flight person I met in OAK (actually, it was Livermore).

Thanks to all of you I knew on UAL when it was a good company and when flying was fun!

*Bill & Rene Knight*—September 25, 2007

**CHARLES KREKORIAN**—Mill Valley, CA

Enclosed is my renewal check for the coming year *RUPANEWS*. Not much new around these parts. Had a NRSA problem this past summer trying to go Boston-Dulles. Ended up using 90% fare on US AIR Boston – National. Plenty of seats and given boarding pass as soon as I checked in. Total cost \$37.00. Keep up your good work that I truly appreciate. *Chuck*

**JOHN KRENITSKY**—New Berlin, WI

Enclosed please find my renewal fee. It has been over 16 months since I set the parking brake on Flight 3 from KOA at ORD and I haven't missed the drive to ORD, or UAL for even a moment. I do miss not using the skills of our profession honed over some 44 years of flying. I especially miss the people with whom I have worked, and the stimulating conversations with people of such varied backgrounds and interests.

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Bear with me one more time as I drop some thoughts and questions on our recent plight to stimulate some conversation.

Has there ever been an airline ESOP that didn't go bankrupt? Is there any other way the bankers could end employee ownership? Were the seeds of bankruptcy planted the day the ESOP was planned? While outside stockholders received cash dividends, why were employees given additional stock instead? Who was able to tender their stock when UAL had a buyback while the employees were not able to? Why was UAL buying aircraft back from the leasers within months of the bankruptcy filing? Were all the above done to deplete the cash reserves so that UAL could legally file for Chapter 11 and thru it abrogate all its contracts, invalidate all stock and employee majority control, and dump all its pensions. And by the way, how could the government get away with taking the pilots pension plan saying it was under funded, yet UAL didn't have to deposit a dime for another 6 months. Hmm! I wonder? Oh Yeah, a judge said it was OK. If anyone has any answers or thoughts I can be reached at krenits@aol.com.

Otherwise, Loretta and I are doing fine. She went back to work the month I retired. I guess she was afraid to be home with me that much. We spend a lot of time visiting or hosting our three girls and their SO's. The oldest got her doctorate in music performance and is teaching in Greenville South Carolina. The middle one is a mechanical engineer for a defense contractor in PIT. The youngest is at Ohio State and in the Ohio State University Marching Band so you know where we are many football Saturdays.

If you are in the Milwaukee area stop in for tea, coffee, or even a beer. I can use any excuse to get out of my housewife chores. *John*

### **TOM LAMBRICK**—Morgan Hill, CA

#### Goofs on the Loose Tour of '07

On July 12th, 2007, 3 big-engined open cockpit Stearmans left the Bay Area in formation, beginning the Tour of aught seven. Bill Austin, a retired Fedex driver, John Hodgson, a retired tech CEO and I were off to turn a big chunk of the world's diminishing fuel supply into noise and vibration. We headed north at a blistering 100 mph,

at altitudes that varied according to body temperature. Red Bluff, Klamath Falls, Sun River, Pendleton and Spokane, then a run down the Clark Fork to Missoula and on to Great Falls. And it only took 4 days! Then across Montana to a grass strip located exactly on the US/Canadian border to clear customs. A one hour run across Saskatchewan took us to Moose Jaw. It was the 50th anniversary of my graduation from Harvards in the summer of 1957, and the CO had invited us up. I led a Vic pass over the ramp, which was loaded with people. The Colonel had used the "Tannoy" to holler..."The Stearmans are coming!", and cadets and instructors poured out of hangars and classrooms to watch us blow smoke and make that "Round Sound". We were treated like royalty, each assigned an Officer guide, given a tour of the Snowbirds hangar and briefing rooms. In exchange, we gave Stearman rides to top cadets and instructors who had won a lottery. Of course we let them fly formation, including a couple of high-energy tailchases. Hey..those guys are good! Then off to the Officer's Mess, where the Canucks hosted a Beer Call in their "Chateau Room", a 14th century room lifted bodily from my old Officer's Mess in Marville, France, in the early 60's. When the French kicked everybody out after they left NATO, the RCAF removed the bar and reinstalled it at Moose Jaw. The kicker....My wife Diane and I had our wedding reception in that very bar in 1961, in France! Walking into it was the ultimate time warp.

We headed south to Rapid City where my son Steve, a UAL captain met us, then east to Oshkosh! Our entry into OSH was every bit as crazy as advertised. They were using 36L and 36R, landing 3 aircraft at a time on each, and as I turned final, the big yellow DC-3 "Duggy" cut me off...no sweat, whoop-de-doo over him, S-turn, and land in his wake, then skitter off the runway into the grass to avoid being overrun by the next wave! Nutsoid! My pal John won Best Vintage airplane with his stunning restoration, and we headed for Galesburg, IL. Huge national Stearman Fly-In...this year, 126 of us made it. Formation, aerobatic, short takeoff/landing contests. I took 3rd place in the aerobatic contest out a huge field of 4. We came in second in the formation competition, where there were some tough entries...missed by a single point. Pax home for family business and then back to begin the long haul out Interstate 80. Gave rides to WWII vets in York, Nebraska, spent a day in

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Wendover, where the FBO guys gave us a tour of the Enola Gay hangar and the pits where they loaded the A bombs. Smoked across the Bonneville Salt Flats for 50 miles at 50 feet now that's an adrenalin rush! Got through the high country OK and finished up with a spectacular ride, September 17, across the Sierras at 10,000 feet, temperature 35 degrees F...open cockpit, remember, with a 100 mph draft...

And so ended the Goofs on the Loose Tour of '07. Raided our retirement fund to pay for it...looking forward to flipping through the pictures when I'm in the Home for Impoverished Airline Pilots. All the best to everyone.... *Tom*

### **BILL LAWRENCE (JR )**

Hey Y'all

I will re-send my annual dues check today or tomorrow. I sent one a few months ago, but apparently there was another mix-up due to the fact my dad and I have the same name, and my check was "returned" to him on the grounds that he is already paid up. So another one is on the way.  
W. W. (Bill) Lawrence ( Jr )

Sigh. I did not intend to append any comments to this, but the October issue has me wondering what is going on, anyway? Why you allow our RUPA NEWS to become a bullhorn for Joe Stans to exercise what he imagines to be his sparkling wit is a mystery to me. Of course, we can simply ignore his silly blatherings, but why is this one member given a platform not available to anyone else? Or hardly anyone else.

When I began my UAL career 41 years ago, I was young and starry eyed and naive, and I actually believed one had to be smart to be a pilot. It really didn't take long to be disabused of that idea. I also cherished the absurd notion that one had to be smart and posses exceptional qualities to be in management. MAN! Did that idea evaporate in short order. So now I read in the October issue one of our retirees promoting government run health care, taking away our current system, taking away our ability and our doctors' ability to make decisions regarding our health, and handing it over to federal bureaucrats who couldn't care less about us or our well being. This person resorts to the pathetic slogans, phony stats, and blatant lies of

extreme left wing power and money grabbers, and tops it off by recommending Michael Moore as an authority. Gawdallmighty!!

Certainly proves it doesn't take clear thinking to be a pilot. Maybe he is thrilled with how well gov't handles everything else it does.

If you have ever stood in line in a government office waiting for something to be done, or ever dealt with any government agency trying to accomplish something, and you want to hand your health care over to those people, you go right ahead. But keep your grubby mitts off mine, and don't raise my taxes to support your fantasy.

Until next August. *Bill*

### **KEN LEDWITH—Roseville, CA**

Hi Ted, Haven't written for a couple of years. Just plain lazy! Still spending summers in BKK which I enjoy. Joy will be getting her accounting degree from Sac State in a couple of months. Very proud of her accomplishment. Kids also keep me very busy but its fun to watch them grow. Still have my Luscombe which I have owned for 47 years. Trying to justify keeping it after the theft of our pensions. Miss seeing old Navy friends such as Duke Miller and Don Liles (gone West in '95). Keep up the good work.

*Ken*

### **PETE (PEER) MASENG—Port St. Lucie, FL.**

THE ' BIG 80" HAS PASSED Those 35 years with United went by mighty fast. My Boss, Dusty Rhodes, said one day "Come ride with me in the 340". Since I was partly involved in the SFOEGR. acceptance test from the Convair factory. I was smitten and in the early 50's started flying them out of MDW with 176 hours of Cessna and Luscombe time. I remember having each Captain sign the legs I flew so I could get the 1200 hours required for the ATR. Chris and I celebrate our 55th anniversary next month. Son John is getting off the 400, left seat, to attend 777 school. Health is holding O.K. I enjoy the RUPANEWS and appreciate very much all the good work done.  
MDW/ORD 52-87

Regards, *Pete Maseng*

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## THE CASE AGAINST OXYGEN THERAPY

By Robert Jay Rowen, M.D.

I've told you about oxygen therapy for years. I've showed you how it can work wonders in a lot of different ailments. But now a new report says breathing 100% oxygen is not good for you. What? How could that be? After all, these oxygen therapies provide miraculous cures for thousands of people. The report must be inaccurate, right?

Wrong! The study is completely accurate and I agree with the researchers completely. Since most of you know me as Dr. Oxygen, I'm sure this raises a lot of questions about multi-step therapy and hyperbaric oxygen.

I'll answer all your questions in just a moment. But let's look at the study so we can see what these researchers found - and how it applies to you.

While the study appears to go after our beloved oxygen therapies, it actually blows apart decades of medical dogma. For decades, modern medicine pushed oxygen therapy for many emergent conditions.

For instance, imagine you have chest pain and the ambulance quickly whisks you off to the emergency room. From the moment they pick you up, they give you pure oxygen to breathe. The paramedics are acting under the assumption that it will protect you from further harm. But this study suggests there are many times when it's very dangerous to treat patients with straight oxygen.

The researchers performed this study on kids. But I can assure you oxygen will have the exact effect on you.

When the researchers gave 14 children (average age 11) 100% oxygen to breathe, there were bad alterations in blood flow to the brain within seconds. They determined blood flow using a functional MRI test (fMRI). It evaluates blood flow. Breathing 100% oxygen caused significantly less blood to reach critical areas of the brain. These areas control hormones, autonomic function, blood pressure, and heart rate. Cutting blood flow to tissues is not healthy for cells. Damage can occur. It seems to be a paradox —breathe more oxygen and get less to your tissues. But it's all about carbon dioxide (CO<sub>2</sub>) and pH. I'll explain.

After you breathe in oxygen, your body burns it and makes water and CO<sub>2</sub> for exhalation. There's a very delicate balance in your body of carbon dioxide and pH. CO<sub>2</sub> levels acutely determine your blood pH. CO<sub>2</sub> in your body's waters is an acid! Your body regulates its level of CO<sub>2</sub> and pH far more closely than it does oxygen. Think about this. When you start exercise, you don't need to breathe more immediately. It's only after climbing the flight of stairs that you breathe harder. That's because your body created more CO<sub>2</sub> (and increased acidity) during the exercise, and your body needs to get rid of it. So you huff and puff.

If you breathe 100% oxygen, residual carbon dioxide in the lungs is quickly washed out. That hastens CO<sub>2</sub> removal from your blood as well. Lower CO<sub>2</sub> and your arteries will quickly constrict. Less CO<sub>2</sub> also leads to more alkaline pH. While we strive to maintain alkalinity through diet, excessively blowing off CO<sub>2</sub> leads to an acute excess alkaline state. Alkalinity further constricts your blood vessels. Acidity, on the other hand, increases circulation. Why? More blood is needed to cart off the excess acids (created by exercise). If your pH is high (alkaline), your body is fooled into thinking that it needs less blood there. Your nervous system adjusts by decreasing blood flow there!

So, breathing 100% oxygen leads to similar circulatory imbalances as in a panic attack. It fools your autonomic nervous system (ANS) into thinking that it has plenty of oxygen and alkalinity. The ANS will counterbalance by constricting your arteries. The tissues (including your brain) now have less blood flow and can get damaged. There's the answer to the paradox.

And the remedy? The study found that simply adding 5% CO<sub>2</sub> to the oxygen mitigated almost all the bad effects. Why? It provided the needed CO<sub>2</sub> that otherwise got washed out.

This brings us back to our favorite oxygen therapies: multi-step therapy (exercise with oxygen — EWOT) and hyperbaric oxygen (HBO).

With EWOT, you are breathing oxygen at 10-15 liters per minute. But remember, with EWOT you are also exercising. That burns oxygen, creating lots more CO<sub>2</sub> and acidity. If you calculate the amount of air a typical person will breathe with EWOT, you see why. I can move over two liters of air up to 15 times per minute when working out. That's 30 liters per minute minimum.

That far exceeds the amount of 100% O<sub>2</sub> (10-15 liters per minute) I'm inhaling. So I'm also getting some room air, and the oxygen wash-out of CO<sub>2</sub> is lessened. Finally, I've observed the amazing benefits of EWOT over many years. If anything, brainpower is enhanced, as is overall energy and even sexual prowess. So we know it helps the brain - it doesn't hurt it.

What about HBO? It works entirely differently. Here, you are breathing 100% oxygen, but under pressure. With pressure, oxygen is driven into the waters of your body. Even if blood vessels constrict, there will still be plenty of oxygen. So there's no cause for alarm. However, the study suggests to me that you could enhance the benefits of HBO by using a 95% oxygen/5% CO<sub>2</sub> mixture. But that would increase the cost of the gas significantly.

Considering the wonderful benefits we've seen from HBO, including repairing brain damage, I am favorably impressed by the clinical experience over the theoretical risk. You might recall that I wrote about the low pressure HBO chambers in a past issue. Data on cerebral palsy suggests that using room air to pressurize even the low pressure chambers will have the same benefit as using pure oxygen. So it may simply be the pressure and not the higher concentration of oxygen that gives you the bulk of benefits of HBO.

Modern medicine has used and is still using an unproven and potentially dangerous treatment for many emergent situations. Giving oxygen to a stroke or heart attack victim might actually increase brain or heart damage! Yet that's why many people go to the hospital with a stroke - to get oxygen! If you need oxygen in the hospital, the nasal prong method should be quite safe. It will provide a bit of extra oxygen but the final concentration of oxygen after dilution with breathing in room air is nowhere near 100%. Avoid a mask delivery at higher than 4 liters/min.

And if you are doing EWOT, keep it up. I haven't had even one complaint of unwanted effects in 10 years!

Ref: *PLoS Med.*, 2007 May; 4(5): e173; Published online 2007 May 22.

### Frank and Ernest/Bob Thaves



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**WILLIAM M. MEYER**—Newport Beach, CA

Haven't written in awhile, but want to thank all those responsible for this great newsletter. Check is in the mail. Been doing some lightweight traveling, mostly family/class reunion (grade and high school) stuff. Did attend the SEA RUPA convention in Sept. and it was great. Saw some good buddies there with lotta laughs. Mostly been doing a lot of fun flying, in biplanes, either antique or akro or checkout, esp. someone who spent years on the project, but forgot about stick and rudder skills in the interim.

Open letter to writer\* of piece: July 2007 issue, page 30.

Whoever you are, could you find it in your soul to puh-leeze cease and desist from further annually reminding the full strength and membership of all at RUPA, regarding your wasp thin waistline, your lack of anything resembling other than black tonsure, your complete grasp of seniority number one, your bazillion different type ratings, and the Dorian Gray artwork with you as the subject, ad infinitum/ad nauseam, etc., etc., etc.?

Fer Chrissake, get some new script writers and stick a sock in it. No one gives a good rat's ass about this diarrhea you pour forth annually.

Only thing we want to know about you is how are the family bible signature studies working out? Is all well in classes? We sure hope so....

And always remember, GOD flies a Bucker.....

Yers in Christ,

*Wilhelm von Meyer*

\*And, if you got a beef, I'm in the book.

**PIERRE NEY**—Winchester, Virginia

October being my birthday month, I usually have to harken back to the far reaches of my memory to determine if anything happened during the year worth writing about. This year is easier than most. My wife Lisa's Grand Mothering instincts became so strong she was able to drag me, kicking and screaming, out of Anacortes, Washington, to the other coast, to be closer to her children and grand

children. After almost suffocating in, and getting run over by, the intense L.A. like traffic of Northern Virginia, I was able to offer Winchester to her as a compromise domicile.

We bought the house directly across the street from the house, that I owned and lived in when I was flying out of IAD, before retiring in 1998.

Apparently I didn't alienate any of the neighbors back then, as most of them, who claim to remember me, appear to be genuinely happy to have me back. Guess I don't owe any of them any money either. Some of the men have pinched looks on their faces, when their wives beg rides on my Harley Davidson, but if they can't take a joke, what the hay? When they get to the porch of the retirement rest home, they can talk about the year they bought aluminum siding for the house, while I can reminisce about having bought the Hog, having the wind in my hair and bugs on my teeth.

Lisa and I had a wonderful day today at the Washington D.C. RUPA co-ed luncheon where it was just great seeing and socializing with so many old friends and pilots from my years being based at DCA and IAD.

Lisa and I also took a trip on United to Paris for me to search for my roots and enjoy a birthday dinner. Trips both ways were very pleasant, with genuinely professional and friendly cabin crews. Go figure? As my hero Bill Clinton said, even a blind squirrel finds a nut occasionally. I kept my same old E-Mail address so if anyone would like to say hello I am still at [pierreney@aol.com](mailto:pierreney@aol.com).

Cheers,

*Pierre*

**JIM NOBLE**—Barrington, IL

It's been another great year with all of us healthy and busy. Jan and I still enjoy travel, bridge, tennis, skiing, our health club, and watching our grandchildren in their sports. Last fall we went on a driving trip around Lake Michigan with twenty Corvettes from our club. The fall colors in northern Michigan were spectacular. The roads were straight and lonely and our speed was fast - - very fast! November found us in Tucson and

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Scottsdale visiting friends. In Tucson we enjoyed a fine RUPA lunch at the Tucson Country Club, thanks to Pam and Randy Ryan. We spent January in Maui and went on a helicopter ride to do some sightseeing - - never again, as there were two fatal crashes the week after we left. We bought a new car and decided to take a Civil War Battlefield Tour of Gettysburg and six other famous battlefields. We stopped to see a home designed by Frank Lloyd Wright. It's built over a waterfall and called "Fallingwater". In June we drove to Cooperstown, home of the Baseball Hall of Fame, then north to the 1000 Lakes area on the St. Lawrence River. The highlight of that trip was a tour of Boldt Castle, a 120-room home built on a island with a huge Boat House built on a separate island. Upon completion of the castle, the owner's wife died and he never returned to the island. In July we took a 19-day Grand Circle tour of Russia, spending one week on a river boat and the rest of the time in Kiev, Moscow and St. Petersburg. It was fabulous. In August our San Diego grandson visited us for a week and in September, my brother and his wife showed up in their '06 Vette in time for our neighborhood block party. We just returned from a nine-day trip to the Smoky Mountains with eight other Corvettes from our club. Gorgeous scenery, fall colors and a visit to the Biltmore Mansion, home of the Vanderbilts - - great!

Jan and I read the newsletter front to back and love hearing what other people are doing in their retirement. Thanks to all who make this newsletter possible and to the officers and Board for all of their work. *Jim and Jan*

## **DON OWENS**

Hi Ted,

Thanks for the info. I've been up here in North Central Washington for about five years now. Great place! Remember the old days in Cameron Park? Well, a few things have changed since then. Right?

*Don*

*Oh, yes, indeed.—Ed*

**ED PROSE**—Sarasota, FL (ORD '40-'76)

Dear Ted:

Check for birthday number 91 sent.

Enjoy reading the newsletters on my low vision machine, although I know fewer and fewer contributors as each year goes by.

Jo and I are still in an independent living unit but moving much slower. So far so good with the usual 90+ year old medical issues.

Was doing some reminiscing on Jack Knight. As an airmail pilot in the 1920's and pilot for UAL, his claim to fame was the daring completion of the first all-night mail flight in Feb 1921 from Omaha to Maywood's Checkerboard Field in Chicago in a DH-4B. The result of this historic coast-to-coast flight was that Congress funded the airmail service through the post office and funded the lighting of the airways. At the end of airmail service in 1927, Jack flew for UAL until retiring in 1937. He died in 1945, poor (no pension in those days) and apparently without family. His ashes were kept by the UAL Vice President of Flying Ops, R. T. Freng (as best I can recall), in his office until 1946 when I was scheduled for a check-out in a DC-4 with Gus Summermeir and Paul Wallace. Since Jack had requested that his ashes be scattered over Lake Michigan, it was finally decided that this would be a good time to comply with his wishes. Gus brought along the can containing the ashes for the flight which left from Chicago Municipal Airport (Midway). Once we were over Lake Michigan at 2500 feet, we opened the co-pilot side window and then the clear-view window. We opened the can to scatter the ashes and got the job done as Jack requested. It was the least we could do for someone who made a significant contribution to air mail delivery and UAL. He should not be forgotten for his accomplishments.

The older I get the better I remember these stories! Will give it a bloody go for another story next year!

Cheers,

*Ed*

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**WALT RAMSEUR**—Millbrae, CA

My wife and I had a great time at the Convention in Seattle. It was good to see Gerry Pride from my MEC days, Chuck Raphael from over 50 years ago, and I was most pleased to meet new people whom I did not know and listen to their war stories. I enjoyed Herb Marks letter in the latest news letter. It would have been nice to see you at the Convention Herb. I had done the tours before but it is good to see them with new Friends.

In 1995 we had a great convention in Maui with Dick and Laurie Anderson in charge and what a great job they did again in Seattle. It must be nice to have a home in each place. Thanks to you both.

My next big thanks is to Cleve Spring. Some background: The late Capt. George Howson was elected Secretary-Treasurer at about the second meeting after the founding of RUPA. He continued for the next 30 years until due to failing eyesight he had to give it up. I had asked Cleve to help him and he took over around 1992 or 93. He with the help of Floyd Alfson and others brought us into the modern E mail era. With his dependable and cheerful style led us from the folding, stuffing, licking and stamping era to a modern bulk mailing process.

Floyd and others do the label sorting ahead of time which makes it possible for about twenty people to complete the process in about an hour. Welcome to the ranks of Past Presidents. I know you and Rose will still be there helping.

*Walt* 1952-1990 SFO IDL EWR SFO

**NEAL RIDENOUR**—Downers Grove, IL

Greetings to all; This is 20 years retired so it's the big 80th birthday and two years happily married to my new wife Marianne. We are both in good health and we do some traveling and a lot of square dancing. Square dancing is great for us as it is both a mental and physical exercise. We still live on the Brookeridge airport and I still have my Cessna182 and my high performance sailplane. I still do some cross country sailplane racing on weekends at the Chicago Glider Club. Thanks to all that make our RUPA newsletter possible.

*Neal* MDW-ORD 51/87

**BILL SALISBURY**—Bumpass, VA

I am sure that you have heard the expression, "It's good to be alive." I can tell you first hand that when you have a brush with death that came to you, as I had come to me this past year, that it definitely makes a lasting impression!

No longer am I flying war birds for the CAF or anyone else. This decision came easily after my crash last May 3, in the Grumman S-2 Tracker. Turning final, at Cherry Point MCAS, we experienced a double engine failure when we were about 1100' above ground. I was PIC, but my co-pilot was flying. The left engine quit first and when the pilot flying called for max power, the second engine quit. We had approximately 20 seconds from that time until we impacted the ground. Along the final path, we hit a high tension power distribution line, carrying 235,000 volts and broke that line. Seconds later, we were crashing through the forest, breaking fairly large diameter trees as we made our way to the final resting point. My co-pilot, a retired Marine colonel with 55 years of flying experience, did a fine job of managing the airplane during those final seconds. He kept the airspeed and flew the airplane as deep into the crash as he could. An investigation is still ongoing. There was an internal failure of the right engine which caused it to stop running. We still don't know, and may never know, why the left engine quit.

We had five souls on board and no one was killed. Our crew chief was badly injured, but has recovered almost completely. There was no fire on impact, but fires had been started in the woods as a result of the downed power lines and those fires were fast approaching our position. Four of the five of us walked out of the burning woods. My co-pilot was walking on a broken ankle, broken in two places. The crew chief was rescued by Marine helicopter and two corpsmen, and taken to the hospital best equipped for his injuries. I had lacerations on the top of my head and on my right knee, plus a patch of skin torn off of my left elbow. I have recovered from the injuries except for persistent back pains. A cat scan showed no broken bones and no problems in the spinal area.

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Later in the day, the fire sprang up again and got to the airplane. There were four explosions and the airplane burned to molten rubble. The airplane fire was supported by approximately 1000 lbs of fuel remaining on board.

I must commend Grumman Iron Works for building a strong airplane. When we left the crash site, the airplane was relatively intact. The fuselage was in one piece and the wings were still attached except for a piece of the right wing that had broken off about 6' from the tip, due to impact with a tree. There was no fuel spillage after the impact.

I am still flying my Cessna 195. My wife and I took a flying vacation to Maine in the 195 to visit some friends there. Life is good!

Just a few weeks ago, my wife and I traveled to SEA for the RUPA convention. While there we visited with friends from Blaine, WA and had a wonderful time with them before coming down to the convention site. A tour through the Boeing Museum of Flight was one of the highlights of our visit. Our Seattle trip was one not to be forgotten anytime soon!

*Bill*

PS. Check will be coming via "snail mail."

**BOB SCHNEIDER**—Miami, OH

Ted:

Check sent to RUPA. I'm still in the Cincinnati area, Delta's second largest hub but getting smaller every day! The only other (as far as I know) retired UAL pilot living in Southern Ohio, Dave Garten, has moved to Hamilton, MT which he claims is in the "temperate" part of the state??? I guess that means it only goes below zero once in a while. I used to pass on my copies of *RUPANEWS* to him but he swears he will now join RUPA (cheap airline pilot).

I hang around with a bunch of retired and working Delta pilots and commiserate with them re: their lost/reduced pensions, no medical benefits, poor working conditions, etc., etc., etc..

Check Six, *BOB*

ORD 68-99

poohbearsleepy@yahoo.com

P.O. Box 128

Miami, OH 45147-0128

(513)831-5050

**TED SCOTT**

Dear Sirs; Thank you very much for sending me an application to "RUPA".

Unfortunately at this time my family and I are on a tight budget. Since the bankruptcy of United, my pension was knocked down to around \$1900 / month *before* taxes. This is in part because the PBGC saw that I retired early at 60!

I'm hoping that your organization is pushing and supporting the H.R. Bill 2103 stating that airline pilots should not be penalized for retiring at age 60 when forced to do so by the U.S. Government!

Anyway, off my soap box, I'm off to look for a flying job to offset my pension.

Sincerely, *Ted Scott*, (Captain)

**AL SNOOK**—Parker, CO

Seven years since I hung it up and it seems like just yesterday. I am glad I don't have to put on a "happy face" and go to work at UAL. Over the years, I have gotten carried away with volunteering, and I am trying to back out of some of my obligations that seem to continue to pile up. My wife, Marcia and I, and some friends had a great cruise out of Rome along the north coast of the Mediterranean to Gibraltar and Casablanca, and then across the Atlantic to New Orleans just before Christmas last year and TED actually got us home (on time).

I am starting my third year as a Cubmaster for 50 Cub Scouts, and enjoying every minute of it. It seems to keep me young.

I just returned from a reunion of my A-4 squadron from Vietnam. We held it on the Marine Base at Quantico, and during the reunion, the Marine Corps Expo was going on across the street from the hotel. I spent 10 hours in the exhibits looking at all of the latest equipment the Marine Corps has in Iraq. It was eons ahead of the old Starlight Scope and night vision goggles we had when I was in the Corps. We held our reunion dinner in the National Museum of the Marine Corps, and were lucky enough to have the museum to ourselves for 4 hours. We were also fortunate enough to have a few drinks in Tun Tavern (for all you old Marines), and share some "war stories" with our "Band of Brothers".

Thanks for all the hard work you all do to put together the *NEWS*.

Regards to all, *Al*

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**LINDA & BILL STOCK**—Lakeside, MT

I didn't think I would ever leave the Seattle area after spending almost forty years there but Linda and I moved to a town named Lakeside, Montana which is about fifteen miles south of Kalispell. I had spent some time in this area in the mid 80's on hunting trips and really liked the area. We have some close friends that live in this area and spend time with them. Linda's horse is in retirement on their farm.

My son, his wife and three daughters spent a week in July with us. We had a really nice visit, spending time at the lake and seeing Glacier Nat'l Park.

We miss the boating with friends like Gary and Lenore Timm, but have come to love the pristine look of the Flathead valley. I don't think another boat will fit into our plans even though we purchased a home above and overlooking Flathead Lake. We still have a 5th wheel trailer that we enjoy traveling in and of course our condo in Bradenton, Florida. Still playing a fair amount of golf in both places.

We decided to spend Christmas in Montana and put up our decorations, which Linda really enjoys. She missed that part of the yuletide season while in Florida. Palm trees and Christmas don't seem to go together. We will be back in Florida in mid January.

If any of my old friends are in this neck of the woods give me a call or drop me an email, twodogfox@yahoo.com and we'll get together for some fun and sightseeing.

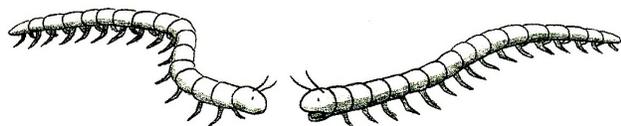
Thanks to all the folders and stuffers. I very much enjoy reading letters from all my old friends and hope that we don't lose this forum for keeping up to date.

*Bill*

twodogfox@yahoo.com in Lakeside, MT

**LaughParade<sup>™</sup>**

By Bunny Hoest and John Reiner



"Don't you hate it when airport security asks you to take off your shoes?"

**ROBERT SWANSTON**—Wickenburg, AZ

Hi Ted-

The check is actually already in the mail - close call but made it on time. Another year and another birthday. Ten years retired and surprisingly still alive. Happy to be this old I guess cause PBGC left me enough to get by on but still tap into retirement account. Lucky to have that too. We split our time between Wickenburg, AZ and Washington Island, WI. Golf & fish in the winter and fish, cut grass and fly a little 172 in the summer. We sold the last of the farm acreage in Kenosha County, WI and foolishly bought a log cabin here on the Island to avoid capital gains rape. I never knew I didn't know so much about chinking, cedar shake roofs, weekly rentals, and room board taxes. Life was a lot slower and simpler before this brain fart. Anyone interested in buying an 1880 log cabin on the lake? Check it out at

[www.washingtonisland.com/thewhiteswan](http://www.washingtonisland.com/thewhiteswan). Other than that, same wife, same dogs but new cat. The wife is president of the board of Humane Society in Wickenburg so I find myself heavily involved in it too, finding land and trying to raise money for construction of a new building. All in all it's a pretty quiet existence compared to the hectic but good old days flying with UAL, hockey, fishing and hunting somewhere all the time. OK by me. And life goes on. As always, thanks for all the volunteer work everyone does.

Cheers,

*Swanny*

**ERNIE THOMAS**—St. Helena Island, SC

Back in February, I stumbled backward over an Ottoman and broke my left wrist (sober.) I really did a number on it--one bone broken, another one "shattered." That put an end to golf for awhile, and involved a rather long rehab. I am about ready to go again, and have been putting and chipping. Soon, I hope.

Have done no traveling due to the injury, and for 2 other reasons: The pension cut put a crimp in spending, and travel is getting to be a pain in the rear. But I am going to Minnesota at Thanksgiving

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to see my son and his family. It may be a little white by then up there in the great White North.

I'm not holding my breath, but wouldn't it be nice if the PBGC decided to invoke the ERISA act of 1974 and order UAL to restore the pensions? Motley Fool (Richard Duprey) thinks it would be a good idea--"for the unions, shareholders, creditors, government, and most importantly, the retirees."

How long do you think that court battle would last? My sincere thanks to the folders and stuffers. Kindest regards to all...*87*

**DONALD TRUNICK**—Escondido, CA

I have been retired 23 years and we are near 2 years in our retirement complex. We are happy that we made the move. We just survived one of 8 major wildfires that were the worst in CA history. These were at the San Diego County. The Santa Ana winds were terrible and caused these fires.

One major fire just missed us to the south. And another one to the north. Over 500,000 people were evacuated and many homes destroyed. Health wise we are doing well. However I have had 5 surgeries for skin cancer which was not much fun. Had to have, for four months, two bandages on face and leg. We have done no traveling as it is too much trouble. Our home arranges day trips to various places for our residents.

I hosted 15 members to the San Diego AEROSPACE museum. I am in my 17th year there as docent on Sundays. Very little traffic problems on Sundays. The restoration of the Boeing P26-A is coming along well though slow. Fuselage is covered, tail and wings are starting to be covered, all metal. Landing gear is near finished. The GEE BEE RI racer has been finished and is on display at the museum. It is beautifully painted in original colors. I try to attend the RUPA luncheon at the *San Marcos Country Club* the 2nd Tuesday each month. I appreciate all the work you all do to keep the RUPA newsletter going. Check is in the mail.

PS The RUPA Directory of 2007 had a wrong phone number and email address Phone 760-294-8897, Email =d7471ual@yahoo.com

*Don*

**JOE UDOVCH**—Laguna Hills, CA

As I pen this birthday letter, Southern California is burning! From Santa Barbara to the Mexican border, we have wildfires consuming a massive amount of acreage, destroying homes and generally disrupting the lives of countless thousands of people. For the privilege of living in a generally temperate and greatly desirable climatological setting here on the West Coast, from time to time, we seem to have to put up with the beautiful weather extending itself to extremes; too warm, too dry, and too windy. That, along with several years of rainfall deficiency or drought conditions, has set us up for the so-called perfect fire storm, and precipitated such disastrous conditions. (Can you say: Global Warming?!) Philosophically, I suppose it can always be argued that, no matter where one chooses to live, you have Natural forces of one form or another to contend with, from floods to tornadoes to hurricanes and earthquakes. I guess we have to give thanks for our good fortune if we are not impacted, and pray and give assistance for those who are.

For the year since my last letter, life has been generally good. Health wise, I'm pretty much in the same boat that most of us old folks are, that is, I'm no stranger to the inside of doctors' offices. Following my prostate surgery of last year, I've undergone kidney surgery this year, and again, with rather good results. While I'm still active physically, I've had to curtail my walking and hiking forms of exercise due to a recurrence of back problems. Bicycling and swimming are OK, and I'm still planning on hitting the ski slopes this winter.

No long range trips this year or the immediate future. Airline hassles and economic uncertainties tend to discourage travel plans. Family rates high with me, and interacting with them keeps me busy and content, as well as close to home.

Many thanks to all who provide us with the RUPA Newsletter. It helps to keep us connected, and informed on subjects which may be of interest and importance to us.

Check coming via snail mail. Cheers

*Joe*

## UNITED HISTORY—DC4

Dear Editor: Here is a bit of UAL history in pictures, if you have a place for it. These are copies of pictures in a collection of artifacts that belonged to Walt Addems. Walt was "General Manager of Flight Operations" for many years, before this became a VP position. His logbook shows over thirty hours that he flew this DC4 prototype around the system to check it out and show it off in United livery as the "Super Mainliner". His first DC4 flight was out of "Mines Field" (now LAX) on October 14, 1938. Douglas sold the airplane to Japan just before the war. It was dismantled and shipped from Oakland to Japan. Rumor had it that they put it together and it crashed; but the aeronautics curator at the Smithsonian told me recently that the Japanese never flew it, but did reverse engineering on it for planning a four engine bomber!

*Bob Callaghan, Atherton, CA*



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#### THE DOUGLAS DC-4

4-engine 42-passenger transport

*Exhibited by* **UNITED AIR LINES**

(Plane Now on Coast-to-Coast Service Test Flight)

##### PRODUCTION DC-4 STATISTICS

DIMENSIONS	WEIGHTS		
Wing Span . . . . .	138 ft. 3 in.	Weight, Empty . . . . .	45,500 lbs.
Overall Length . . . . .	97 ft. 7 in.	Weight, Gross . . . . .	66,500 lbs.
Overall Height . . . . .	24 ft. 6.5 in.	Fuel (in 8 tanks-Wing, Cent. Panel) 2,050 gals. or . . . . .	12,300 lbs.
Main Tire (Diameter) . . . . .	5 ft. 5 in.	Passengers (42) and Crew (5) . . . . .	7,910 lbs.
PERFORMANCE	ITEMS OF INTEREST		
Maximum Speed . . . . .	237 mi./hr.	Engineering Time (Development) . . . . .	500,000 hrs.
Maximum Cruising speed (74% power at 16,700 ft.) . . . . .	210 mi./hr.	Number of rivets in plane . . . . .	1,300,000
Normal Cruising Speed (61% power at 17,200 ft.) . . . . .	191 mi./hr.	Engines develop 6,000 H.P. during take-off which is 1,400 more than can be developed by the average streamlined locomotive.	
Landing Speed (with flaps) . . . . .	70 mi./hr.	Plane carries enough gasoline (cruising range) to drive the average automobile 1 1/2 times around the world.	
Service Ceiling . . . . .	21,900 ft.		

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**BOB VOGTRITTER**—Honolulu, HI

Greetings,

For the thousands of you out there who can't wait to hear of my activities for the past year, here goes. To begin with, I'm engaged in an ongoing battle with the ravages of time and I'm sorry to report that the ravages seem to be winning. Nonetheless I carry on as best I can. I no longer look at my birthday as being a year older but as being one golf shot closer to shooting my age. I did in fact shoot my age 3 times 2 years ago, (age 76) but haven't done it since. I'm still hiding out in Hawaii most of the time where everything I need is within walking distance. (Preparing for 5 dollar a gallon gas) I swim often but not much in the ocean as I have an agreement with sharks: If I stay out of the ocean, they stay out of the bars.

Best to all of you

*Bob Vogtritter* 1956-1988 DCA-ORD

**JIM WHITELEY**—Reno & Honolulu

We sold our Squaw Valley house and moved to Reno about 5 years ago. It wasn't the house to grow old in. 14 years ago we bought a 56' ketch in Honolulu to start a new adventure at retirement, South Pacific and who knows where else. So far we have made it to Molokai, Lanai, Maui and Kauai. We do spend at least a week each month on the boat since I retired almost 14 years ago. Diane and I still play tennis almost every day and are now playing golf. We have lots of toys, a 1972 Mini Cooper we race, a 1972 Citroen SM which show and 2 1/2 planes. A SeaRey amphibian. that we use with the Washoe County Sheriff's Air Squadron, a Formula one Cassutt that I might race and a Cessna 177 Cardinal in Hawaii which my partner and I use with the Coast Guard Auxiliary. If any one gets thirsty in Honolulu, try calling me. The boat is at the Waikiki Yacht Club. We still ski too. That's enough for now.

*Jim*

**DON & SHARON WIENS**—Kingston, WA

Greeting everyone,

Check is in the mail with a bit extra for all the hard working volunteers. It's been a mostly good year for us. Started collecting Social Security a bit

early, and with some small monthly withdrawals from my IRA (was the "B fund"), added to what we get from the PBGC, and awesome budgetary management by Sharon, have settled in well to our down sized life style. After having one of those highly touted outfits that specialize in managing airline pilots' funds lose 30% of what was my B fund in the first two years after retirement, was referred by a close friend to Destiny Capital Corporation in Denver. Since then we've not only recouped our losses, but gained enough to pull out the down payment on our new home, and are above our starting level and growing steadily. Steve Musick who is the CEO there has been a life saver to us as he's provided continuing financial advice and very warm personal encouragement and support during this whole UAL bankruptcy ordeal.

I'm still playing my tenor sax, and you can find me most Saturday evenings from 6 to 9 at the Bayside Broiler Restaurant in Poulsbo, Washington, playing the mellow standards of the 1930's, 40's, and 50's backed up by my computerized five piece combo provided by the Band-In-A-Box program. I also play a couple of times a month at the Alzheimer's unit of a local retirement home, plus once a month at another retirement home. Sharon continues to make beautiful quilts, and recently finished one up made from fabrics we picked up in all the different states we visited in our motor home before we sold it and settled in here. Sharon had major foot surgery on her left foot last year to correct a very bad bunion problem, and just had the identical surgery a week ago for the same problem on her other foot. Each time it necessitates 6 weeks with absolutely no weight put on that foot, and many more weeks in a large cam-walker boot. Of course that means no driving, and a lot of time sitting or laying down with foot elevated. I get to be chauffer, butler, maid, and gardener, but am delighted I'm here and able to take care of my sweet love.

We took a three week trip to Ireland last month to satisfy a longtime dream of Sharon to pursue her Irish roots. Our grand daughter dropped us off at the Bainbridge Island ferry which took us across to downtown Seattle, then a limo ride to SEATAC, UAL from SEA to ORD (middle seats in

coach), and ORD to LHR (middle seats business class), then "the Tube" to Euston station in London and a 4 1/2 hour train ride up north to Holyhead, Wales. From there a high speed super ferry across to Dun Laoghaire, Ireland. Reversed that whole procedure on the return. Saw lots of moldy, dusty castles and ruins, much history, and spectacular coastal scenery on Irelands rugged west coast. Stayed at B & B's the whole time, some great, some not so good. Rented a car, and did quite well with Sharon navigating and me doing everything backwards. Unfortunately we both got quite sick while there, had to go to doctors twice, so the final week plus the return trip home were pretty rough. \$172 for a short overnight at the Ibis Hotel at Heathrow on the return - lower in quality than Motel 6. Fortunately our one leg in first class for the whole trip was LHR to ORD, so got some much needed sleep and delightful service.

Regarding the October issue and the article "A Different View of Health Care". I had thought we had decided to keep the *RUPANEWS* non-political, and I would really like to see it return to that, but since you've opened that door----- There are still plenty of us out here who have yet to imbibe of Michael Moore's Socialist, big government cures everything, hate America cool aid. I just read in the news yesterday of all the women from British Columbia, Canada that are being airlifted across the border to hospitals in Washington State to have their babies because Canadian hospitals don't have room for preemies in their neonatal units, and lack trained nurses. The article also mentions that one in seven Canadian doctors have in the last year sent patients to the US for treatment. My own daughter's husband who is a native Italian, had his leg broken when a horse accidentally kicked it while they were living in Italy. He would have had to wait two weeks to have it set in their government run system - apparently that's not considered emergency or critical care. They paid the full cost to have it set in a private clinic. Those beautiful Cuban medical facilities shown in Michael Moore's so called "documentary" are the few "show" facilities set up for display to gullible foreigners, and are only available for use by the ruling elite there. I won't even bother answering the old worn out line of "our leaders lied to us about Iraq".

If you really want to turn the *RUPANEWS* into a political dialogue, us "extremist right wing wackos" would be more than happy to provide you with plenty of articles by Ann Coulter and Rush Limbaugh to balance out the stuff from the "radical left wing loonies"!!! Nuff said!

We'd love to hear from any of our former crew members and friends, so drop us an E-mail or give us a call.

*Don & Sharon*

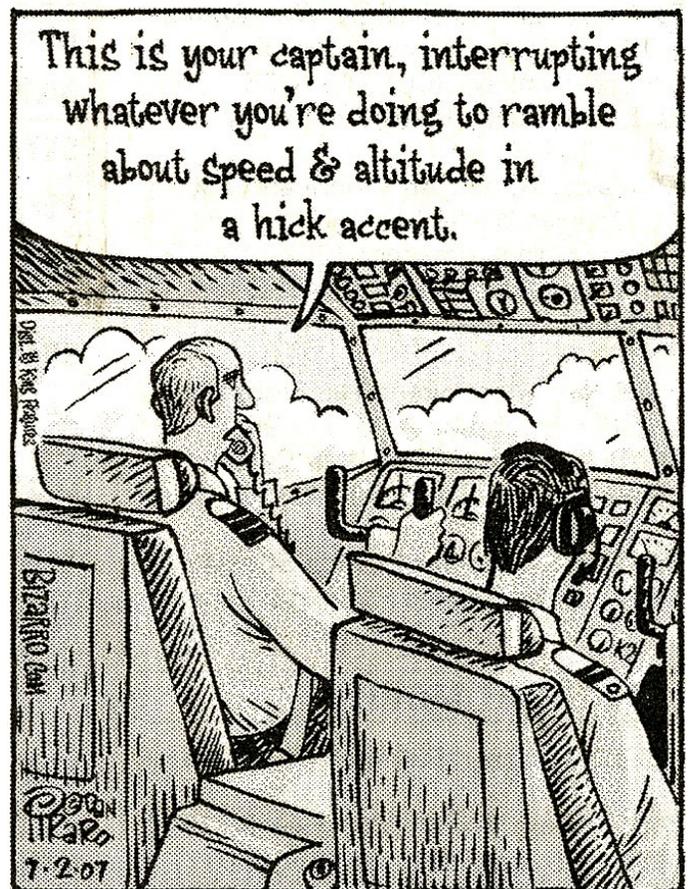
747-400saxman@earthlink.net  
360-297-7012

**JACK WILHITE**—Morrison, CO

Hi Guys – A little late, but dues included. I cannot miss a single copy of the great *NEWS*. The humor is incredible. Keep up the good work.

I am having a ball at 79 still playing baseball, deputy sheriff and flying my MIG-17 in air shows and charity flights –also my Steen Skybolt. Cheers to everyone and check six!! *Jack*

## **BIZARRO** *Piraro*



**CHRIS WITTENFELD**—Bonney Lake, WA.

Hello RUPArians,

The seasons have gone full circle in a blink of an eye, fall has descended upon the Northwest once again; the rains are filling the rivers, the salmon have returned. It is amazing how fast another year has flown by. Retirement is fantastic! I love the freedom retirement offers, it's wonderful!

For obvious reasons that affected many of us retired folk; Nancy and I are trying to sell our property in order to downsize and add income to our retirement portfolio so we can enjoy that freedom to the fullest. The pending sale of our property is now in its third year of the development, it was supposed to close last December. I am beginning to wonder if the sale will ever go through, it may not! Pierce County has tried to block almost every environmental and health requirement we have met, by adding costly and time consuming adjustments and restriction to them. The adjacent property took four years, before the first homes were built. The entire development process has given me a new respect for the work developers do.

On the brighter side, life is good, still hiking, fly fishing, whitewater kayaking and snow skiing, though a hernia operation slowed me down for about two weeks. I am looking forward to the new Northway chairlift at Crystal Mt. that went in this summer. 1000 acres of skiing, I will no longer have to hike for and exhaust myself traversing Buff Trail, aka, I-5/Spook Hill. My youngest daughter, Toni, is expecting to deliver our second grandchild, a boy, whom should be born in December.

Good health, good fortune, live life and enjoy,

*Chris*



## *IN MEMORIAM*

### **WILLIAM T. BALBONI**

Captain Bill Balboni, UAL (ret) passed away September 25, 2007 at his home in San Jose, CA. He was 83.

Bill was born February 1, 1924 in Springfield, MA. He was a 1944 graduate of the

Massachusetts Maritime

Academy and served in the U.S.

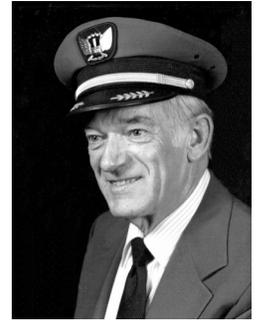
Merchant Marines. In 1944 he sailed as a ship's officer in a 150 ship convoy from Norfolk, VA to the Mediterranean to re-supply Allied forces in North Africa and Italy. After the war he made 3 around the world cruises, one of which included returning former Japanese POW's to Japan from China.

In the early 1950's, Bill left the sea and took to the air. He hired on with Capital Airlines July 14, 1953 and flew DC-3's (BUF PIT DCA), L-1049's (Lockheed Constellation)(LGA EWR), and Viscounts (DCA). After the 1961 merger with United he flew B-720's (JFK), B-727's (JFK SFO), DC-8's (SFO), retiring on the DC-10, February 1, 1984 (SFO).

While based in DCA in 1955, Bill met Chief Hostess Joy Geddes' secretary, Barbara Moorhead and they fell in love. They were married in 1956. Barbara passed away suddenly in 1992.

In 1985, the year after retiring from UAL, Bill landed a plumb assignment. He began flying for the Nomads, a Detroit based non-profit travel club. He joined 6 other volunteer captains flying the club's B-727 to destinations all over the world. As he put it, "the pay isn't so good, but the benefits are out of this world!!" He and Barbara made many good friends flying to many places not on the United Mainline!! Bill's second retirement was in 1990.

Bill is survived by 3 sons, Tom (B-767 Cap ORDFO), Steve and John; 2 grandsons and 2 sisters. Bill's late brother, Capt Tony Balboni, Capital-UAL (JFKFO ret), passed away in 2005. Bill was buried next to Barbara in Madronia Cemetery, Saratoga, CA.



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## **EUGENE B. CONRAD**

Captain Eugene (Gene) B. Conrad passed away on Wednesday October 24, 2007. Visitation will be at the Davenport Family Funeral Home (847 381-3411), 149 W, Main Street, Barrington, IL on Sunday October 28, 3-8PM. On Monday, October 29, visitation will continue at St. Anne Catholic Church, 120 North Ela Street, Barrington from 9-10AM. At 10 AM a memorial Mass will be held.

## **JAMES EDWARD (JIM) JESKEY**

James Edward "Jim" Jeskey, age 89, of Murfreesboro died Monday, Oct. 22, at his home. He was born Jan. 15, 1918, in McKees Rocks, PA, to the late Edwin J. and Mary Coverstone Jeskey. Jim began an airline career in 1941 with Pennsylvania Central Airlines as a radio operator, at Washington National Airport. Upon the company merging with Capital Airlines he was promoted to flight dispatcher, working at Dulles International Airport. His entire career spanned 41 years, culminating in his promotion to the position of Area Operations Manager of the Western Division of United Airlines, in San Francisco, CA. Upon retirement in 1982 he donated his time to the American Theater Organ Society, the Retired United Pilots Association, and the Episcopal Church, of which he was a member. He is survived by his devoted wife of 62 years, Barbara Wolcott Jeskey; 4 daughters, and 3 granddaughters.

In lieu of flowers, donations may be made to the American Theater Organ Society, P.O. Box 5327, Fullerton, CA 92838-0327 or Hospice of Murfreesboro, 625 S. Church St., Murfreesboro, TN 37130

## **RONALD W. PERRY**

The family of Ron Perry wishes to notify his brethren in flight of his passing on Sept. 8. Ron was 74 years old and is survived by his wife of 52 years, Audrey, and three children and two grandsons. He married his high school sweetheart - Audrey and Ron were in fact born the same night, delivered by the same doctor. He grew up to be the Analy High School quarterback, and Audrey was head yell-leader. A quiet, modest man, he would

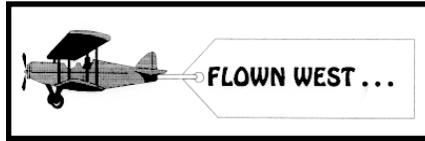
not wish much be made over his death, just as he didn't make much of his accomplishments in life. But they were many. Ron flew for United, quite happily, for 25 years, before his retirement in 1995, rarely ever missing a day of work. Before joining the airline, Ron served his country as a United States Naval Aviator for 13 years, including a six-month deployment during the Vietnam War. As a Naval Aviator, he flew the SNJ, SNB, North American AJ "Savage," Lockheed P2-V Neptune, the Constellation, and the S-2F "Tracker." Ron reached the rank of Lieutenant Commander, and as a squadron leader who trained other young pilots, he proudly ushered them into flying careers. With United, he flew out of JFK in New York from 1968 to 1977 before transferring to San Francisco to be near family and his place of birth, Sebastopol, CA. As a second officer he flew the Boeing 727, as flight engineer on DC-8s, and DC-10s. As a first officer, he flew the 727 and DC-10. After he turned 60, he returned to flight engineer on the DC-10. Above all, he was a dedicated family man, always there when he could be for his children's baseball and football games and ballet recitals. When his daughter took up horse riding, he ended up with two horses in stalls on his property, tenderly caring for them for the rest of their lives. He loved animals, driving his John Deere tractor around his apple farm, and his marriage was one of depth and respect. He also got to know his two grandsons, Ben and Dan, as they became young men. So if this is more than he'd want, we apologize. But he did dearly love to fly, and felt himself lucky to have a job that involved breaking Earthly bonds. And while we miss him dearly, we like to think he's just grabbed his satchel with a "CREW" tag and headed to the cockpit for one more trip.

## **IN MEMORY OF DORINNE VAN SCIEVER**

Dorinne was born 14 July 1911 in Valparaiso, Indiana. She passed away 31 Aug 2007 age 96.

She was a great housekeeper, raised two wonderful children, a good cook and managed the moves.

Survived by her husband Tom Van Sciever, 2 children (Craig and Kendra), 4 grandchildren, 4 great grandchildren. Many memories were shared of friends, UAL and TRACY.



<b>WALTER L. MATLACK, JR.</b>	<b>06/09/2007</b>
<b>RONALD W. PERRY</b>	<b>09/08/2007</b>
<b>EDWARD R. BORKOWSKI</b>	<b>09/14/2007</b>
<b>WILLIAM T. BALBONI</b>	<b>09/25/2007</b>
<b>TEX GOPPERT</b>	<b>10/18/2007</b>
<b>JACK HORRELL</b>	<b>10/3/2007</b>
<b>EUGENE B. CONRAD</b>	<b>10/24/2007</b>
<b>JACK HOLST</b>	<b>10/24/2007</b>



### 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— *Please call for directions* - 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

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**Deadline: Monday, November 19, 2007**

**Mailing: December 5, 2007**

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**RUPANEWS**  
1104 BURKE LANE  
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