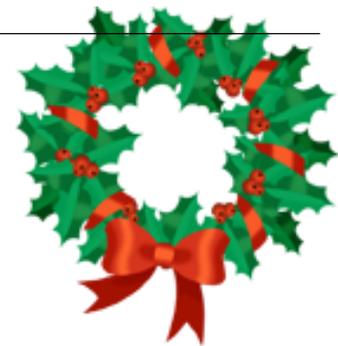

rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message
Notices
About the Cover

Page 3
Page 3-21
Page 4-6

Letters
In Memoriam
Calendar

Page 22-36
Page 36-38
Page 40

—OFFICERS—

President Emeritus: The late Captain George Howson

President: Larry Wright, 605 Joandra Ct., Los Altos, CA 94024-5343, 650-948-5587, patlarry@aol.com

Vice Pres: George Hise, 1218 Olive Hill Lane, Napa, CA 94558-2110, 707-253-0195, hisehouse@aol.com

Sec/Treas: Leon Scarbrough, RUPA, PO Box 285, Vineburg, CA 95487-0285, 707-938-7324 rupa.sectr@yahoo.com

Membership Bill Richards, 1010 American Eagle Blvd. #405, Sun City Center, FL 33573 727-967-8028, wrichards4@yahoo.com

—COMMITTEE CHAIRMEN—

Convention Sites..... Ron Jersey ronaldjersey@aol.com

Fold'n 'n Stuffin' Cleve Spring clevespring@comcast.net

WHQ Liaison.....Milt Jensen mcjensen@runbox.com

Widows Coordinator Carol Morgan perdido1@cox.net

.....**Patti Melin** pjmelin@aol.com

RUPA Web Master Arvid von Nordenflycht arvidvn@yahoo.com

RUPA WEBSITE..... rupa.org

Chicago..... Bernie Sterner

Dana Point, California Ted Simmons

Denver (Good Ole Boys) Ted Wilkinson

Florida, N.E..... Steve Moddle

S.E. (Gold Coast)..... Les Eaton

Jim Morehead

S.E. (Treasure Coast).....Jim Dowd

Bob Langevin

S.W.....Gary Crittenden

TampaMatt Middlebrooks

Las Vegas (High Rollers) Andy Anderson

Jerry Johnson

Los Angeles, South Bay.....Rex May

Los Angeles, Valley.....Don McDermott

McHenry,Illinois..... Claude Nickell

New York.....Pete Sofman

Ohio (North Coasters)..... Richard McMakin

Phoenix (Roadrunners).....Frenchy Bourgeois

San Diego Co.....Robt. L. Bowman

San Francisco Bay Sam Cramb

San Francisco North Bay Bob Donegan

.....**Leon Scarbrough**

Seattle William R. Brett

Brent F. Revert

Washington D.C..... E.K. Williams Jr.

—BOARD OF DIRECTORS—

The President, The Vice President, The Secretary Treasurer, Floyd Alfson, Rich Bouska,

Sam Cramb, Milt Jensen, Ron Jersey, Milt Jines, Howie Jundt, Denis O'Malley,

Walt Ramseur, Bill Smith, Arvid von Nordenflycht

The renewal date for your subscription is always printed on your address label. Even if you paid last month, it is reminding you all year.

If you move or are a "Snowbird", Please be sure to arrange Post Office mail forwarding. The P.O. will only forward the "NEWS" for 60 days, so let us know, too.

Send your \$35 renewal check (made out to RUPA) and/or your updated information to:

RUPA, PO Box 285, Vineburg, CA 95487-0285

E-mail: rupa.sectr@yahoo.com

Do not send money to me, just letters please

RUPANEWS Editor--- Denis O'Malley ---E-mail: rupadup@gmail.com

10310 Grandview Drive, La Mesa, CA 91941-6844 Telephone: (619) 447-6538

RUPANEWS (USPS 017-562) is published monthly for members for \$35 per year by the Retired United Pilots Association, PO Box 285, Vineburg, CA 95487-0285. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, PO BOX 285, Vineburg, CA 95487-0285

PRESIDENT'S MESSAGE

I'm pleased to report that the dues increase and the generous contributions of our members is having the desired effect of stemming the flow of red ink on our financial report. We are still looking at cutting costs. Therefore, we have decided not to publish a RUPA Directory in January. It cost over \$6,000 to publish the directory. Not publishing will close the financial gap.

The Board of Directors has had considerable discussion as to how much the directory is actually used by RUPA members. We have discussed biennial publication, possibly an annual revision list, or continued annual publication. This year we are going to have a limited distribution of the directory. This will go to the Officers, Board of Directors and Luncheon Hosts. Basically this is everyone covered on the front inside cover of the *RUPANEWS*. This limited distribution will, hopefully, provide you with a local contact for any questions on a member's address or you can contact the Sec/Treas, for an address update. We also will have available for \$15 (below cost) a copy of the directory, should you desire your own personal copy. Please advise Sec/Treas., Bruce McLeod, before December 31st, if you want to purchase a directory. We encourage your input and recommendations on the future publication of a directory.

You will receive no *RUPANEWS* in January. No publication in January will give the editor Christmas off and a vacation for the folders and stuffers in January.

We have had a couple of personnel changes; George Hise has resigned as Vice President. Bruce McLeod, Sec/Treas. has tendered his resignation. Ron Jersey has agreed to serve as Vice President and continue as Convention Chairman. Leon Scarbrough has agreed to take over the Sec/Treas. position and is transitioning into the position under Bruce's direction. We are grateful to these volunteers who have moved into these positions of leadership.

Wishing you Happy Holidays and a joyous New Year! *Larry*

SEC/T MUSINGS

Captain Leon Scarbrough has answered the "Call to Duty" and agreed to accept the position of RUPA Secretary/Treasurer. He was an originator and host of the Bay area's "Guppy Gatherings", and is a regular at the SFO North Bay Luncheon group's monthly gatherings. As I write this note, he is already past V₁, preparing for the job, and will be working diligently on your behalf when this issue lands on your doorstep. Thank you, Leon!

In case you miss them in *RUPANEWS*, the new RUPA contact information:

RUPA

PO Box 285

Vineburg, CA 95487-0285

Phone: 1-707-938-7324 Fax: 1-707-938-4565

The email address will remain the same: rupa.sectr@yahoo.com.

It has been my pleasure to serve the membership of RUPA for the past eleven years. Thank you for your kind, enthusiastic and non-stop support.

Bruce

Bruce McLeod

ABOUT THE COVER— B-17 COUPLED MID-AIR OVER GERMANY

Only a veteran can imagine the true heroism of this pilot and crew. A B-17 Story ends as they lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, Pa., just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport. If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages. But like so many of them, though he seldom talked about it, he could have told you one hell of a story.

He won the Distinguished Flying Cross and the Purple Heart all in one fell swoop in the skies over Germany on December 31, 1944. Fell swoop indeed... Capt Glenn Rojohn, of the 8th Air Force's 100th Bomb Group, was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, and then turned 180 degrees to head out over the North Sea. They had finally turned northwest; headed back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group. Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap. He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's. The two bombers were almost perfectly aligned - the tail of the lower plane was slightly to the left of Rojohn's tailpiece. They were stuck together, as a crewman later recalled, "like mating dragon flies."

No one will ever know exactly how it happened. Perhaps both pilots had moved instinctively to fill the same gap in formation. Perhaps McNab's plane had hit an air pocket. Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked together. Fearing a fire, Rojohn cuts his engines and rang the bailout bell. If his crew had any chance of parachuting, he had to keep the plane under control somehow. The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap - the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life & and death. Staff Sgt Edward L. Woodall, Jr., in the ball turret of the lower bomber, had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power were gone. Remembering escape drills, he grabbed the hand crank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage. Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt Joseph Russo. Several crewmembers on Rojohn's plane tried frantically to crank Russo's turret around so he could escape. But, jammed into the fuselage of the lower plane the turret would not budge. Aware of his plight, but possibly unaware that his voice was going out over the intercom of his plane; Sgt Russo began reciting his Hail Mary's. Up in the cockpit, Capt Rojohn and his co-pilot, 2nd Lt William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt Rojohn motioned left and the two managed to wheel the grotesque, collision-born hybrid of a plane back toward the German coast.

Leek felt like he was intruding on Sgt Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones. Rojohn, immediately grasping that crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist door behind the left wing. Then he got his navigator, 2nd Lt Robert Washington, and his bombardier, Sgt James Shirley to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner Sgt Roy Little and tail gunner Staff Sgt Francis Chase were able to bail out. Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of 50 caliber machine gun ammunition "cooking off" in the flames. Capt Rojohn ordered Lt Leek to bail out; Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order. Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon - a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision.

A German battery captain wrote in his logbook at 12:47 p.m.: "Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes." Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire.

In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, "The ground came up faster and faster. Praying was allowed, we gave it one last effort and slammed into the ground. The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It hit the ground and slid along until its left wing slammed through a wooden building and the smoldering mass of aluminum came to a stop. Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact, but everything from the B-17's massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured. Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket and pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon. Rojohn, typically, didn't talk much about his Distinguished Flying Cross. Of



Leek, he said, "In all fairness to my co-pilot, he's the reason I'm alive today." Like so many veterans, Rojohn got back to life unsentimentally after the war, marrying and raising a son and daughter.

For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State. Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Two old men on a phone line, trying to pick up some familiar timbre of youth in each other's voice. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17.

A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year. Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men -- soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys -- who in the prime of their lives went to war in World War II. They sometimes did incredible things, endured awful things, and for the most part, most of them pretty much kept it to themselves and just faded back into the fabric of civilian life. Capt Glenn Rojohn, AAF, died last Saturday after a long siege of illness. But he apparently faced that final battle with the same grim aplomb he displayed that remarkable day over Germany so long ago. Let us be thankful for such men. A great story. I wonder how many more stories like this one are lost each day as members of the Greatest Generation pass on.

Adopted from: "Piggyback Hero" by Ralph Kenney Bennett

DANA POINT RUPA LUNCHEON

Denis, Great Bunch of 'Pelicans' showed up for lunch. Weather was non existing. Severe clear! I thought this should be the start of our rainy season? Here we are still in the Fire season. Well we put up with the conditions, and got downs to some good food and conversation-laugh.

On Deck: Rusty Aimer, Park Ames, Carlos Bernhard, John Grant, Jim Grosswiler, Rudy Haluza, Rick Hoefler, Ed Judd, Bob McGowan, Jerry Myer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Joe Udovch and George Webster.

Quite a few are missing to serious ailments in including; Glenn Schwartz, Tony Testa, Ron Cordes, and Pete Hanson. Thinking of you Guys!

Glad to see Don Morgan able to make it down from Corona area. He retired in 1981. He says he still enjoys riding his horse at his ranch. Jim Grosswiler's been busy up in Montana building a house on his lake property while the weather lasted. Plans to spend some time there this winter with his family.

Our Group is getting old. We will have to try and get the interest of some of the recent retirees. Jokes were great and later I got several E-mails with links to You tube:

Robin Williams as the American Flag

Bill Engvall-live air force thunderbirds-2

Both are available by typing in the above using Google... Great 'Laughs' in both.

Thought sent from a member...Ted, for your monthly report to *RUPANEWS*, you might include that we did raise our glasses in a solemn toast to 'the eternal quest..

Heard that a bunch of guys like us are just ROMEO's. Just 'Retired Old Men Eating Out'... only a women would say that! Listening to the conversations at the table, you would never know they were old!

December meeting comes on the 16th (3rd Tuesday). Regards *Ted*

PILOT PUSHING?

Friends and Fellow Pilots, I was informed this afternoon by Bo Ellis, Chief Pilot, ORDFO, that effective immediately, I have been suspended with pay.

It seems that on November 6, 2008 I flew flight 671 from ORD to IAH. The flight was running late because we were an hour late inbound, in fact we arrived at our departure time. We had to change planes. In the process of doing the walk around the f/o noticed some placards missing from both main gear struts, around five. I told him to write it up.

Maintenance arrived, said we were missing more than we thought, replaced them and sent a MRD. We ended up leaving one hour and twenty four minutes late. Not a big deal right? WRONG! Seems that one, Glenn Tilton, was in seat 3C and took exception to all of this.

Now I have had to explain all of that and more information about another flight to the flight office. Seems that since I did actually have maintenance action and maintenance was done, they looked elsewhere to "hang" one on me.

Can anyone say, "Pilot Pushing?" "Intimidation?" ALPA is involved. I have been talking to Eric Popper of C12, at this point the jury is out.

Don't know if I will be flying my next flight, getting fired or what will happen at this point. I will keep everyone posted to the events as they develop. *Ed Borchelt*

Anonymous comment:

I can tell you this. This is no lie & no joke. The edicts came down from upper management to SAMC to check the fleet for missing strut/tire pressure placards. Thing is- these placards are FAR req'd placards & no relief for them in the MEL or MM, so this pilot did the right thing.

I'd say right now the airline seems close to it's death throws & I'm truly worried about safety. I have seen such a large increase in what I consider safety related incidences with maintenance, such as Ldg retract problems, eng failures, electrical failures, bleed pressurization failures, to name just a few, many resulting in turn backs or diversions. Bottom line, the airplanes are not getting fixed & too many times they are pushed onto pilots..this is one example of how frustrated everyone is.

You may not of heard that SAMC jobs are moving to WHQ- This at a time when a lot of folks are upside down in their homes & to add insult during the holidays. I never would have thought that United could treat it's employees that help ensure the safety & business operation of the airline with such disregard. Needless to say the core of experienced people will not be going to Chicago. Those that are going will be under the microscope of OPB & dispatch.

Anyway, I could go on & on but I try to stay positive. Positive in that there are so many good people that sacrificed so much & with basically no reward. Please don't identify me or forward this email as I'd be worried about retribution as well.

2009 Directory by Special Order Only

To order your personal copy of the 2009 Directory, send a check for \$15.00 (below cost) by

December 31, 2008 to: RUPA, PO Box 285, Vineburg, CA 95487-0285.

There will be no "Extras" available for late requests. See the President's column for reasons.

EDITOR'S NOTES

Sounds like these Treasurer-types have plenty of money, now, so I'll work on them to give some back (Ha!), or get me an Assistant (Ha ha!). I have to pay someone to do the mundane, but enjoyable, work at my nursery that I used to do. That is where my S.S. check goes. It saves my back now, however, and my wife always questioned my sanity for doing some of the things I do. I might actually now be better off, health-wise. As I often explain, it is "my boat", which I put all my time and money into. Unfortunately, I can't figure out how to sink the damn thing (tax shelter curse).

We're all living too long in United's view, and one of the reasons they say that the A-Plan was so underfunded. We just don't take their actuarial tables seriously –no respect! So, let's keep enjoying life, especially during the Christmas season. For me, and many, it is full of pressure and stress, as just about everything in my life happened in December, and that's when the big bills have to be paid, and relief from the *RUPANEWS* is welcome. Anyway, don't let the pressures and stresses bother you, and they won't if you are aware they're coming, and make up your minds to take everything EASY, and have a Merry Christmas and Happy New Year, *Denis*.

P.S. Keep those Letters and reports coming; no January, so Feb. will probably be a big issue.

HAWAII ONO NENE'S RUPA LUNCH

Dear Ono Nene; Yesterday the 30th we met for our monthly lunch at Gyotaku's newest restaurant in Niu Valley. In attendance were Adele & Dave Crooks, Alice & Buddy DeCosterd, Janine & Duke Miller, Yasuko & Yuz Morita, and Corky & Jim Sorensen. A good time was had by all.

NOVEMBER MEETING

We finally made it back to the *Mid Pac Country Club* Thursday the 20th, and for us a fairly big group. We were treated to Mary Ann & Joe Gerken, who actually spent good money to fly over from Maui. Also in attendance were Diane & Larry Becker, Adele & Dave Crooks, Clarita & Rick Ka'apuni, Yasuko & Yuz Morita, Scotty Scott, and Corky, Maya (#1 Daughter), & Jim Sorensen. I showed off my nifty keen bracelet that reads "Glen's gotta go" to the delight of everyone. December we will meet south side on the 18th. Aloha and Hau'oli La Ho'omaika'i, Aloha, *Jim*

LAS VEGAS HIGH ROLLERS LUNCHEONS

The September luncheon was held at the *Memphis BBQ*. The following people were in attendance: Dawn and M.H. "Andy" Anderson; George Atteberry; Mike Barid; Bruce Barton; Barry Dixon; Judy and Ed Fullerton; Susanna and Jerry Johnson; Shirley and Hal Morris; Dave Munyon; Nick Page; Jim Tight; Donna and Lloyd Whitlow.

The October luncheon was held the 21st of the month at the same place. If you like good BBQ come join us on the third Tuesday of the month. In attendance were: M.H. "Andy" Anderson; Bruce Barton; Nancy and Dick Boston; Barry Dixon; Bruce Fisher; Joy and Bernie Klopfer; Mary and Gene Lamski; Lyle Miller; Bonnie and Dave Munyon.

If you are ever in Las Vegas at the time of our lunches, call Jerry or myself and we'll give you directions to *Memphis BBQ*. *Andy Anderson*

PBGC AND FICA TAX STUFF

I, your modest Editor, have been called and emailed with questions and requests for info on what is going on with the PBGC and the IRS, with respect to pensions and refunds. When we retired, United withheld a tax, IN ADVANCE, on earnings we were supposed to receive in Non-Qual pension money. The law was written to capture Medicare taxes on “Golden Parachute” pensions that many executives were getting, and they decided to lay it on “high paid” employees projected pensions too. That tax was 1.45% of 18 years of money that was never received, in full. For guys under the 2000 contract, it was a lot of money, and virtually everyone, under ~70yrs then, paid this tax.

Many retirees filed to get this tax back, and the first ones to file, did receive their taxes back, but a decision was made, at the top of the IRS, to ignore their own rules and deny future United retiree refunds on the basis that the requests were not “timely” and because they couldn’t find a law that made them give the money back (“no provision”). Of course, that is BS, and we are fighting it. I was under the impression that there were retired pilot groups organized around the U.S. to fight this, but apparently that is not true. A bunch of us on RETUP have been studying this, have developed a strategy, and created Files with info and recommendations for fighting this. Some Do’s and Don’t too. We also have a list that members can add their names to, for information on any future Group lawsuits. You have to get a Yahoo ID, join RETUP, and help yourselves: <http://finance.groups.yahoo.com/group/retup/>

If you are entitled to a refund, and haven’t filed because you believe the time statute ran out, FILE ANYWAY. The application for refund could not have been filed until after we stopped getting the checks, and in most cases, that was after the time to file limit they claim. In addition to that, the time limit for filing only applies to United, because they were the “one required to file” the FICA/Medicare tax return, not us. In order to join the suit, you have to “exhaust the administrative remedies” within the IRS, first. Their final denial letter will state that you can now appeal to Federal Court. It is important that you get into the “system” and play the game. The IRS has no case, IMO, and should “cave” once the first suit is filed. They can’t afford to risk losing that whole “Golden Parachute” tax section, if the challenge invokes the Constitution. They fear we will get organized, and we will, but it looks like the list is on RETUP, only. The interest clock is still running, in our favor, so get in. Don’t let it anger you; it’s a game and the odds are in your favor. Also, if you have a small group or a legal advisor, join us, please.

Pension Checks:

When the A-Plan (*Qualified checks, only*) was terminated back to 12/30/04, after a trial in Oct. 2005, the PBGC took over and used a slightly less favorable actuarial lifetime, than UA used to calculate the Medicare tax they withheld. It reduced our Qual entitlement to **80.3%** of the former amount. We did continue to receive the old checks until January 2006, as I recall. Recently, the PBGC has notified some retirees that their pensions are being lowered, and some are saying this is the start of the “Final Determination” letters. These, I am almost sure, are nothing but simple adjustments that should have been made with the first PBGC check. They have been getting more than the 80.3% of their calculated A-Fund benefits, and will probably have to give it back, at 10% off their final checks, until that, and the extra in that year after plan termination, are recovered. We have Files and discussions, explaining this better, on RETUP too.

Email me for help, if you need it. Regards, *Denis O'Malley*
(dj.omalley@cox.net) or (rupadup@gmail.com)

WELCOME TO RUPA!!

We would like to welcome this recently retired and newest member of RUPA:

Captain Wilfred C. Benitez of Long Beach, CA

Thanks for joining us!

DEN "GOOD OL' BOYS" RUPA LUNCHEONS

The October Mtg of DEN Good ol' Boys occurred on a brisk early fall day and the turnout seemed to suffer. Perhaps 'snow birds' have headed toward warmer climes. At any event, the convocation occurred and a good time was had by most. The dinner bell sounded somewhere near noon and the tables were filled and refilled as necessary. None departed hungry.

As has almost become routine, George Benkendorf started the boring business meeting with a good joke that seemed to go over well. Unfortunately now that the snow has been flying in the high country, George will be heading for the skiing and probably miss several months. We'll probably muddle through, but he'll be missed.

There were questions about adjustments in the PBGC retirement amounts for those of us who haven't received "Final Determination" letters. Sadly to report there doesn't seem to be anything to report on that score. There were no new reports of illness or final flights west, so the meeting promptly devolved into socializing and finally adjourned at a convenient hour.

Those in attendance included: Mack Connelley, Tom Hess, Al Dorsey, George Benkendorf, Casey Walker, Maury Mahoney, Dick Shipman, Ed Cutler, Bill Fife, Bob Dietrich, Barry Edwards, Fritz Meyer, Bill Bates, Mike Williams, Al Snook, Dave Johnson, John Thielen, Ed Riehl, Hugh Moore, Duane Searle, Dick Brinkworth, David Horwitz, Charles Fellows, Jim Reid, Cliff Lawson, A.J. Hartzler, Russ Ward, Stanley Boehm, and the scribe and coordinator,

Ted Wilkinson.

NOV MEETING

The weather at the time of the November meeting in DEN was about as good as it can get this time of year. The turnout was also good and this scribe heard no complaints about the grub.

With ski season once again upon us, George Benkendorf was missing so the coordinator had to reach into the archives for a good 'un to start the meeting, and managed to elicit a few chuckles.

During the Boring Business Meeting, an impassioned request was made for volunteers to help out during the upcoming RUPA Convention scheduled to be held here in late September next year. Roger DeLozier and Rick Bebee conditionally volunteered. More are still needed.

The rumors were updated re- the changes at our former employer including moving a substantial portion of TK staffing to 'Intergalactic Headquarters'. Also the changes at cargo carrier DHL were briefly mentioned. It's starting to look like a poor time to be in the piloting profession.

The meeting adjourned at a provident interval.

Those in attendance included: Mack Connelley, Bill Hanson, Curly Baker, Phil Spicer, Jim Nist, Bob Sannwald, Tom Hess, Pete Cecchinelli, Bill Hoygaard, Roger DeLozier, Al Dorsey, Maury Mahoney, Dick Garbrick, Jack Davis, Bill Bates, Bob Dietrich, Dick Shipman, Al Snook, Don Johnson, Mike Williams, Hugh Moore, A.J. Hartzler, K.C. Ewing, Russ Ward, Cliff Lawson, Steve Paahs, Jim Reid, Ed Cutler, Charles Fellows, Stanley Boehm, Rick Bebee, Larry Walters, Jim Krasno, Ted O'Malley, and the scribe and recorder, *Ted Wilkinson*

SAN DIEGO RUPA LUNCHEON

We had a good group at our Nov. meeting. Those present Brad and Rhoda Green, Pete Moyer and friend, Ellen Don Trunick, Bob Harrel. Glad to see the Greens back with us for a short time then back to CO. for the winter. We all look forward to our monthly (2ND Tuesday) get together. Would like to see some new faces.

Bob Bowman

UNITED AIRLINES RETIRED PILOTS FOUNDATION,

Dear Brothers and Sisters of the UAL family

It is getting to that time of the year when we must consider the ramifications of Income Tax. Now it the time to help the needy people in our United family and let the IRS pay part of the tab.

I know most of you are getting very frustrated with the economic events taking place today. Most of us are very thankful not to have been caught up in the quagmire that is taking place in our great country today.

Please make it a point to send me, or Ted Bochnarz, a Tax Deductible check prior to the end of this Tax year. Many widows will be very appreciative, as they have over the years, with help from the Retired group. We are not getting the financial assistance from the Active pilots . . . the support for the needy members of our family must come from you.

At the same time it would be very good if you set up a portion of your estate to go to the foundation to assist those who will survive you. We must all think about the possibility of a member of our family becoming needy in the future.

I know you can be depended on, as in the past, so **“Thank You Very Much.”**

Cliff

Clifford R. Sanderson

President

Phone: 847-367-6380

Email: clifford@sanderson.net

MONTEREY PENINSULA RUPA LUNCH

Another lively (and vocal) time was had by all at our second RUPA lunch on Monday November 3rd. UAL retirees and their guests gathered for lunch at the *Golden Tee Restaurant* at the Monterey Airport overlooking the beautiful Monterey Bay. Those attending were retired pilots Dave Mackie, Jon Rowbottom, Deryl Moses, Paul Olson, Fred Cast, Milt Jines, Jim Coombes, Neil Brooks, Phyllis Cleveland, Robert & Mary Alice Gifford, Carlos & Judy Quintana, Jerry Quitney & Diane Ellis, and Conrad “Connie” & Beth Ege.

Our next lunch is scheduled for **Monday December 8th** at 11:30 a.m. at the *Golden Tee*, Monterey Airport. Please RSVP (831) 622-7747 or email: one747czi@redshift.com a week prior.

For looooooong range planning our first annual Holiday Lunch will be December 7th, **2009!** Many thanks to Judy Quintana for reserving our date at the “Beach House” in Pebble Beach!

Clear skies and tail winds, *Phyllis Cleveland* – retired 02/2007 - SFOFO

<p>United Airlines Retired Pilots Foundation, Inc.</p>

<p>Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>

GATWICK GROUND CONTROL

Years ago, while taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming: 'US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!' By the way, is your name McNamara?

Continuing her rage to the embarrassed crew, she was now shouting hysterically: 'God! Now you've screwed everything up, McNamara, It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?' Where did you learn to fly, anyway??

Yes, ma'am,' the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit around Gatwick was definitely running high.

Just then an unknown pilot broke the silence and keyed his microphone, asking:

'Wasn't I married to you, once?'

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds gathered at the usual place (*SeaTac Marriott*) at the usual time (11:00 AM on the third Thursday of the month). After soup and sandwich combos and animated conversation we settled in for news and jokes. Neil Johnson reported that he had located Dean Turner at an assisted living facility in Puyallup. We miss him and hopefully he can return to our ranks again. We noted the passing of Clay Barton and Jim Maynard, two longtime Seattle pilots. Two groaner jokes were offered up and we adjourned until December. In attendance: Bill Stoneman, Jim Barber, Al Haynes, Chuck Westpfhal, Fred Sindlinger, Gerry Pryde, Dave Carver, Jack Brown, Don Anderson, Jim Chilton, Herb Breivik, Neil Johnson, and

Bill Brett.



CONVENTION 2009

by Ron Jersey

Now that the RUPA cruise to the Mexican Riviera is over, it is time to think about the 2009 Convention in Denver, CO. The embassy Suites at the Tech Ctr will be our Host.

Mark your calendar for Sept 24-28. Room rate is \$109/night. More info on who to call for reservations will be forthcoming. For all you thrifty pilots, free daily breakfast and a free daily 2 hour cocktail party is included.

Volunteers are needed to man the hospitality desk during the Convention. Also need a volunteer to meet with Greyline Tours of Denver to set up tours for Friday, Saturday and Sunday morning. Also need a volunteer to work with the hotel to set up menus for the arrival buffet on Thursday and the banquet on Sunday. If you are willing to help, please call me at (207) 839-6943 or e-mail me at ronaldjersey@aol.com.

LOS ANGELES VALLEY LUNCHEON

On November 20th, 20 of us gathered at *Mimi's* in the San Fernando Valley. It was a lovely clear, 80 degree day; all of the smoke from last week's major fires we had in the NE corner of the valley had cleared away. Attending were: Jack Moore, Joyann Moore, Herb Goodrich, Denny Fendelander, Doug Bielanski, Larry Lutz, Don McDermott, Gloria McDermott, Rex May, Gene Biscailuz, Susan Biscailuz, Russ Miller, Russ Maddox, Marv Jeffers, Tom McQueen, Mary McQueen, Ray Engel, John Joyce, Doug Rankin, Marcene Rankin.

Don McDermott introduced Russ Miller, who was attending our luncheon for the first time. He spent almost all of his career with United in Los Angeles, retiring in 1997.

Doug Bielanski reported on URPBA information concerning the PBGC's adjustments to the pensions. It appears the date for the PBGC report keeps getting delayed. He also mentioned that UAL had sued ALPA and won, concerning the way Pilots were flying.

Don mentioned that the PBGC Newsletter said that it was in good shape; however the Wall Street Journal said that they had lost Billions. Someone questioned what would happen if the Auto industry pensions should be "dumped" on the PBGC. Don also said that United has sold off the entire B-737 fleet.

Doug Rankin spoke regarding the RUPA Newsletter not getting our report from the Valley in time to be published in the following month because the deadline for getting it in is the 18th and we usually meet after that date. Rex May said that he thought that if one date is changed, both luncheon dates should be changed. Therefore it was decided to change the Los Angeles Luncheons to the second Thursday of each Month. The first one to change will be the Valley Luncheon at *Mimi's* which will be Thursday March 12, 2009 and the following month at the *Hacienda* will be April 9, 2009. Rex will announce the change at the Xmas Lunch, Dec. 11th at the *Hacienda* and the information will also be in the E-mails.

Rex announced that the Xmas Luncheon will be on Dec. 11, and he has invited the Clipped Wings and many have accepted. He went on to say that Shirley Hanson had called him to say that she and Jack would not be attending our luncheon today because Jack was in the Hospital.

Denny Fendelander told about ZED Fares, (Zonal Employee Discount) which are similar to I.D.90's. He said he has had good luck using ZED which is cheaper than the I.D. 90's. For further information the website is www.flyzed.com and the userid is ual and the password is 016.

Russ Miller mentioned that there is a housing complex next to the Riverside National Cemetery for Veterans where veterans can buy a place to live which is much more affordable than other types of retirement homes.

The next Valley lunch at *Mimi's* will be Thursday January 15. Hope to see you all there,

Doug and Marcene Rankin

TUCSON ANNUAL RUPA GATHERING

We have picked a date for our annual luncheon. It will be held on January 27th at the *Tucson Country Club* starting about 11:15. As usual, wives (SOs?) are included.

If you will be in the Tucson area at that time and would like to attend, please contact me either by email (randyryan40@msn.com) or by phone (520) 797-3912. We only do this once a year and we would love to have you attend.

The cost will be about \$15.00 per person. That will include lunch, dessert, beverages (coffee/tea/etc.) tax and tip. Other beverages will be available on a no host basis.

We hope to see you there. *Randy Ryan, (520) 797-3912*

AMERICAN AIRLINES SAFETY PROGRAM ENDS AMID BICKERING WITH PILOTS

By TREBOR BANSTETTER Posted on Wed, Oct. 15, 2008 tbanstetter@star-telegram.com

A lauded safety program at American Airlines has ended amid bickering between the airline and its pilots, a development that an airline official called "sad and incomprehensible." The Aviation Safety Action Partnership was a joint program run by the airline, the Federal Aviation Administration and the Allied Pilots Association. Launched in 1994, it allowed pilots to report safety-related incidents for investigation without fear of discipline from American or the FAA. Aviation experts have praised it as an effective way to identify potentially dangerous safety lapses that otherwise might go unreported.

The program expired Monday after American and the union failed to negotiate its renewal. Each side is blaming the other for the failure to keep the partnership alive.

"The APA's willingness to discard a 14-year program that has done so much for our pilots, our airline and our industry is impossible to understand," American spokeswoman Tami McLallen said. Billy Nolen, an American pilot who works for airline management, said in a message to pilots that the program's lapse was "sad and incomprehensible." Airline officials say the union had made unreasonable demands for additional immunity under the plan.

Union officials, meanwhile, alleged that the airline had begun to use the program to punish pilots, and they chafed against a proposal they say would have allowed the airline to label pilots as "reckless."

"Management, in this case, flight department management, has lost the trust of its pilots," union leaders said in an e-mail to pilots. "It is that simple."

American still has ASAP programs for flight attendants and ground workers. Pilots who wish to report safety incidents can still do so, confidentially, to the airline's safety department, American officials said. Pilots can also report safety cases under a system operated by NASA.

The collapse of the program, which served as a model for the industry, is the latest casualty of deteriorating relations between American pilots and management. A proposed flight from Dallas/Fort Worth to China was scrapped last year after airline officials and pilots failed to negotiate an agreement to fly the lengthy route.

Contract talks with pilots have dragged on for two years with little progress. And pilots have opposed a bid by American to win antitrust immunity for an alliance with British Airways, which airline executives say is vital to compete on overseas routes.

"Given closer arrangements now being forged between Delta and Northwest, and Continental and United, [American] would be strategically wounded if labor is successful at thwarting" the alliance with British Airways, Daniel McKenzie, airline analyst at Credit Suisse, said in a recent note to investors.

TREBOR BANSTETTER, 817-390-7064

RETIREMENT



NYSKYSRAPERS FALL LUNCHEON... A GOOD TIME WAS HAD BY ALL!

We held our luncheon in Portchester, NY, Wednesday Oct 29th, and we had a great time.

Photos were taken by Mike Severson and me, and can be viewed at:

<http://picasaweb.google.com/nyskyscrapers/2008FallLuncheon#>

Joe Kollar and Bob Scott manned the Welcome Table, and the receipts couldn't have been in better hands. Raffles prizes were purchased at the JFK Mainliner Club store, and were supplemented by the following contributed prizes:

A Home Depot Gift Certificate from Bob Burns, bottles of the finest by Mike Severson and Ken Ernst, a hand-made scarf from Dorothy Gates, and misc UAL memorabilia, including 15-year old energy bars, from Bob Lawson.

Traveling from afar included Ron Jersey from Maine, Ken & Kari Perkins from New Hampshire, Pete and Judy Kohlsaat from Rhode Island, and George Williams from Massachusetts; and Tom Purrington, a long-time NYC guy, flew in from Arizona. Our senior retirees in attendance were Augie Miller and Jim Nolan. Ron Jersey, currently the RUPA Conventions Sites Chairman, and the new RUPA Vice-President-elect, reminded us about the 2009 RUPA Convention to be held on Sept 24-28 in Denver, CO. For more information, go to:

<http://www.rupa.org/RupasSocialCalendar.htm>

Once again, our luncheon group will be contributing \$250 to the United Airlines Retired Pilots Foundation, Inc. This includes \$110 raised by the sale of raffles.

There were 37 of us: Ray and Pat Bernosky, Frank Calderaro, Vince Ciriello, Ron Denk, Bob Duckworth, Ken Ernst, Ray Furlan, Larry Gardner, Dorothy Gates, Jack Hansen, Ron Jersey, Peter and Judy Kohlsaat, Joe Kollar, Matti Kosonen, Jim Lattimer, Bob Lawson, Hank Lopez-Cepero, Augie and Margaret Miller, Al Mitchell and his daughter Susan, Rip Munger, Jim Nolan, Ken and Kari Perkins, Charlie and Bobbie Pocher, Tom Purrington, Dave Redfield, George Schnell, Bob Scott, Mike Severson, Pete Sofman, George Williams, and Woody Woodworth.

39 retirees/widows sent their regrets and asked to be remembered to everyone: Ray Amato, Howie Aronson, Winnie Balboni, Bob Beavis, Ted Birke, Dick Bodner, Bob Burns, Bob Carey, Ed DeChant, Wayne Erb, Bob Falco, Jim Gardner, Ted Garrity, Ed Griffith, Jim Haeni, Jim Handshaw, Pat Harben, Fred Harris, Jack Hill, Joe Holub, Koop Koopman, Jody Kraly, Harry Lloyd, Barbara Maffeo, Joan McIntosh, Tom McMichen, Denny Morell, Neil O'Malley, Mike Perry, Gene Peterson, John Rains, Ned Rankin, Pete Saeger, Steve Scott, Bob Seits, Irv Soble, Ron Tsois, Joe Vitelli, and Morrie Wiener.

Our next semi-annual luncheon will be held at the *Montclair Golf Club* in New Jersey in June 2009. Hope you can make it.

Pete Sofman NYSkyscraper Luncheon coordinator RUPApetesofman@optonline.net

CHRISTMAS TREES ARE BETTER THAN WOMEN BECAUSE:

1. A Christmas tree doesn't care how many other Christmas trees you have had in the past.
2. Christmas trees don't get mad if you use exotic electrical devices.
3. A Christmas tree doesn't care if you have an artificial one in the closet.
4. You can feel a Christmas tree before you take it home.
5. A Christmas tree doesn't get mad if you look up underneath it.
6. When you are done with a Christmas tree, you can throw it on the curb and have it hauled away.
7. A Christmas tree doesn't get jealous around other Christmas trees.
8. A Christmas tree doesn't care if you watch football all day.
9. A Christmas tree doesn't get mad if you tie it up and throw it in the back of your pickup truck.

RECENT INFO ON FLYING IN CHINA

This is condensed from a bigger file, is not an ad, but seemed interesting enough to pass along.)

October 2008 openings on different airlines, for all of the aircraft types listed below:

Airline Contract Details

Shenzhen Airlines: Total package: \$140k per year (net) Aircraft types: **B737NG, A320**

Base: Shenzhen or Guangzhou, Contract term: 3 years, renewable

Minimums: 500 hours PIC on type, 3000 hours total

90 hour guarantee Vacation: 34 days per year

Annual Bonus: year one: \$5000, year two \$8,000, year three, \$10,000

Guaranteed off: 8 days per month, Optional medical/dental plan

Air China (Star Alliance)

Total package: **A330:** \$168k per year (net) ,Aircraft types: A330 Base: FRA, BJS, SYD, YVR

Minimums: 500 hours PIC, 6000 hours total, Contract term: 2 years, renewable; 80 hour guarantee

Vacation: 28 days per year Sick time: 12 days per year, Guaranteed off: 7 days per month

7 free round trip tickets on Air China per year (emp and fmly), Optional medical/dental plan

Spring Airlines

Total package: \$156 to \$168k per year (net) Aircraft types: **A320** Base: Shanghai, Xiamen, Sanya or Zhengzhou, Minimums: 300 hours PIC, 3000 hours total

Vacation: 30 days per year Guaranteed off: 8 days per month, Optional medical/dental plan

Annual Bonus: \$5k for first year, \$10k for subsequent years.

Deer Air

Total package: \$162 to \$168k per year (net)

Aircraft types: **A320**, Base: Xian, Beijing or Guangzhou

Minimums: 300 hours PIC, 3000 hours total

Vacation: 30 days per year, Guaranteed off: 8 days per month, Optional medical/dental plan

Annual Bonus: \$5k for first year, \$10k for second year, \$15k for subsequent years.

Schedule: Mostly day trips, no overnights

HNA

Total Package: See below. All amounts **net** of Chinese tax.

Aircraft Types: B747-400, B737-300, Minimums: Captains: 500 hours PIC on type, 5000 total

First Officers: 500 hours on type, 3000 total, Base: Shanghai, China (LAX available for 747 crews)

Age less than 57, Current Proficiency check, Current ATP and medical

Contract term: **B747: 3 years renewable. B737: 2 years renewable**

Bock time: 80 hours, Days off: 9 consecutive guaranteed, Annual leave: 30 days

Sick leave: 7 days, Uniform and airport transportation provided

Salary: 1. B747: Captain: \$11,810 FO: \$7,000 2. B737: Captain: \$ 9,750 FO: \$5,850

3. Living Allowance: \$1,040 per month 4. Travel allowance: \$4800 per year

5. Annual bonus: 1st year: \$6000. 2nd year: \$12,000 3rd year: \$18,000

Career bonus: after 10 years of service: RMB 1,000,000

(about \$143,000). After 15 years, RMB 2,000,000 (about \$286,000)

Optional medical/dental plan

Note: **Yangtze River Express** was launched in 2002 to take over the cargo operations of the Hainan Air Group. International and domestic routes. Total package: \$13,000 per month (net)

Aircraft types: **A320**, Minimums: 500 hours PIC, 3000 hours total. Base: Wuhan or Guangzhou, China

East Star Airlines

Vacation: 30 days per year, Guaranteed off: 8 days per month

Current within 24 months, Optional medical/dental plan

Annual Bonus: \$5k for first year, \$10k for second year, \$15k for subsequent years.

Register at www.wasinc.aero, email to: jobs@wasinc.net

THANKS FOR THE "EXTRA"

The following have added a "Little Extra" to their dues, (in some cases a lot, and a couple of AWESOME amounts!!) between October 22 and November 19, 2008:

Kenneth Albert, Terry Allard, Vern Baldeshwiler, Ken Barmore, Jack Baughman, Michael Bennett, John Bley, Bruce Bloomquist, Stanley Boehm, George Bracke, Stephen Chiles, Jay Cochran, James Custis, Neil Dahlstrom, Roger Daniels, James Donlan, James Dopp, Bruce Dunkle, Paul Dunne, Thomas Emerson, Wes Fetzer, Marlene Freeman, William Golemon, Lee Howles, Michael Hynes, Jesse Jernigan, George Kane, Ted Larusson, Denis Leahy, Harold Lloyd Jr., Theodore Kryder, Donald Kyte, James Lane, Charles Lapple, Michael Loyd, Herbert Marks, Richard McKay, Jim McKinstry, Harold Meacham, Robert Morgan, Roger Neill, Claude Nickell, David Patterson, Richard Orr, Jack Pendleton, Kennard Perkins, Earle Presten, Ron Prynne, Edgar Riehl, Jon Shaffer, Hank Sheldon, William G. Silvester, EM "Curly" Slobodian, Bernard Smith, Patricia Spear, William Stock, Mary Symonds, Joseph Udovch, Ward Whitten, R.H. Wiseman.

And I especially include those who sent their "Missing \$10"

There were also two designated, generous donations sent to the United Airlines Retired Pilots Foundation, Inc. by the following:

Ted Kryder, Richard Moen,

--- THANK TO ALL!!" *Leon*

SW FLORIDA RUPA NOVEMBER LUNCHEON

It was good to see the familiar faces of the faithful after our summer hiatus. Twenty-two members attended the luncheon at the *Olive Garden* on Monday. The host held a short welcome back by reading a news article about how the PBGC has also lost worth, in the current investment market, but the agency's director assured retirees that the losses would not jeopardize the agency's ability to pay retirees. On a happier note the host related a story about a pastor asking his congregation to consider giving a little extra in the offering plate. He said that whoever gave the most would be able to pick out three hymns.

After the plates were passed, the pastor glanced down and noticed that someone had contributed a \$1,000 bill. He was so excited that he immediately shared his joy with his congregation, and said he'd like to personally thank the person who had placed the money in the plate. A very quiet, elderly, saintly woman shyly raised her hand. The pastor asked her to come to the front. Slowly she made her way to the pastor. He told her how wonderful it was that she gave so much and asked her to pick out three hymns. Her eyes brightened as she looked over the congregation, pointed to the three handsomest men in the building and said, "I'll take him and him and him."

Our next meeting will be January 12, 2009

Attending: Wallis Alves, Neil Bretthauer, Gene Chapman, Will & Sara Collins, Rip & Shirley Curtiss, Jim David, Jim & Susan Goodson, Harvey Hallberg, Skip Irwin, Harry Long, Al May, Don Sullivan, Jim Sutton, Ellis Van Alstine, Earl Walsh, Ray & Twila White, and your hosts, *Gary & Janice Crittenden*.

SFO NORTH BAY LUNCHEON

The North Bay RUPA group held its monthly gathering on the first Wednesday, November 5th, a day after the national election, which provided a little fodder for conversation. Guests were welcomed, including our favorites, Buddy and Alice Decosterd, as well as first-timer, Paul Fewel, who drove all the way up from Santa Cruz to attend...Welcome! Call-in's regrets were announced, sympathy was expressed for those with medical appointments/family emergencies...somewhat less sympathy was noted for those vacationing in warmer climes. A summary of latest aviation news was given, noting the AAL 757 ORD incident while using battery power, the improved possibility of a CO/uaua merge, the latest FICA recovery news, the news clip of JAL's CEO decision to take a pay cut...(he will make less than some of the pilots).. due to the financial state of the airline..as compared to his counterparts in the US airline business...(a smattering of applause for his actions was given!), and the upcoming reduction in PPO rates was commented on...for two people, it can be as much as 62 cents a month!

Bill McGuire brought his DC-6/7 manuals to be passed around, and many great memories were rekindled among many in the group! Some even tried their luck at remembering "Electrical fire of an unknown origin"! In true pilot form, Leon Scarbrough suggested auctioning off a USA Today, obtained from the hotel lobby...! No bidders...also true pilots!

By a showing of hands, the group decided there was enough interest to have a strictly voluntary donation to the USMC's Toys for Tots, again this year! All those interested in participating are asked to bring a new, unwrapped, packaged toy to the December Luncheon..

Attending were: Bill Greene, Tom Grey, Ken Corbin, Buddy and Alice DeCosterd, Jim Mansfield, Leon Scarbrough, Bob Grammer, Bill McGuire, John Baczynski, Dick Hanna, Rick Saber (Nortron 1), Woody Lockhart, Galen Wagner, Al and Linda Fink, Paul Fewel, Bill Smith, George Hise, Barney Hagen, Norm DeBack, J.R. Hastings, Gardner Bride, Dick Smith,

Bob and Doris Donegan. From the group..Merry Christmas and Happy Holidays to all!

GRANNIES ON THE ROAD

Sitting on the side of the road waiting to catch speeding drivers, a state trooper sees a car pattering along at 22 mph. He thinks to himself, 'Driving that slow on the highway is as dangerous as speeding!' So he turns on his lights and pulls the driver over. Approaching the car, he notices that there are five elderly ladies - two in the front seat and three in the back, wide-eyed and white as ghosts.

The driver, obviously confused, says to him, 'Officer, I don't understand. I always drive at the exact speed limit. What seems to be the problem?' The trooper trying to contain a chuckle, explains to her that 22 was the route number, not the speed limit. A bit embarrassed, the woman grinned and thanked the officer for pointing out her error. 'But before you go, Ma'am, I have to ask, is everyone in this car OK? These women seem awfully shaken.'

'Oh, they'll be all right in a minute, officer. We just got off Route 127.'

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 285, Vineburg, CA 95487-0285 — or — E-mail: rupa.sectr@yahoo.com

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

SE FLORIDA GOLDCOAST RUPA LUNCHEON

I was appointed (junior manned) as scribe for the Pompano Beach, FL Gold Coast RUPA Luncheon on November 13, 2008.

The following were there, consuming chicken or beef, (and they were all retired captains):

Livingway, Carter, Gallant, Morehead, Bradley, Worrell, Hepler, Eaton, Wilson, Oldham, Good, Consigli, Jackson, Peat, Wheeler, Garrett, Rankin, Warde, Jenkins, Blaschke, Olsen.

Next Lunches will be at 11:30 on Thursday, Dec. 11th and January 8th, 2009

the **Second Thursday of each Month.**

We had the normal regulars and others that may be snowbirds return for the season.

The question came up as to who still used Blue Cross Blue Shield through United, and the majority did, but others had more attractive offers for them.

It was mentioned that John Bieger's wife, Betty Bieger, died within the week. John and Betty are in their late 80s and they were married 65 years together. I know them both and they were members of the Elks in Pompano Beach and a lovely couple. I followed up with John at home and he told me it was very unexpected that it happened. Merry Christmas, *Jim Morehead*

OHIO NORTHCOASTERS RUPA LUNCHEON

Since our Grand Poobah, Rich McMakin was cruising the world, or somewhere else, the November meeting of the Northcoasters, aka the Cleveland Crazies, met under the leadership of our Grand Poobah Emeritus, Dick Orr with ten persons present. Some wild stories about DC-6 and DC-7 flying took the place of our usual hangar flying and war stories. Captain Orr informed us that he and Jo Ann were moving the next day into a condo and downsizing the operation. No more snow to plow, just like ATL airport. Those in attendance were Dick Orr, Dick Sanders, Bill Dilzell, Ed Griffith, Joe Getz, Jim and Monica Burrill, Ed and Judi Rooney, visiting from Florida, and Ken Wheeler. Next month's gathering will be December 18th at *T.J.'s* in Wooster and all are invited. Man goes into a bar with a set of jumper cables around his neck. The bartender said "Now don't you start anything". Your third assistant meeting reporter, *Ken Wheeler.*

RENO'S "BIGGEST LITTLE GROUP"

A good group at our post election lunch. 7 Republicans and 1 Democrat. How did we loose. The talk was mostly about the economy. We had great solutions but who listens to us. We do talk about good things so if you haven't come to one of our 3rd Wed. of each month at the *Macaroni Grill* on South Virginia St. The time is 1300. Some of you older guys may have to miss the nap.

The next lunch is January 21, 2009.

Tom Diehl, Gary Dyer, Joe Gareffa, Bob Mierau, Swede Ohlson, Rick Schwarze, Dean Shuff, and Jim Whiteley all had a good lunch and great comradery. *Jim Sandor*

TREASURE COAST SUNBIRDS

The first meeting of the new Season for the Treasure Coast RUPA Chapter was held at *The Mariner Sands Country Club* in Stuart, FL on Tuesday, Nov. 11, 2008. The turnout was surprisingly good considering that it is so early in the season and quite a few of our members who are up North for the Summer Season are not back in So. FLA as yet. We had 15 in attendance and made enough noise and caused enough trouble for twice that many. Basically the NORM for our meetings anyway.

Those members that were there were: Dick Baese, Jack Boisseau, Vince Consigli, Jim Dowd (our host), Del Gartner, Clay Grant, Frank Guglielmino, Dave Hoyt, Skip La Rocque, Andy Lambert, Bill Northup, Ted Osinski, John Pinter, Sid Sigwald, and myself, Bob Langevin.

Jim Dowd made a few administrative and FYI type announcements and a GR8 time was had by all. A particularly informative and interesting conversation took place about the Medical Insurance/Health Plan Options for the Retired Pilots. Many choices available.....some better than others, of course. We would like to take this opportunity to invite all interested UAL pilots that live (or happen to be) in the Stuart, FL area at the time of our meetings to join us. Our meetings are held on the 2nd Tuesday of every month at 11:30 AM) at The Mariner Sands CC in the very South part of Stuart (right on US 1). For more details, you can contact Jim Dowd at: FlyJim1@aol.com or call him @ 772-286-6667. By the way, our Dec. meeting will be on Tuesday, Dec. 9th and the cost will be \$13.00 which includes a terrific meal, tax and tip. Merry Christmas and Happy Holiday to all and hope to see many of you at our Treasure Coast Luncheons. Respectfully Submitted by, *Bob Langevin*

TURN 'EM INTO BEER CANS

Is it "Deja'vu" all over again? [dey-zhah voo, vyoo; Fr. Dey-zha vy] –noun

Psychology. The illusion of having previously experienced something actually being encountered for the first time.

Did competitors, born in the '70s, get many of their aircraft from "grave yards"?

An observation from Arizona tells us something the future may hold for the Industry:

"This is just for those interested in what's happening around here. I go by the Goodyear airport almost every day, and many airlines are storing their excess aircraft here. As for United, they have one 747-400 #192, for those that kept the numbers of the planes they flew. They also have between 35-40 737s. There seem to be a couple a week show up. There are still 2 of UA's all C-10-30 freighters. They pulled the 3rd one in the large hangar a few months ago, and haven't seen it since. Don't know whether they scrapped it or sold it.

American Airlines has about 20 or more MD-80s parked, but I think they are scrapping them. Continental has a mix of about 25 737s and MD 80s too. Several Airbus 320s and most are being scrapped. There is a 747-300 from some foreign country, and a 747-200 from Belgium, plus an old DC8 freighter from Consolidated Freightways, and a 767-300. Just a lot more from airlines one has never heard of.

Kind regards to all, Frank Soare"

WISH I COULD THINK SO QUICKLY

A man boarded a plane with 6 kids. After they got settled in their seats a woman sitting across the aisle from him leaned over to him and asked, "Are all of those kids yours?"

He replied, "No. I work for a condom company. These are customer complaints.

POETRY CONTEST FROM THE 'WASHINGTON POST'

The following are entries to a contest by 'The Washington Post,' in which respondents had to write a two-line romantic poem...except that the last line had to be unromantic--as unromantic as the first line was romantic.

1. My darling, my lover, my beautiful wife,
Marrying you screwed up my life.
2. I see your face when I am dreaming.
That's why I always wake up screaming.
3. Kind, intelligent, loving and hot,
This describes everything you are not.
4. I thought that I could love no other,
That is, until I met your brother.
5. Roses are red, violets are blue, sugar is sweet, and so are you.
But the roses are wilting, the violets dead, the sugar bowl's empty,
and so is your head.
6. I want to feel your sweet embrace,
But don't take that paper bag off your face.
7. I love your smile, your face, and your eyes.
Damn, I'm good at telling lies!
8. My love, you take my breath away.
What have you stepped in to smell this way?
9. My feelings for you no words can tell,
Except for maybe 'Go to hell.'
10. What inspired this amorous rhyme?
Two parts vodka, one part lime.

THE FINAL WORD ON NUTRITION

After an exhaustive review of the research literature, here's the final word on nutrition and health:

1. Japanese eat very little fat and suffer fewer heart attacks than us.
2. Mexicans eat a lot of fat and suffer fewer heart attacks than us.
3. Chinese drink very little red wine and suffer fewer heart attacks than us.
4. Italians drink excessive amounts of red wine and suffer fewer heart attacks than us.
5. Germans drink beer and eat lots of sausages and fats and suffer fewer heart attacks than us.
6. The French eat foie-gras, full fat cheese and drink red wine and suffer fewer heart attacks than us

CONCLUSION: Eat and drink whatever you like. Speaking English is apparently what kills you.

LETTERS

VERN BALDESHWILER—Cheyenne, Wyoming

Thanks for all you folks do for we old retirees. Always enjoy the newsletter and hearing what's going on. Check is in the mail plus a little more for the cause. I should be on time for my birthday on Veteran's Day. Always proud, as I are one also, with thirty nine years of military service. Been back to Wisconsin for my sixtieth high school class reunion, sure were a lot of "old" folks there! Consider myself lucky to still be around and on the right side of the turf. Not sure why, but am feeling better than I have for the last couple of years—maybe it's that better brand of Scotch!

Paula and I don't travel as much as we used to, but do spend a little time in Maui every winter. We are also hoping United can survive this latest set of economic problems. We have had the most enjoyable autumn weather here in Wyoming that we can remember.

Kindly, *Vern*

RICH BOUSKA—Livermore, CA

I'm just about to complete my 72nd lap around the sun, that's roughly 42 billion miles through space and quite a trip. I hope to do a few more laps before it's all over and hope all of you can enjoy the trip with me.

Georgia and I have recently returned from the RUPA cruise to Mexico and the Sea of Cortez with 69 other RUPA members and friends. It was a great trip and we all enjoyed one another immensely. The trip started in San Diego and called at Cabo San Lucas and Loreto before stopping at Guaymas. We were the first cruise ship to call on Guaymas and the town made quite a celebration out of it. We were greeted by a large brass band, TV, Mariachis and all the local dignitaries. The schools were even given a special holiday so the children could greet us. Our next stop was at Topolobampo where we got off the ship for what I am sure was the highlight of the cruise for many. It is here where we boarded the Chihuahua-al Pacifico Railway train that took us to Copper Canyon. The train travels from sea level and climbs to 8000 feet

passing through 86 tunnels and over 38 bridges. Copper Canyon is four times the size of our Grand Canyon and 300 feet deeper. Unlike our Grand Canyon which is arid, Copper Canyon is lush and forested; what an excursion! After Topolobampo, the ship visited Mazatlan and Puerto Vallarta before returning to San Diego. The cruise was ten days in length and very relaxing. I highly recommend you try cruising with RUPA; it's much more enjoyable traveling with friends. Do you have any suggestions for a cruise in 2010, let me know and I will try to set something up?

The ski season is about to start here in northern California and I hope to put in a lot of time on the slopes. Yes, I am skiing again after 55 years. Being a cheep old pilot, I can ski as a super senior for just \$5.00. It's a kick to watch the grand kids grow up and learn to ski.

Hope to see you at the Convention in Denver in '09
Rich Bouska, SFO and only SFO



On the rim of Copper Canyon, front, Gil & Pat Coshland, Bob & Muriel Clark, Back, Rich Bouska & Steve Stephenson..

ERLE BRITTON—Mesa, AZ

Woke up this morning (on my birthday) and the first thing that came to mind was that I had not sent in my annual dues!! Guess I am in deep trouble. I will have my check in the mail to the treasurer TODAY!!!

Have had a decent year. No big deals. Still spend our summers in Polson, MT which has to be one of the greatest places in the world in the summer. Small town, live on a 27 hole golf course, a beautiful natural lake 30 miles long and 15 wide NO smog, low altitude (2900 ft), and if the temp

gets to 90, it makes headlines in the paper!!

My biggest problem is on-going sciatica in my right leg & hip. Have been taking constant treatment and physical therapy for 6 months. Maybe some progress. The good thing I can relieve the pain just sitting or laying down. I can play 9 holes of golf (riding), but trying 18 is not fun. At about the 14th or 15th hole, it really begins to hurt. The things I am really thankful for is that at 84, I am still on top of the grass and have a great partner that has put up with me and taken care of me for 64 years. And 4 great children, -2 of them over 60! What more could a person ask for? We are spending our 28th winter here in Mesa, AZ. Live on an 18 hole executive course that is pristine. Overseeded in the winter, and it sure plays nice.

My sincere thanks to all of you guys that keep RUPA alive and going. It is appreciated.

Erle LGA-DEN 1948 TO 1984

DICK & JACQUIE BURKE—Skokie, IL

Recently down sized and moved from Evanston to Skokie , a distance of 3 miles. Went from a house to a condo and much easier living. Now that a few snow flakes have been sighted we're thinking of heading south to another condo in FLL. We get together with Jack Smith (who was in my new hire class) and lie about what good pilots we were.

Just got back from a great reunion of my old Navy Sqdn. VF 32. We held it with the present VF32 Sqdn. now based at Oceana Va. and they invited us to their hangar, readyroom and dinner at the O Club. Got a tour of the F 18 and their new helmets which has the gun sight in the helmet and requires just a look at the target to acquire and fire. They look awfully young, but we warned them that in 50 years they might look like us.

Dick 55 /89 JFK/ORD/LAX

JAY COCHRAN—Trophy Club, TX

Never in my wildest dreams did I think I would ever live in Texas. But as most of you know, you will do anything to be near your grand kids. Trophy Club, is a suburb of Fort Worth on the north side. About 5 miles from DFW. Bev and I live on one of two eighteen hole golf courses. As you might

expect, if you live on a golf course, near an airport, your friends will probably be airline pilots. Unfortunately most of them are American pilots, a few Delta pilots, and some Southwest pilots. We are all retired, play golf every day, socialize with each other and get along quite well. But you know how we all felt about Delta pilots. And it still holds true. They cheat!

I may be the only one who remembers what Rick Dubinsky said about the future of the airline industry in about year 1998, and it has all come true. Rick, I sure would like to read something from you about all that is happening.

Thanks for all the work everyone does.

Jay ualjay@aol.com

JOE FABBO—Rancho Mirage, CA

Fellow Rupians: Just a short note to let you old Capital and United retirees know that ole Joe is still around and on Dec. 7 it will be number 86. Outside of prostate cancer in remission and a body full of arthritis, I'm okay, however, no more 18 holes of golf (maybe 9). Of course, I'm still a happy camper living here in MISSION HILLS C.C. IN RANCHO MIRAGE, CA.

Thanks to all of you for keeping the *RUPANEWS* going. You all have a healthy and happy holiday season. My best to all (CHECK SENT BY REG. MAIL) *Joe Fabbo*

WES FETZER—Greensboro, GA

Gentlemen: Enclosed please find a check for \$100; "dues plus some extra" for the great work you are doing. I really enjoy reading the articles on health and catching up on "old" friends.

Nancy and I have been retired now for six years and we are enjoying our new home at Reynolds Plantation in Georgia. With its five golf courses and three marinas on Lake Oconee life is good. We play golf 3 to 4 times a week and seem to be getting our handicaps down to respectable levels. In addition to playing golf I still do a little flying in a newer Cessna 172 that I rent at a local airport. It's fun to take pictures of friends' homes from the air. I frame them and give as gifts.

We took a two week cruise originating out of San Francisco thru Alaska this past May to celebrate 35 "long, wonderful years together". The trip was an unforgettable experience; maybe one of the best cruises we have been on.

On rainy days I still write letters to the IRS or my Congressman Paul Broun trying to get the FICA overpayment refunded. It may take going to court to get the money but I am optimistic we will all get the refund if we stay the course and persevere.

Thanks to all of you that continue to work to keep RUPA and the newsletter running.

Wes Fetzer WesFetzer@aol.com

BILL GARRETT—Coral Spring, FL

It just keeps getting better and better. I've liquidated my B fund and put all my assets into FORECLOSURE signs.

Traveling less but we still drive all over Florida to race motorcycles. We race 2 hours through the sand, swamp, gators and palmetto roots. I have to give the 50 year olds a 16 year handicap. After Hurricane Faye went through Florida, I volunteered to work for Emergency Disaster Services with the Salvation Army. We went to central Florida and ran a mobile canteen with hot meals. We took hope to the hopeless and God to the well you get the idea. It was difficult dealing with people who had lost everything, but it was very personally rewarding especially since I lost 5 pounds.

Bill Garnet

MARIE GRONQUIST—Carlsbad, CA

My husband, Glen, retired in December 1978 -30 years ago. There are still some of the Tracy Aces still around, and in their 90's.

We lived in the heyday of UAL. Wasn't it great! Fondly, *Marie Gronquist*

BOB JOCZ—Ormond Beach, FL

Hello friends, I will reach the grand old age of 80 next month and am sending in my dues A MONTH AHEAD OF TIME! Never happened before--my good wife always has to remind me, over and over again, (I get no peace) to get with it, and fulfill my responsibilities. Now she can keep quiet (I hope).

She does keep me straight. (And I love her.) She can harp on me, if it makes her happy. Jo Ann and I are in good health--with a few pills and good care from our doctors. And, yes, there are plenty of good docs in Florida, in spite of what you have heard.

We still divide our time between Ormond Beach and Lake Anna in Virginia. We are so lucky to be able to spend so much time with our sons, Mike and Doug and their families at the lake.

We have fine daughters-in-law and wonderful grand kids. Doug's sons (Bob, Tom and Tim) are into all round sports and big time into hockey. Good enough to compete at the highest levels.

Mikes daughter, Michelle, is a knockout, at 13, Text messages are flying in from all the interested boys. We never had a girl, and, I don't know if we could have handled the stress of raising a teen-aged young lady. Mike and Mary are strong, tho, and I know that they can handle, all that life holds, during the teen turbulence years. Michelle is a good girl and is not only very cute, she is very bright and was just inducted into the National Honor Society and you bet we are proud of her!

I sure miss the flying, and all the people I had the honor to fly with. I can't remember anyone of them that I didn't like. Thanks to all the folks who make the newsletter possible.

Good health and good luck, *Bob Jocz*

DAVE HOYT—Westport, CT

No excuses for a late note except busy running boats up and down the East Coast during this Fall season. Sorry, but laziness and some com problems prevented me from getting this note to all the guys and gals.

Still in the boating captaincy deal and primarily running a 60 footer for "my bossman" who lives in SFO. I get an occasional freelance run during off-times from the boss. Spent the past summer in Annapolis with only one 3 week cruise in the Chesapeake. Me thinks the owner and wife are waning out of the boating scene as the boat has been for sale for a year and a half. In FLL for the season now and I firmly believe I will have her loaded aboard a transport for delivery on the other coast of the Panama Canal if she does not sell. Someplace in Mexico as U.S. port to U.S. port is

not allowed. She will base in SFO and what the H. I can fly positive space as cheaply from coast to coast as from CT to FL. All on him and I am almost like family having been captaining her for over 3 years now.

A sign of the times is the FLL Boat Show this year was poorly attended and most of any offers, if there were any, were 50 cents on the dollar of the asking price. Last year it was the price of fuel which kept a lot of potential buyers away but this year the downturn in the economy.

Prostate was seeded just before Thanksgiving last year and doing o.k. As I have come to find out, there is nothing wrong with being just o.k. Beats the options...

Check for the regular and extra in snail mail to Bruce. Please cast my vote to go all electronic with a side note. My wife really enjoys the *RUPANEWS* as much as I do and an electronic publication would only have her looking over my shoulder more than she does now. 'Nuf said.

Regards to all, *Dave Hoyt*

GEORGE KANE—Tequesta, FL

I'm now acting like the over 70 crowd, a month late with this check. Just returned to Florida from five months up north which included a trip to the Grand Tetons & Yellowstone National Park with our three granddaughters. They got me to go horseback riding with them and I can only hope the poor horse survived better than I did. My best to all of you volunteers who keep us in touch with our old friends from UAL. Regards, *George*

WM. S. "KOOP" KOOPMAN—Ft. Collins, CO

A little early, as we will be out of the country mid November until late January, 2009. Retirement date of 01.13.2001. All is well and all the kids and grandkids are growing and prospering.

The Medicare/FICA dilemma is starting to have a life of its own. I now have well over 50 names in a folder from the RETUP Forum of those that have been "Denied" an Appeal of refund claim. With additional communication and dissemination we should have the 100 minimum we set as a guide for the funds required to pursue a Class Action Suit in a Federal District Court.

RETUP Moderator Denis O'Malley has been collecting an extensive folder/database on the history of the IRS tactics and copies of letters to Denied Appeals claimants. The consensus is that the IRS has a very weak case and a suit should be successful, for the full amount of your filing, plus interest.

While traveling, I will NOT be monitoring or collecting names/addresses from the RETUP Forum or RUPA Land. The RETUP Moderators will perform this function and non-emailers can forward their information to: Wm. S. Koopmann, PO Box 271279, Fort Collins, CO. 80527. The RETUP Moderators and I have simply been the collectors of names, and adding your name to this list will just indicate an interest to pursue a Class Action Suit against the IRS. No action will be taken until we, and you, have had an opportunity to approve a formal proposal of action and associated costs. Helpful files for refund claims and information are available in FILES on the RETUP website. This information is valuable for those that have yet to file or appeal.

This project requires someone to organize and lead. Living in Northern Colorado places me out of the main stream of the legal and financial centers. If you have an interest, please contact one of the RETUP Moderators and/or me. RETUP members can add their names to the list in the Database file on the website. I do not have a large dollar stake in this action. I am however, angry about this. Hope to see many more of you involved. Thanks, *Koop*

Editor: *The denials are for "no provision" and "time limits" for filing. They claim there is no provision for returning taxes paid on income never received. The time statute for refunds applies only to those "required to file" tax returns, and we were not required to file for FICA taxes. United was, so I think we can argue the law, as it is written. Also, many of us were still getting checks after the time expired, and couldn't file until we lost that income. If you didn't file for a refund, I think you should. Why not? You already paid the tax, and I believe the IRS will not want to risk seeing the whole, questionable "Golden Parachute" tax law overturned. I believe they are bluffing, and the more that appeal, the more likely they are to settle, IMO. Denis*

GOODBYE B-747-400 #8196

On Thursday I had the sad duty of being first officer on a one-way flight from San Francisco International Airport to Victorville Airport in the Mojave Desert. The purpose of this flight was to retire a low-time perfectly good 747-400. I was called out for my last day of reserve for this dubious ferry flight.

For those who haven't flown it, the 747 series aircraft are probably the best flying most graceful machines the Boeing company has ever produced. You can tell they got it right after your first flying leg. Hardly a pilot that has flown it likes an airliner better. There are a few that don't agree, but most that fly it would, and always will, refer to the 747-400 as their favorite airliner.

She's a forgiving bird. The pilots have the least landings and operations of any fleet yet I've rarely, if ever, seen a truly ugly landing on it, even from the least proficient pilots. It was involved in a near miss incident we all know about in the vicinity of San Bruno Mountain in the SF Bay Area. Somehow, miraculously, the 747 didn't let this stumbling crew down. They missed the threat and got her home safely. We all got a free lesson in thinking ahead about what we should do to prepare for the worst. That incident made us ALL better at what we do. That aircraft forgave those pilots, and us.

Every pilot that has time on the 777 and the -400 know this: a United 777, even the 90K engine aircraft, is limited to flights in the 12 hour range or less. It can hardly carry just passengers and their bags on flights to the edges of China. A 747 can carry those passengers plus their bags plus extra fuel needed PLUS revenue cargo to Hong Kong from Chicago or to Sydney from San Fran or LAX in the winter. If that 747 loses an engine over the North Pole you now have a 3-engined airplane to take you to a safe airport in China vs. sweating a single engine trek with low fuel temps to a questionable airport. The 777 is an amazing airplane. But the 747 does many things better.

Our managers are making room. They're trying to sell our airline. They're not trying to make it better; they're trying to make it gone, at least as we know it. They're hoping that a smaller -400 fleet will make seniority integration easier and will open up Glenn's chances of making his final stand: a merger with Continental Airlines. They are getting rid of 6 airplanes that can carry more than every type of airplane on Earth, except for a few copies of the A-380.

Glenn must be finding it tough these days. Maybe he punched in his PIN at the United ATM and didn't get enough back to satisfy his greed. So he'll sell the 737's and begin to sell all the 747's to be able to afford that bigger yacht.

I took a bunch of pictures of this airplane before we left. I felt sick to my stomach as we rolled down the runway for her last turnoff and setting the parking brake on a ramp in the desert. I was glad the Captain wanted to fly it down. I didn't want to be the one to fly it to its last moment as a United Airliner. The Captain flew a visual approach with all the flight directors and purple lines out of view to a beautiful painted-on landing on this 15,000 foot runway in gusty winds. I saw the other dinosaurs and our newer proud airplane that never let us down, being left behind. I swear to god it watched me and the Captain get into the van and said "...how could you leave me?" as we headed for Los Angeles for our deadhead back to SFO. These machines take on a life to us. They're MORE than machines. United Airlines CEO and his top echelon have forgotten what airlines do and that the people who fly and maintain these airplanes actually give a sh!t about them and care deeply about this airline.

To Mr. Tilton: We are done with you. You've taken what you can take. You've done supreme damage to the morale of its people and the core of the business of running what was once the premier airline in the United States. Now, sir, you can get out. We don't want you here anymore. Go find another corporation to drag through bankruptcy and destroy. It's what you do best. You had your chance after September 11th, 2001 to lead us and instead you picked us up, opened the lid, turned us upside down and shook until there was little left. Keep your attorney friend Sprayragan on your Christmas card list. You guys make a great team.

Retiring Boeing 747-400 N196UA #8196 is a symbol of what this dysfunctional management means to me and their ability and desire to run this airline properly. 8196...I'm sorry I had to be the one to take you there. I hope we get you back to where you belong: on a United route flying United passengers and cargo to United destinations. But, as long as Glenn and his friends are here, I'll have to bid to you what I bid to my friends before I sign off...

Aloha...and mahalo for never letting me down.

Doc

NATIONAL AIR TRANSPORT



W. L. "Dynamite" Smith, Supervisor of NAT Eastern Division, exits a Curtiss Falcon after testing the new ground-to-air radio equipment. Note the antenna, aerial wires, helmet earphones and the "jack" in his hand. (right) NAT pilot Harold Knoop in his "flight-suit". From UAHF collection by Marvin Berryman

Please mail **tax-deductible** contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Website: www.uahf.org

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

TED AND LAURA KRYDER—White Pine, TN
Only 20 days late; may be getting better, Ha!
Good Health, Good wife, Good prospects for
tomorrow, I hope.

No computer, no typewriter, no worries? Best
wishes to all, Thanks.

Extra for the widows; God bless them all.

Ted and Laura

DON KYTE—Ft. Myers Beach, FL

First of all, many thanks to everyone
connected with RUPA and the *RUPANEWS*, which
gets better with each issue. I particularly enjoy all
the historical stories you include, Denis.

I just had my 80th birthday and had the biggest
shock and surprise of my life (no, not just because I
made it this far!) It was because all of my children
and one of my grandchildren walked up the stairs
together the night of my birthday. My son, Larry,
is starting a winter business here, but my two
daughters, Janelle and Lori, and Lori's son, Chris,
had never been here before. They had all flown in
from Seattle to surprise me. I had never expected
to see Janelle here because she has a 12 year old
autistic son that can't fly and requires constant
supervision and care. Her daughter, Cara, is now
25 and made special arrangements to stay with
Jacob.

The next evening all of Jean's family, nearly all of
whom live in the Ft. Myers area, came to a big
dinner at our house and met Lori, Janelle and Chris
for the first time. Jean had been planning this in
secret for over three months (what a sneak! I didn't
have a clue!)

Most of our activities this year have been
concerned with purchasing a condo in Asheville,
NC. We wanted a place to spend our summers out
of the humidity of Florida. Asheville is 2000' MSL
and next to the Blue Ridge Parkway well out of the
humidity zone. It fulfilled the climate requirement
but we were unprepared for the wonderful people
who live there. In addition to the friendly folk of
Western North Carolina (or WNC, as the locals
refer to it) we fell in love with the beauty of this
area. I was born and raised in Eastern Washington
and Jean grew up in Alaska, where we spent
the first ten years of my retirement from United
flying people over the whales and glaciers in my

Seabee amphibian, but WNC's beauty is entirely
different. The fall colors were just starting when it
was time to return to our home here at the beach.

We spent most of our time in Asheville finding
and furnishing our condo, but next summer we
hope to get out and about more. *Don*

CHARLES F. "RED" LAPPLE—Palm Desert, CA

Been out of touch for a number of years, since we
moved to Palm Desert, Ca. and I failed to change
my address. My friend F.B. Stephenson prompted
me to get reinstated. Have had a bunch of physical
problems during those years, which I am sure no
one has any interest in the details. Let's just say
that I would be completely bankrupt, were it not for
Medicare (you know, that "socialized medicine",
that some are so concerned about). Anyway, I am
back to almost normal health; but I guess my golf
game is now a memory.

My thanks to everyone that does all the work to
keep RUPA going. Check to follow by snail mail.

C.F. "Red" Lapple

DENNIS LEAHY—Mesa, AZ

Well here it is again. Time to put the check in snail
mail and send a note. Had a good summer again
this year. Spent the summer filming the new golf
course going in. Kept me out of everyone's hair for
most of the summer. Turned out pretty well if I say
so myself. They got the front nine all seeded and
should open in the spring. Back nine will be
seeded in the spring. Quite an undertaking.

Health is good, keeping busy. Made a trip to
Seattle for my Dad's 95th birthday party. Had a
great time until the gardener backed into the rear of
our motorhome. Now it is in the shop waiting for a
new end cap. Held all the damage together with
that wonderful stuff called duct tape, until
we returned to Az.

Now we are back to playing golf with friends each
week. Seems the economy is even slowing down
the golf course. Guess they are having a hard time
filling tee times and even the charity tournaments
are slowing. Weather is great, since it is snowing
in WY. Good time to be South.

Keep up the good work.

Until next year, *Dennis Leahy*

AL MALECHA—Payson, AZ & Gerzensee, Switzerland

Greetings to all from Switzerland and Many Thanks to the RUPA Staff for doing a fine job. Thanksgiving Day it will be 16 years since I retired the first time. I've been flying various large vintage airplanes the past 20 odd years and one was the Super Connie based at Camarillo, CA. In 2003 a Swiss Group purchased the airplane and I was asked to "help out" for a few months training and rating the pilots and flight engineers as I was an FAA Examiner at the time. Well the few months grew into a few years and 5+ years later I'm still there based in Switzerland flying to European to air shows, events and a lot of Alp's Scenic flights for their club members. The airplane is Swiss registered since 2006 so I had to do the JAR/JAA validation and medical so I still get to do PC's. Although the Swiss Group will furnish me an Economy seat whenever I want to make a trip back to the States I prefer to take my chances getting a FC or BUS seat on United out of Zurich and 99% of the time I've gotten that one seat available for the 50+ trips I've made back to the USA. The dollar is 25% stronger in recent months against the pound, euro and Swiss franc so I encourage you to plan a holiday in Europe. I wish all the RUPA members and Staff a Fine and Safe Holiday Season.

AL arzflyer@yahoo.com

PAUL MILLER—Mechanicsburg, PA

My 29th year of retirement was a good year. The best event was that of three United pilot friends coming all the way from the VA/DC area to visit me in April. I cherish that visit. They also got to see the wooden pilot carved to the trunk of my large sycamore tree, which was struck by lightning.

During the year I was requested to join the "Honor Bus" for Veterans to see the World War II Memorial. The day and trip was wonderful, even though it rained most of the day. Then, to add to the Honor was a request for me to represent the Air Force when placing a wreath on the "Tomb of the Unknown" in the Arlington National Cemetery.

Interest continues in my World War II history and in my local area history where I am third generation. Am looking forward to my upcoming 90th year, after turning 89 next week, and fully

realizing that much depends on my health.

Thanks for all the effort in putting together the *RUPANEWS*. Check will be on the way.

Cheers, *Paul Miller*

ROGER AND DOROTHY NEILL—Sumner, WA

Fifteen years have now slipped by since I set the parking brake on that 757 in LAX. Dorothy and I continue to enjoy good health albeit with a few glitches here and there.

In addition to our usual trips to visit our sons and their families in Iowa and California (luckily for us our daughter and her husband and their 13-year old son live only blocks away) we made a bus/train trip to Mexico's Copper Canyon in May. Our trip was great but, unfortunately, as with many beauty spots in the world a large international airport is being planned at Creel, and soon the place will be overrun with tourists.

Dorothy stays active with her P.E.O. chapters, local and state, and I still volunteer as a docent at the Museum of Flight in Seattle. One of the highlights this year was in September when the museum hosted the Association of Space Explorers. About fifty astronauts and cosmonauts from a dozen countries attended, and I was lucky enough to tour some of them through the Personal Courage Wing. I met the first Canadian astronaut, Col. Chris Hatfield, and spoke briefly with him. As many of you ex-Canucks know, Canada will be celebrating its centennial of flight in 2009. Col. Hatfield told me that he was about to test fly a restored Canadair F-86, painted in Golden Hawk colors, which will tour Canada during the 2009 Canadian airshow season. Maybe you should be planning a visit north this year, eh?

Thanks again to all the RUPA volunteers.

Sincerely, *Roger Neill*

GEORGE NIXON—SFO Ret.

Hi guys; prayers and good healing thoughts needed. George has been diagnosed with cancer in the liver. He goes in for an operation to remove about a handful (the doc's phrase not mine) on October 10th. We have known about the tumour for over 2 months so it's been a miserable wait. Its a

primary site and easily removed place and slow growing, so there are things to be thankful for. He is in no pain just a little tired.....Thought I'd let you know to pass this on to his friends

Take care, will let you know the news Later, love,
Heather

Editor: Since, that operation has been postponed for lack of beds, in Tasmania, I assume.

JOHN J. O'CONNELL—Sycamore, IL

First things first, for those who keep the *RUPANEWS* coming to the mailbox. THANK YOU very much for your dedication and an excellent publication. A big THANK YOU also to those who keep RUPA alive and well. It is an organization that can not be duplicated in our lives. Words of appreciation seem inadequate but know your efforts do not go unnoticed. Thanks.

We had a busy year with some highs and lows. First four months of the year were in Prescott AZ. Well, with time away for a trip to Portugal and Spain with Grand Circle travel. Found it educational but expensive with the Euro more that 1.5 to the buck. Did get an invite up to the cockpit for landing at Lisbon Portugal at dawn, Yes, some memories there.

Back to IL in May with the gardening, grandchildren, and Science and Industry 727. All fun but the times spent with the youngsters in the 727 are priceless. If anyone wants in, just call Dick Murdock, we could use a few more bodies in the schedules.

Our number two son had his right hand crushed in an industrial accident in May working as a trouble shooter for Target. We have learned that corporate concern for employees has not changed. We have had a course in home care and workman's comp. He is looking at six to eight more months of therapy, surgeries with unknown final results.

18 quick years since setting the parking brakes at ORD and to quote J. O. Martin, "It's been a good ride."

Question time, how do we get our Navy records????? Suggestions will be appreciated.

Thank You again. God Bless,

John J O'Connell 56 90 SFO ORD

KEN PERKINS—North Hampton, NH

Greetings. Please note, I am writing this check a week early. We are still doing well here in N.H., working on the wood pile.

I have a copy of the N.Y. Times dated Sat. Oct. 26, 1929 (my birthday), and the front page headline says President Hoover and the banks say all is well on Wall St. Two days later, the news of my birth got to Wall St., and we all know what happened.

Ken Perkins

RON PRYNNE—Wenatchee, WA

Larry, even though I'm just a "young" retiree and a rookie with UAL (15 years) I certainly enjoy reading the newsletter and finding news on a few people I flew with. I have been retired for two and a half years, and haven't stopped smiling since the day I left the property! After 20 years in Gig Harbor, WA, we moved to my wife's hometown of Wenatchee, WA, and are having a great time. We built a car wash here, so we spend some of our retirement keeping that going, but we also enjoy our 48' boat, and cruising the San Juans and British Columbia. Appropriately, the boat is "Jet Pro" home port of Wenatchee. Thanks for doing a wonderful job on the RUPA newsletter.

Ron Prynnne rcpynne@charter.net

CLIFF RHODES—Ormond Beach, FL

I am sending my dues and some extra for the kitty, What a great job you guys do with *RUPANEWS*. This has been some kind of two years. Six months after I retired (Dec 2006) I was diagnosed with stage IV throat cancer (non smoker by the way) and was given a 50/50 chance to survive the 35 days of radiation and three rounds of a nasty chemo. Almost died in the hospital during my treatment but somehow survived. God must have had other plans for me. Also thank God for TRICARE and MOAA (Military Officers Assoc) who paid for everything. My heart goes out for all my retired friends who are paying for their medical. A hint about cancer. Before you start any treatment do your homework. With research I found the "Trilogy" machine for radiation. It hits the tumor while doing minimal damage to other parts of your body. I have been in remission for one year, hoping and praying for the best in the future.

I will attend my first local rupa meeting in Dec as this is the first time I am well enough to go. I sure miss the flying but I don't miss the work. I miss the view and I miss the many laughs I had with all my buds. I retired from the Navy and then worked for United for 17 years and I want to personally thank all you folks who made the airline a great place to work. Ida and I pass rode to Sandy Eggo last month and the morale of the crew was pretty sad. I talked to some old friends on the flight deck and they were not pleased with the way things were going. That is so sad for a great airline like ours.

I spend most of my days playing golf and helping out at the local food kitchen feeding the poor and working with "Son Servants" building and repairing homes in Harlan KY, a very poor section of Appalachia. I am putting together a packet for the FAA in an attempt to get my medical back so I can do some fun flying. Once a month I have Ida put together a casserole made up of Spam, lima beans, and velveta cheese, just so I can remember what a crew meal tastes like. (Yum). Take care retired dudes and God bless you all.

Cliff and Ida Rhodes crhodes60@cfl.rr.com

LEON SCARBROUGH—Vineburg, CA

Hello all, and I want you to know that it has been a number of years since I have submitted a letter to this magazine, and it is mainly because I sent in about four years of dues, and consequently, did not have a deadline, so I completely forgot about writing, which might have been a good thing.

Next, read kind thoughts about me in this issue, as I am going to take over Bruce's job as Sec/Treas, so cut me a whole lot of slack. Hopefully, I will be able to fill his shoes, and those of his predecessor, Cleve, although I wish they wore size 13's or greater.

Just finished going cover to cover in the November issue, and found a couple of common themes. 1) Appreciation of the F&Sers, and of Denis for his continuation of a great job, after taking over from Ted, and

2) the merriment of reading about ones we knew, and ones we didn't know, and with those we didn't know, finding out they might be 63, or 89 years young. And the activities they are involved in, and some whose health might be hanging together by a thread.

One mentioned that 20% did not have computers, but I think Bruce and Denis might argue that fact. If you who don't do computers, you might find a relative, friend, grandchild to type your letter and e-mail it to the editor, or myself. Or get it typed and send it in. Would save us time, and definitely be appreciated.

The camaraderie from the lunch groups. I know I enjoy the heck out of North Bay RUPA Luncheon, so adroitly handled by Bob Donegan, with help from a goodly number of volunteers. Really feel that Bob should stick to this job in perpetuity. Great job, Bob. And what is with the PDX area. Come on Tony, Doug, or Vic, get something going up there, as you have quite a number in the area, and hopefully, it can come together, and last for a long time.

Shingles. From a Letter in the November issue, I totally agree. Get that shot. Women being smarter than men, my wife got the prescription, took it to the local supermarket pharmacy, and got a cheap shot. I like the sound of that. Me, I went to my doctors office, got the shot, and you do not want to know the cost. Ouch. But if it keeps me from the Shingles, it will be worth every penny. From what my friends tell me, STRESS causes Shingles, and it has been said that I don't get stress, I cause stress. Hopefully, the jury is still out.

Guppy Gathering in SFO. Didn't happen this year, but hoping it will happen next year. Has been a tremendous amount of fun, esp. seeing the ones we worked with during the stagnation of the '70's. Only problem was that we only had one Captain from those good old days show up at our last reunion. Just have to keep our fingers crossed, and hope Lee W and Pat C can make it next year.

That is probably my last letter for another couple of years, So wish me luck to keep my head above water, Keep the appreciation going for Denis, and the Folders and Stuffers. Hi Dave. (Dave used to write little notes on my magazine.) And maybe if I be nice, Denis will let me put a picture of my 7-EC Champ on the cover, same type airplane I soloed in a long time ago. 1960, in college, prior to entering the USAF. And looking at my old logbook, I am still doing short flights, just as I did then, only not for the \$6 an hour wet. Aviation gas is almost that high.

Happy Holidays, *Leon Scarbrough* SFO, 1967-1998

FAIR IS FAIR -- BUT PENSIONS FOR EXECUTIVES OFTEN AREN'T

David Lazarus, Consumer Confidential, LA Times, May 25, 2008

Does your job guarantee you a pension for your retirement? Mine doesn't, and if you're like most private-sector workers, your pension plan is either crumbling around you or has been replaced with a 401(k) program, which may or may not receive a helping hand from your employer.

Yet many if not most chief executives continue to enjoy lavish pension plans -- on top of their multimillion-dollar pay packages and sundry other perks. How can that be fair? The short answer, of course, is that it isn't. But fairness was never the point. This is about giving CEOs what they want, regardless of what's given to other company employees.

"It's what the market is for these jobs," said Charles Tharp, executive vice president of policy for the Center on Executive Compensation, a think tank that was introduced this month to provide "a cohesive and reasoned corporate point of view" on executive pay.

The center's funding comes from the HR Policy Assn., an organization of human resource executives at more than 250 companies, as well as individual corporations such as McDonald's Corp., Lockheed Martin Corp., IBM Corp. and General Mills Inc. "If you're going to hire someone at that level, and that person has a pension, you have to match that pension," Tharp said. "You've got to pay what the market is."

By that reasoning, United Airlines was justified in giving Glenn Tilton a \$4.5-million pension trust when he took over the ailing carrier in 2002. The money, United said at the time, was intended to compensate Tilton for the pension he was abandoning when he departed his former employer, then ChevronTexaco Corp. Losing his pension was clearly an important point for Tilton. Otherwise, the \$4.5-million trust wouldn't have been included in his contract, which also featured a starting salary of \$950,000, a \$3-million signing bonus and 100,000 shares in United's parent company, UAL Corp.

Just three months after he was hired, Tilton led United into Chapter 11 bankruptcy proceedings.

In 2005, he terminated United's four employee pension plans, covering about 120,000 active and retired workers. It was the largest pension default in U.S. history, dumping about \$5 billion in obligations on the government-run Pension Benefit Guaranty Corp.

In 2006, when United emerged from bankruptcy, Tilton's total compensation was valued at almost \$24 million. Last year, his pay package was a considerably more modest \$1.4 million.

Megan McCarthy, a United spokeswoman, said the company's employees now have either 401(k) plans or union-run pensions.

Tilton, she said, is not receiving a pension. "He has a certain amount that was awarded when he came to United." Damon Silvers, associate general counsel of the AFL-CIO labor union, which includes many United employees, called this a laughable distinction. "If Tilton is getting a fixed benefit from a trust, that's a pension," he said. "Call it what you want. It's a pension."

"It's not a bad thing necessarily that a CEO has a pension," Silvers added. "But why should he be the only one?"

The answer is that CEO pay all too often is based not on performance but on a series of fuzzily defined criteria that can best be summed up like this: If that guy gets it, so do I. In other words, the fat compensation packages -- including pension deals -- enjoyed by other CEOs help shape new compensation packages, which in turn influence subsequent compensation packages.

It's a self-perpetuating gravy train that can only lead only to ever-greater excess.

The nonprofit group United for a Fair Economy and the Institute for Policy Studies estimate that the CEOs of the largest U.S. companies pulled down an average \$10.8 million each in total compensation in 2006, or 346 times what the average worker was paid. In 1980, the average CEO was making just 42 times what rank-and-file workers were paid. Tharp at the Center on Executive Compensation argued that this is only natural.

"Executives do make multiples of what the average employee makes," he said. "If you look at the level of responsibility, it makes sense."

Tharp also said that while many companies are trying to cut costs, there are only so many qualified CEOs to go around, and they often demand top dollar for their services. I'm not against paying someone for a job well done. Apple Inc.'s Steve Jobs made just \$1 in salary last year but reaped an additional \$14.6 million on paper by exercising stock options. His compensation was thus tied to his company's performance, and Apple, which earned record profit of \$3.5 billion in fiscal 2007, performed very well.

Mortgage lender Countrywide Financial Corp. lost \$704 million in 2007 and an additional \$893 million in the first quarter of this year, and is now being acquired by Bank of America Corp. Yet CEO Angelo Mozilo earned about \$132 million last year in salary and stock sales.

Fair is fair -- but pensions for executives often aren't.

BEST COMEBACK OF THE YEAR

If you ever testify in court, you might wish you could have been as sharp as this policeman. He was being cross-examined by a defense attorney during a felony trial. The lawyer was trying to undermine the policeman's credibility...

Q: 'Officer -- did you see my client fleeing the scene?'

A: 'No sir. But I subsequently observed a person matching the description of the offender, running several blocks away.'

Q: 'Officer -- who provided this description?'

A: 'The officer who responded to the scene.'

Q: 'A fellow officer provided the description of this so-called offender. Do you trust your fellow officers?'

A: 'Yes, sir. With my life.'

Q: 'With your life? Let me ask you this then officer. Do you have a room where you change your clothes in preparation for your daily duties?'

A: 'Yes sir, we do!'

Q: 'And do you have a locker in the room?'

A: 'Yes sir, I do.'

Q: 'And do you have a lock on your locker?'

A: 'Yes sir.'

Q: 'Now why is it, officer, if you trust your fellow officers with your life, you find it necessary to lock your locker in a room you share with these same officers?'

A: 'You see, sir -- we share the building with the court complex, and sometimes lawyers have been known to walk through that room.'

HANK SHELDON—Carol Stream, IL

I almost made it on time this year. Mailing my check on the 30th of October for a 31st birthday. I'm also including a little extra for the folders and stuffers.

Elise and I are hanging in there on our 9th year anniversary of divorce from UAL. The alimony sucks but we're more fortunate than many.

We're leaving for twelve days in Merida, Mexico. Will see Jim and Marianne Kehoe while we're there.

Regards to all, *Hank Sheldon*

BERNARD J. SHERIDAN—Prescott, AZ

Thanks to all for the effort that it takes to get the newsletter out each month.

10 years now and the sad part is I know more names "gone west" than those writing letters.

Best, *Beano Sheridan*

JERRY SICKAFOOSE—Danville, CA

My check is "in the mail" ... another too quick year. Connie & I kept our Cessna T210 busy again this year with trips to Sun 'N Fun in April and Oshkosh in July plus an East Coast venture in September. We still do a lot of hiking/backpacking too, with trips to Yosemite, etc. throughout the year. Keep up the good work with the magazine. You've gone a whole year now without highlighting any SCABS on the cover, so I've sent my check to Half Moon Bay. Let's all remind our legislators that the AKAKA amendment has still not been attached to any bill, in *spite* of all the garbage and earmarks attached to the "\$700 billion Relief Act." It's time to right this wrong for those of us who get 20 cents on the dollar! Our best to all.

Jerry jerrysickafoose@aol.com

BERNALD "BS" SMITH—Fremont, CA.

The aging process continues: the longer you live, the older you get and the older you get, the more the aging process gets you. At least that's what Marilyn and I have found. She's in a worldwide

study program being built up to number 600 people, funded by a Swiss drug company. Of that total, she is one of the 6 under management by Stanford Hospital. They're trying to determine if they can arrest the progress of IPF with one of their drugs, bosentan. (Idiopathic Pulmonary Fibrosis for the uninitiated, which we were until early 2008 when she was diagnosed.) 400 get the drug, 200 get a placebo, in the double blind test. She's just been put on oxygen 24/7, but still doing everything, just more slowly. I've slowed down too; even old ladies pass me walking in airport corridors, which I seem to do a lot of. Very embarrassing, to say the least.

Organizationally, I'm kind of active serving as delegate, or representative, or Trustee, or VP, or Honorary Vice Chairman of the Board, or Companion of Honor, or Honorary Member, with FAI, IGC, ION, CGSIC, EGU, OSTIV, TSP, SDP, SSA, NAA, A/S, SSF, CANS, EnvCom, and RTCA. All have various meetings requiring lots of travel, both in the USA and worldwide. That travel included another round-the-world series of flights, eastbound in 2008, to make several close-together meetings in Germany and Australia: SFO/FRA/TXL/FRA/SIN/MEL/SYD/SFO.

2009 looks like another rtw, with close together meetings in Korea and Germany: (SFO/ICN/FRA/HAJ/FRA/SFO), westbound again like my first round-the-world in the '80s.

Unlike those above on which I'm just a riding passenger now, on that one in the 80s, I captained the initial leg for one third of the way, nonstop SEA/HKG, flying one of UAL's DC10-30s leased from Canada, which by the way added to my list of ATRs (USA, Japan, Iran, UK and Canada). All I fly now are gliders! In addition to the above organizations, I remain a member of RUPA and RUAEA of course, and EAA, SPA, LHS, NSM, ESA, CAAofUCB, AAI, CPA, AOPA, PASCO, FUMC, AIAA and as soon as I update my BFR, newly-minted (two years late) w/UFO, most all of whose meetings I sometimes attend.

I've recently been invited to attend a UN meeting, hosted by JPL, of the recently formed ICG, which is part of the UNOOSA (United Nations Office for Outer Space Affairs). Yes, I was mistaken too; I

found out it's not about illicit sex on the shuttle nor on the ISS! It's just that the UN is finally recognizing the ubiquitous GNSS that's coming into use worldwide that I've been working on for 15+ years. There's the US's GPS, WAAS, DGPS and LAAS, Russia's GLONASS and SDCM, India's GAGAN and IRNSS, France's DORIS, Japan's QZSS, MTSAT and MSAS, China's Beidou, Europe's GALILEO and EGNOS, Nigeria's NIGCOMSAT-1, and everybody's DGNSS. All are being developed, for among other things in at least some of the systems named, to improve airspace management by replacing the old-fashioned 60+ year old radar/transponder/ACAS systems with satellite positioning broadcast methods, half a thousand times more accurate than radar.

I guess I won't include a glossary; some will recognize the acronyms, some won't and probably most won't care! But, I'm having a very good time meeting with extremely interesting people from all walks of aviation life and the world, and even ones from outside aviation wanting to use parts of the frequency spectrum we want to protect for aviation. We're doing things that have already had, are having, and will eventually have, in many cases a major impact on aviation.

It's become trite, I guess, but just the same, desirable, to thank all the RUPA hard workers; I'm sure we all mean it heart-feltdly. Is that a word?
"BS"

PHYLLIS SOERGEL—Saratoga, CA

Enclosed is my renewal check for \$35.00. Bob enjoyed the publication so much, and now I am enjoying it. Great job and good information from everyone.

Happy New Year to one and all. *Phyllis Soergel*

WILLIAM F. TREICHEL—Green Valley, AZ
Hello to all; Lots of hunting, fishing golf and travel.

Life is good. *Bill Treichel*

P.S. If you really want to hear about my wonderful children and grand children call me.

JOE UDOVCH—Laguna Hills, CA

Seventy-two summers behind me now and I really don't feel much older. I'm still trying to keep juggling all the important things in my world while maintaining a reasonably active lifestyle. I know I'm still a "young punk" by the standards of this organization, but I've resigned myself to all the niggling pains and discomforts which seem to be an inevitable part of the aging process. A little skin cancer surgery on the tip of my nose this year probably resulted from the almost compulsive need I have to get out on my bicycle almost daily.

My third daughter who is a special needs individual with Down syndrome lives with me and presents a bit of a challenge from time to time. She joins with me in activities such as bowling, swimming and bicycling designed to keep both of us healthy, yet nevertheless, she still had to spend a week in the hospital with severe Bronchitis at the end of summer. She's a real "pistol" though, as she works five days a week and attends adult education classes three afternoons.

My other daughters live nearby, and we interact regularly as a family. The grandkids are growing like proverbial "weeds" and it is a kick to see them coming along so well. My birthday month is November, and appropriately comes in the same month we celebrate Thanksgiving. For all the troubles and woes around us these days, I feel blessed and am grateful for family and friends and that life is generally treating me OK.

The monthly get-togethers with my fellow retirees at the Dana Point luncheons keeps me connected and I enjoy the camaraderie and story-telling which takes place, as I'm sure occurs at all the other luncheons as well. And I add my thanks, along with those of almost every other birthday letter writer, to the officers of RUPA, the staff of *RUPANEWS*, and anyone involved in the Folding and Stuffing process, for giving us this conduit to keep in touch. It is for that reason that when our Secretary/Treasurer acknowledges the "Little Extra" people are adding to their dues, I don't feel he is "guilt-tripping" the rest of us, but showing the importance we all attach to this connection. So I'm happy to also add my "Little Extra", which will come to you via snail mail.

Cheers, *Joe*

WARD WHITTEN—Pompano Beach, FL

I flew 34 years with UAL, and I cannot remember anyone of the years having worse weather than has been confronted by UAL pilots in the last 5 years.

A lot of great pilots flying he line nowadays, an outstanding job. *Ward Whitten*

L.W. "WOODY" WOODWORTH—Norwalk, CT

Six years out on the retirement road and I always thought it would be paved. Still trying to survive here in the land of Hedge Fund Wizards and playing my game of Star Trek Golf-hitting balls where no man has gone before. PBGC check now the same as my Social Security so life is simpler. Family is healthy so no real complaints. We will remain here on the Gold Coast until son heads for college in two years and then adjust our lives to our income level, which probably means a home on wheels. I just got a sign from my Navy days out of the closet that shows an Aviator in full flying gear with the caption, "Will fly for food" and installed it on my lawn--no takers yet, but the day is young!

Thanks for the good work, dues enclosed. *Woody*

IN MEMORIAM

JOSEPH CIRRICIONE

Joe Cirricione, 79, passed away Thursday, Oct. 9, 2008 in Jackson, CA. He was born Dec. 21, 1929 and grew up in Chicago, IL. He continued his education at the University of Illinois, and left college to join the U.S. Navy, where he attended fight training in Pensacola, FL. He was discharged a Lieutenant Commander, and his Navy training led to his career as a pilot for United Airlines. Joe married Carol Klein on Jan. 16, 1968 in Kauai, HI. They made Amador County their home in 1973. He retired as a B-747 Captain for United in 1990.

After retirement, he enjoyed working in the garden with Carol, tinkering with old cars, and being home. He was a member of the Veterans of Foreign Wars and the American Legion. Memorial contributions, in his name, may be made to: A-Pal, Box 190, Jackson, Ca 95642

JAMES W. HENRICKS

Please be advised that Captain James W. Henricks (7379 Alicante Rd. Carlsbad, CA 92009) passed away on October 25, 2008. He presented United Airlines in a professional manner all the way to the end.

Sincerely, *Leland C. Ayers,*
Trustee for James Henricks Trust.

ROGER DANIEL IDE

Lake George -- Roger Daniel Ide passed away in peace at the Tidwell Hospice in Sarasota Fla., on Wednesday, Oct. 29, 2008. He was 75 years old. Roger was born Sept. 26, 1933, in Corinth, N.Y. He graduated from Corinth High School in the Class of 1950. Roger worked briefly at the General Electric Co. in an apprentice program and earned the equivalent of a two-year degree. He was a member of the early Corinth Flying Club and entered the U.S. Air National Guard cadet training program in 1953. Roger went on to fly with the Guard and joined United Air Lines in 1955. He was a distinguished pilot, earning special recognition for a perfect safety record with United upon his retirement in 1993, after 38-1/2 years with the airline.



Roger was an avid sportsman, participating in several marathons, including the Boston Marathon. He was an avid triathlon participant, as well. Roger was well known as an expert skier and baseball pitcher, and during the last summer of his life earned his first hole-in-one in golf.

He had an ear for music and loved to play his banjo with his friends. He was well known and had many friends throughout the bluegrass music industry.

Roger is survived by his wife, Patti, of 53 years, his younger brothers, Raymond and Barbara Ide, of Hiawassee, Ga., and Phillip Ide and companion, Sandy Luke, of Rochester, N.Y., his two daughters, Geri Ide and husband, David Clemente, of Redstone, Colo., and Susan and John Jacobs, of Glens Falls, N.Y. and two grandchildren, Jena

Jacobs, of Boulder, Colo., and Jake Jacobs, of Glens Falls, N.Y.

Contributions in memory of Roger can be made to the Tidewell Hospice House, 5955 Rand Boulevard, Sarasota, FL 34238.

WARREN J. SCHROEDER,

Area Mgr Flight Dispatch Ops, ORD

Warren Schroeder, born in Wausau Wisconsin on November 11, 1911, passed away Sept. 30 in his home in Naples Florida. He started work in the mid 40's for United Airlines as a passenger agent at Midway (MDW) Airport in Chicago. He had always been interested in flying and soon transferred to Flight Dispatch at Midway. Warren owned his small plane and long weekends and vacations saw him flying from Chicago to Hayward, Wisconsin where he and his first wife Betsy (a former United Airlines Stewardess) owned and operated a gift shop. When United moved their Flight Operations to O'Hare Airport (ORD) Warren was promoted to the position of Area Operations Manager in Flight Dispatch, a position he held until his retirement in the late 1970's. Shortly after his retirement Warren lost his first wife and married Lorraine. They later found the weather in Naples Florida better for year around golf, swimming and year around activities for retirement. They moved to Naples Florida in the early 80's where they made Florida their home. He is survived by his wife Lorraine.

(He was a dues paying RUPA member for 34 years.)

GEORGE H. SIMMONS

Douglas Simmons, proud son of George H Simmons, retired United captain, checking in to offer the sad news of my father's death. He passed away peacefully at 12:17 AM November 16, 2008.

I grew up an airline brat and loved that part of my young life I spent traveling by air in DC3's (sometimes in Dad's lap!!\$%) DC6's, DC8's, 707's and (dad's favorite) the 727's. As a result of my many passenger miles logged at a relatively young

age, I developed a refined palate for smooth landings.

Like many of his colleagues, he succumbed to cancer after a brave fight. He died peacefully in a Hospice House where his kids and grandkids were with him at the end. And, true to his heritage as a combat pilot and airline captain, he called the shots till the end. He cut out chemo two weeks before his passing, stopped eating by choice one week before, stopped all other meds one week before and spent his last six days communicating in a quiet whisper and then with eye contact and gentle hand pressure. Unusually, the day of his passing was a very mild day for November in New Hampshire, 65 degrees.

He faithfully read his RUPA newsletter until he could read no longer. His most recent copy is on the dining room table today. He loved his work and all the great pilots, crew and support staff he worked with. Many were lifelong friends.

Brewitt Funeral Home has a nice obituary posted and hosts a memorial page where you are welcome to share your thoughts. Because Dad was usually on his best behavior when Muriel and "the kids" were in the back, I mostly heard about some of his more notorious gags second hand. Feel free to contact me and share them as well as old photos you may have scanned into your computers.

Caring for my mom was his job for the last 8-10 years. It is a measure of his dedication to that task that she is still with us today. She has suffered a number of brain injuries and insults over the years, that have resulted in stroke-like symptoms, hydrocephalus and some cognitive impairments. She is mostly confined to a wheelchair but still gets out 3-4 times a month.

She recognizes and converses with friends and families and loves watching movies. She visited with Dad just three days before his death while he was still able to speak his feelings. She is sad but surrounded by friends and family. Thanks to all his old friends from United who supported him, flew with him, had his back and even butted heads with this stubborn old son of the Pennsylvania hills. We miss him and will always love and admire him.

Douglas Simmons

WALTER A. SMITH

Walter Smith, known as "Walt," passed away peacefully on the morning of Nov. 2, 2008, at his home in San Mateo. Born January 3, 1917, as the oldest of six children, he spent most of his childhood in Seattle, WA, where he went to a one-room schoolhouse. After the Great Depression hit, his family moved from place to place, eventually landing in Portland, OR, where he finished high school. Jobs were hard to come by, so Walt caddied at a country club and delivered newspapers until he could scrape up enough money for fees at the University of Oregon in Eugene. He graduated in 1940 with a Phi Beta Kappa key and moved on to graduate school and work as a teaching assistant in the English department. When World War II began, he became a ground instructor for the government's Civilian Pilot Training program. Kept out of military pilot school due to color blindness, he continued working as a ground instructor for various outfits, eventually teaching in the classroom and in the air for Pan American World Airways' navigation section in Miami, which offered training in over-ocean flying at a time when it was still relatively new. At this time, he married his college sweetheart, Marjory Clear Smith, with whom he would have three children before she passed away in 1972.

In 1944, Pan Am transferred Walt to its Africa/Orient division as a navigator on planes ferrying cargo for the Air Force, which operated the airline at the time, giving him the opportunity to fly over places rarely yet seen from the air, such as the Himalayas. In the summer of 1946, he transferred again to Pan Am's commercial operations on the "double vee" - San Francisco-Honolulu-Los Angeles-Honolulu-San Francisco - with occasional trips to Asia, Australia, and New Zealand.

After several years, Walt went to work for United Airlines, navigating on flights to Tokyo, then moving to personnel, eventually becoming the manager of industrial relations for the Western division. His various administration and contract negotiation posts included assignments in Washington, DC, Chicago, and Denver in addition to San Francisco.

Following his retirement in 1982, he had the wonderful opportunity of traveling the world with his second wife, Marjorie Hill Smith. They were married for 35 years. Survived by Marjorie; his brother Anson "Pete" Smith of Corvallis, OR; and by his children, Leslie E. Smith, of Washington, DC, and Christopher C. Smith (Dianna) and Theresa "Terry" Smith McLaughlin (William), both of Redwood City, CA.

E.D. "GENE" CHESLEY

Sorry to report the Westbound flight of a good friend and classmate at United, E. D. "Gene" Chesley. Gene passed away on August 23, 2008 of Alzheimer's disease, at the age of 76. He was born on October 7, 1931.

Gene was born and raised in Northeast Pennsylvania and worked on his dad's farm until he joined the Marine Corps. He flew fighters on active duty for six years, and continued in the Marine Corps Reserve for 12 more years after joining United. He spent 35 years on United, and retired in 1991.

I'll always remember Gene for his up-beat attitude, his quick sense of humor, and the fact that he never lacked the ability to make a decision. He was a good friend, and he'll be missed.

Ken Ewing

LAST FLIGHT

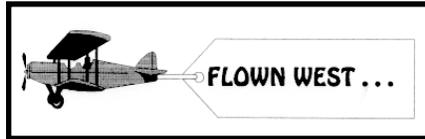
When the last long flight is over,
many happy landings past,
And my instruments all tell me that the last flight
has come at last.

Then I'll lift her nose to the ceiling
and give my ship full gun,
I'll open her up and let her climb
to the airport of the Sun.

Where the great God of flying men
will smile at me sort of slow,
As I roll my ship in the hanger on the field
where flyers go,

Then, I'll look upon his face,
the Almighty Flying Boss,
Whose wingspread fills the Heavens
from Orion to the Cross

From "Orion to the Sun" Author unknown



E. D. "GENE" CHESLEY	Aug. 23, 2008
JOSEPH CIRRICIONE	Oct. 09, 2008
RICHARD "DICK" DEVLIN	Nov. 07, 2008
JAMES W. HENRICKS	Oct. 25, 2008
FRANK IAFRATE	Nov. 21, 2008
ROGER DANIEL IDE	Oct. 29, 2008
JESSE E. JOHNSON (Active pilot)	Nov. 11, 2008
WILLIAM KUSER	Oct. 29, 2008
THOMAS J. NICHOLSON	Aug. 24, 2008
WARREN J. SCHROEDER	Sept. 30, 2008
GEORGE H. SIMMONS	Oct. 16, 2008
WALTER A. SMITH	Nov. 02, 2008



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr., Westchester, IL 60154-5638

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. Nov, Jan, Feb, Mar SW FL—*Olive Garden, Ft. Myers* - 239-540-9112
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 Wed. PHX Roadrunners— *Please call for directions* - 480-948-1612
2nd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;
2nd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860
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 Wed. Reno's "Biggest Little Group"—*Macaroni Grill* - 775-747-4429
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595
3rd Thu. SEA Gooneybirds—*Airport Marriott* - 360-825-1016
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—*Wellington Restaurant, Arlington Heights* – 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
June, NYSkyscrapers—*Montclair Golf Club, West Orange, NJ*
October, NYSkyscrapers—*Hostaria Mazzei, Portchester, NY*

Deadline: January 21, 2009

Mailing: February 4, 2009



RUPANEWS
P.O. Box 285
Vineburg, CA 95487-0285

PERIODICALS

PLACE LABEL HERE

\$35 Subscription renewal date on label