
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

I was very pleased to note, in the last couple of issues, that many more of you are including a short note with your checks. I know I keep harping on the subject, but this is what RUPA is all about, being remembered and staying connected.

Just before Christmas my wife and I had the pleasure of having lunch with our newest luncheon group in Monterey (MRY). Thanks to Phyllis Cleveland's organizational skills, they have a great group meeting at the Monterey Airport with a beautiful vista of the airport, golf course and Monterey Bay, as well as great food.

The second week in January, I had the pleasure of meeting with the Phoenix (PHX) group. They meet at the *Horny Toad Restaurant*, which is way north of Phoenix, in the very quaint and rustic town of Cave Creek; no sidewalks, just good western atmosphere and generous portions of food for lunch. The common thread of all these luncheon groups is to enjoy old friends and those with whom you have common experiences. If you have a group near you, please give it a try.

In March, we are beginning a membership drive. Our recruitment and retention of members from 2000 to 2007 has been very poor. There was a lot of turmoil, and anything that said *UNITED* was a turnoff to most. (Keep in mind that December of 2007 is when the age 65 ruling took effect; no retirements until 2012). In an attempt to reach out to all those retirees who chose not to join RUPA during the above period, we are sending the *RUPANEWS* for two months. In the March issue, you will see a letter addressed to the nonmembers that explains why they are receiving the *RUPANEWS*. On the reverse side of the page will be a membership application form. It is our hope that we can entice more retirees to join. Disregard the letter/form if you are an active member.

Regards, *Larry*

ABOUT THE COVER: MACCI CASTOLDI MC72 SEAPLANE, A BEAUTY BUT A "BEAST" TOO

Imagine the sound from that tiny open cockpit behind 4 meters of 24 roaring, supercharged cylinders developing, 3000 HP! Earlier versions were designed with machine guns and torpedo capability, the MACCI CASTOLDI MC-72 was favored by Mussolini at a time when the world thought seaplanes were the future, of a water planet, and Italy wanted the record for fastest airplane in the world. Developed by Macchi Aeronautica, it achieved and held the record, of 442 mph on Oct. 23, 1933, for 4 1/2 years, until a German land plane took it with a Heinkel HE-100 V8 fighter design in March, and in April, 1939 by a Messerschmitt Me-209V1. It successfully held the seaplane speed record until 1961, when it was eclipsed by a Soviet jet seaplane. Its beauty presaged the Italian styling of their later racing cars.

To avoid massive torque problems, that would put an unequal load on the floats, double counter-rotating fixed-pitch propellers, connected two independently operating Fiat AS-5 V-12, 60 degree engines. The twin engine design incorporated into the Macchi Castoldi MC-72 may seem unusual by today's standards, but worked surprisingly well. The two Fiat V-12s were linked together, one behind the other. A shaft from the rear engine ran through the front engine and on through its hollow drive shaft to power the front propeller in one direction. The front engine powered the rear propeller in the opposite direction. Air intakes were in the center, between both engines, while a breathing system, composed of a centrifugal compressor and a bank of 8 aspirated carburetors, ran the whole plant. Heavy "breathing problem" vibrations killed the two main pilots, and it can be assumed that getting out of that tiny cockpit, at 400 kts, when it came apart, wasn't in the design planning. The floats, used as fuel tanks, were covered with flat radiators.

The speed record was reached by the "eternal reserve pilot", Warrant Officer Francesco Agello, the last one remaining on the team, who was shortly promoted to Lieutenant, after he broke the long sought-after 700 km/hr mark. He piloted the plane for an average speed of 709 km/hr over three passes (440.68 mph). This record remains the fastest speed ever attained by a piston-engine seaplane. After this success, the MC72 was moved to storage and never flew again. "While the aircraft could be a hand-full for novice pilots, more experienced pilots praised the MC-72 for its speed, responsiveness, and directional stability."

DEC. DANA POINT RUPA LUNCHEON

Denis, great day (3rd Tuesday) at the Harbor -Clear warm and quiet. Something must have been going on that was important, that kept a crowd away. Inauguration did not seem to be an important issue for this group. The deck was empty of customers so we were treated especially well by staff. Coffee cups were kept full, quick service, and smiles all around.

Under the blue umbrellas I did note that our numbers have gone down. On deck were: Park Ames, Burce Dunkle, Jim Grosswiler, Jack Healy, Rick Hoefler, Ken Jones, Ed Judd, Bill Meyers, Bill Rollins, Ted Simmons, Stefan Steinberg, and Bill Stewart.

Pete Hansen's passing was noted, by the letter that his son John wrote in Memoriam for RUPA

Pete had been one of the originals on the start-up of our lunch group, and is missed.

Carlos did check in saying he was going to miss the lunch:

"Hi Ted, I am in Buenos Aires, came to see the ending of the 15 day Rally, use to be the Dakar rally. Didn't make the news in USA but here was very, very popular. A friend of mine was racing, from Poland, and came 3rd. C U Carlos"

Talk on the final termination by the PBGC and the up-coming final on HR2103/S1270 Pilot Equitable Treatment Act. With then President-elect Obama being a co-signer of the Senate bill, it could reasonably be assumed that he will sign the final legislation.

Some times all there is, is hope. *Ted*

HAWAIIAN ONO NENE LUNCHEON

Dear Ono Nene, we had the last lunch of the year at the *Brew Moon*, amazingly uncrowded by the way. In attendance were Dave Crooks, Clarita & Rick Ka'apuni, Janine & Duke Miller, Yasuko & Yuz Morita, Scotty Scott, and Corky, Maya (daughter) & Jim Sorensen. We also had messages from Jan & Ray Brice, and Alice & Buddy DeCosterd.

At the meeting we decided to change to the first half of the month to avoid holidays. Soooo, any ideas as to when exactly? Or should I just do it unilaterally? Either way nothing till February.

Mele Kalikimaka and Hau'oli Maka Hiki Hou, *Jim*

LAS VEGAS HIGH ROLLERS LUNCHEON

The December meeting of the Las Vegas High Rollers was held on the 16th of the month. In attendance were: M.H. "Andy" Anderson; George Atteberry; Mike Barid; Bruce Barton; Barry Dixon; Ed & Judy Fullerton; Clyde House and Marie Loquet; Jerry and Susanna Johnson; Ron & Jan Kakaldy; Joy & Bernie Klopfer; Gene & Mary Lamski; Lyle Miller; Hal & Nick Page; Bud Puckett; Bill Rennie and Lloyd & Donna Whitlow. This was our annual Toys for Tots luncheon. The amount of toys given by our members were greatly appreciated by the enlisted members of Nellis AFB, here in Las Vegas. A lot of the airman at this base were gone for Christmas and some of the family's didn't have much for their children.

On a sad note, one of our members flew west this past New Years Eve. Donald M. Swirnow died on December 31, 2008 at his home among his family. He will be truly missed by myself and all our members. larssona@cox.net

DENVER GOOD OL' BOYS RUPA LUNCHES

The December meeting of DEN Good ol' Boys was one of our semi-annual "wives invited" and it was great to see the ladies. Certainly adds beauty and color to our usually drab meetings.

Happy hour was it's usual rousing success and the bell sounded right on the dot. The cuisine featured prime rib, and except that some noted that cows that weren't burned no worse than most of it usually recovered. At any event, complaints were few. Somehow two people missed getting on the sign-in sheet, but the money worked out correctly, so apparently two paid, but didn't sign in. As the inscription on the Tomb of the Unknown Soldier says "...known but to God."

Bob Blessin prompted the scribe with the information that at the next "Stockholders meeting" of UAL, each of the attending pilots intends to bring an extra pair of shoes. I think I know what he means.

During the boring business meeting, guests and long time associates, Carol Bare and Carole Longbella were recognized. It was great to see both of them. Also the Denver president of the Retired UAL Employees Assn, Tom Goodyear, was with us and he extended an invitation for more of the pilots to participate in that organization. The scribe noted the passing in both houses of Congress of the "Worker, Retiree and Employee Recovery Act of 2008". The full ramifications of this bill remain unclear.

It was noted (incorrectly) that a memorial service for Ralph Wright was to be held later in the day. A brief recap was delivered of the near hostage situation in Bangkok, and the extraction of the UAL crew, which involved chartering a rescue a/c. The meeting devolved into socializing and visiting, and adjourned at a convenient hour.

Those in attendance included: Tom Hess, Steve Pahs, Mack Connelley, Dick Garbrick, Bill and Eve Hoygaard, Bob Sannwald, Bill Bates, Al Snook, Jim and Arletta Adair, Keith and Shirley Patton, Jack Davis, Casey and Gail Walker, Dave Murtha, Barry Edward, Mike Williams, Bob and Penny Dietrich, Rick and Kaye Madsen, Bob and Anne Blessin, Charles and Sandy Fellows, Bill and Mitzi Fife with daughter Cherie, Hal and Janet Meyer, David Horwitz, Don Swift, Don Johnson, Dick and Valerie Brinkworth, A.J. Hartzler, Ray Bowman, Al Dorsey, Cliff Lawson, Rick and Gayle Bebee, Jim Jenkins, Ken Ewing, Bob Crowell, George Maize, Russ Ward, Gary and Marian Gore, guests, Carol Bare, Carole Longbella, Tom Goodyear, and the scribe and his bride, *Ted and Rose Wilkinson*

JANUARY MEETING

The weather doesn't get any nicer than it was for the January Mtg. in DEN, but the faithful were almost tardy in arriving, so happy hour suffered. At any event the bell sounded at somewhere around noon, and the trenchermen dutifully lined up. There were no complaints on the grub.

The feeble attempt at humor met with a few chuckles, so it could be said to have gone off pretty well. The floor was turned over to visiting RUPA President Larry Wright who addressed several subjects including the destitute widows fund, and the need to recruit new members, as well as the need for volunteers for the upcoming convention (in September). The status of the UAL Historical Foundation was also discussed.

There were no new reports of infirmities or final flights West. The meeting adjourned at a convenient hour. Those in attendance included: Al Dorsey, Mack Connelley, Curly Baker, Phil Spicer, Bill Hoygaard, Tom Hess, Larry Walters, Bob Dietrich, Mike Williams, Maury Mahoney, Rick Madsen, Bill Hanson, Dave Johnson, John Thielen, Jack Davis, Dick Shipman, Jim Nist, Ken Ewing, Fritz Meyer, Jack Turner, Bill Bates, Hal Meyer, G. Zimmerman, Duane Searle, Jim Hixon, Bill Fife, Charles Fellows, Tom Gordon, Dick Kobayashi, Larry Wright and the Scribe, *Ted Wilkinson*

2009 RUPA CONVENTION

Registration Form

The convention will be held at the Denver Embassy Suites/Tech Center from Sept. 24-27. Mention RUPA for a rate of \$109. This includes breakfast each day and a 2 hour free cocktail party every day. Hotel phone # is (303)792-0433. Tours will be handled on a separate registration form. You are encouraged to register early so that the organization can make the proper arrangements.

Name: _____ Spouse/Guest _____

Address: _____

E-Mail Address _____ Phone: _____

Registration Fee: \$15/person \$ _____

Thursday Buffet: \$15/person \$ _____

Sunday Banquet: \$25/person \$ _____

Banquet Meal Selection: Oven Roasted Salmon ___ Grilled London Broil ___ Stuffed Chicken Breast ___

TOTAL \$ _____

TOURS

Two full day tours and two half-day tours.

Full day: Rocky Mountain High-Includes gourmet box lunch picnic. Estes Park and Stanley Hotel included in tour.

Colorado Springs-Pikes Peak-buffet lunch included

Half-day: Denver City tour-includes Molly Brown House, Brown Palace Hotel, Millionaires' row, and Trinity United Methodist Church.

Foothills Fandango-Includes Red Rock Amphitheater, Lookout mountain and best of all the Molson/Coors Brewery.

See Tour Registration form for pricing.

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

Ron Jersey 3 Pheasant Lane, Gorham, ME 04038. Tel. (207)839-6943. Do not send me the money for the tours. Registration and food only.

Hilton hotels has created a personal web page for RUPA. You can make hotel reservations using this web site. To access:<http://tinyurl.com/7aqhg4>

If you have any problems opening the site, contact me and I will send you the Link.

JUST IN

George Bush signed into law a bill, HR 7327, that allows those of us who received stock as proceeds from the BK, to roll that amount, before taxes taken out, into a Rollover IRA. It wasn't a lot for most of us, and it was only the BK proceeds (UAUA stock), NOT the BIG amounts some were tossing around, in emails. It was signed on Dec. 23rd, and we may roll that into the IRA until 180 days after 12/23. United has to advise us of the amount, within 90 days of that date, and I would hope they would state the amount of taxes withheld for use in a refund request letter. It shouldn't affect our 2008 "returns", I believe.

Also, "required minimum distributions" from IRAs, for those 70 1/2, are not mandatory in 2009. Of course, you can still do it, if you have want. Lastly, if you had trouble getting onto the Yahoo RETUP site for the FICA/Medicare files, don't give up: <http://finance.groups.yahoo.com/group/retup/> or contact me,

Denis

LOS ANGELES CHRISTMAS LUNCHEON

The luncheon was held at the *Hacienda Hotel* on December 11th. There were 97 in attendance from all over Southern California, and one from as far away as South America. Also we had a nice group of Clipped Wings. People started to arrive even before 11 o'clock so we had more than an hour of visiting & mingling before lunch was served.

After lunch our Master of Ceremonies, Rex May, got our attention with some of his jokes, then announced that Jack Hanson had an unfortunate accident and was in the hospital with burns on his legs. Rex also gave us the unfortunate news that Peter Hansen had passed away. Rex then did some introductions including the Widows of Retired United Pilots; a brand new RUPA member; and then Sam Mohr-Wood, President of the Clipped Wings. She told us a little history of the organization and the progression of the name change for cabin staffs starting with Stewardess through the numerous changes to the latest of Flight Attendants & Cabin Attendants. She said that today, at the luncheon, the Clipped Wings were selling raffle tickets for numerous prizes, with the profits to benefit the South Bay Vocational Center.

Rex introduced United's Los Angeles Assistant Chief Pilot, Rick Dake. Rick went on to say they have a new position called regional Chief Pilot, who covers LAX and DEN who alternates his time a few days a week in LAX and the rest in DEN. He said United would be parking some 747's and all of the 737's. He left the group in hysterics with a couple of very funny jokes.

Ethel Patterson was introduced. She is very involved with the Flight Path Museum which is located in the Old LAX Terminal Building on Imperial Highway. She invited everyone to come by to see the artifacts. She said they have a library with lots of flight manuals and invites anyone who wants to do research or just reminisce to come by.

Don McDermott then proposed that in order to get new members into RUPA that everyone try to phone, or contact someone they know, to invite them to our luncheons. He said we need to keep the memories and flying memories alive.

Eric Yamaguchi, who was for many years, a HNL based Hawaiian Steward, told how in the early days of flying to Hawaii, Mr. Patterson wanted some Hawaiian atmosphere on the aircraft, so he started a group of Hawaiian Males to fly as Stewards on board the aircraft. On the Boeing Stratocruisers, the Cabin staff was made up of two Stewardesses and One Steward. Eric went on to say that two of the original Stewards, Jimmy Pang and Eddie Takahashi, passed away recently.

Special Guest, Eric Reidt, son of Tom Reidt, hired by UA in 1999 and currently flying the line in the narrow body equipment, told us that the narrow bodies are flying 90+ hours of hard time. He also mentioned that he had been furloughed once and may be furloughed again next year.

At this time Rick Dake said they had brought copies of the book "The Age of Flight" A history of United Airlines and they were available as a gift for all who wanted. Many raised their hands and Rick & Michelle Botkin from the flight office passed out the books. While they were doing this, Sam Mohr-Good conducted the raffle for the raffle prizes.

Rex thanked all for coming and invited everyone back for next year's Christmas Luncheon.

A reminder: the February LAX South Bay Luncheon is also the third Thursday of the month, the 19th. The change to the 2nd Thursday of the month starts with the Valley Luncheon on March 12th.

All for now, *Doug & Marcene Rankin*

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.

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Our San Fernando Valley Luncheon was held at *Mimi's* on January 15, 2009. After hearing of several illnesses we thought we would have a small group, but our final count was 16. Those in attendance were: Gene Biscailuz, Jack Moore, Joyann Moore, Herb Goodrich, Russ Maddox, Marv Jeffers, Tom McQueen, Mary McQueen, Don McDermott, John Joyce, Trudy Buck, Norm Marchmont, Charles Raphael, Dick Unander, Doug Rankin, Marcene Rankin.

Don McDermott named several people who were unable to attend today due to either illness or other commitments. He read excerpts from The Wall Street Journal concerning the PBGC's involvement in the Madoff Bankruptcy case. The PBGC identified itself as a creditor in the liquidation of Bernard Madoff's firm, suggesting it is preparing for bankruptcies by companies in the wake of an alleged \$50 Billion Ponzi Scheme. Don went on to quote from the Wall Street Journal "the PBGC insures almost 30,000 Pension plans."

John Joyce discussed the possibility of a class action lawsuit by a group of retirees that had to pay the FICA tax up front, who are hoping to get the tax returned.

The rest of the time was taken up with relaxed visiting and eating. During this time Doug Rankin asked Dick Unander how he was coming with the restoration of his Navy N3N airplane. Dick said it's coming along and those who would like to see it could come the short distance to his hangar at the Van Nuys Airport. So after the luncheon some of us met Dick at his hangar for a "look see" at his meticulous reconstruction.

Remember that the next Valley Lunch will be the SECOND Thursday of March, which is March 12th. See you then, *Doug & Marcene Rankin*

OHIO NORTHCOASTERS RUPA LUNCH

Very few braved the 10 degree temperature and accumulated snow to slide our way to *TJ's* for our January meeting (Third Thursday every month). Those that did were treated to fine individual attention by our Miss Vicky! Even our fearless(?) leader was missing, so the old veteran Dick Orr left his brand new condo home to oversee the proceedings. The four (4) of us really appreciated that. Three of us slid down 575 from Hudson, while Jim Burrill came from northwest Wooster! We had fine food and better laughs. I would regale you with the better ones, but some were visual and another musical - you had to be there!! So long from frigid Ohio. We were Dick Orr, Jim Burrill, George Bleyle, Phil Jach and your scribe, *Ed Griffith*

PHOENIX ROAD RUNNERS

Hello Denis, The Phoenix Roadrunners Group meet for lunch on January 13th at the *Horny Toad* restaurant. Our RUPA president Larry Wright attended and gave us an update on latest items. Also present were Corey Liston, Ken & P.J. Killmon, Frenchy Bourgeois, Charlie Schwob, Mike Carlin, Bob Howard, Whitey White and their designated driver Lou Eagley, then also Dave Specht, Gary Nelson, and his guest Darryl Nelson. *Ken Killmon*

Note: New Meeting day is 2nd Tuesday@ Horney Toad: 623-566-8188

RENO'S "BIGGEST LITTLE GROUP"

A hardy group of 10 took some time off from their Christmas shopping to have a great lunch at the *Macaroni Grill*. If you are a retired UAL pilot living in the northern Nevada area, and not on the invite list, contact Lyle U'Ren Captlyle@aol.com Next lunch is third Wednesday, Feb 18th.

Dec. lunch guys were; Jim Whiteley, Bill Sheperd, Lyle U'Ren, Irving Glick, Gary Dyer, Jim Nugent, Gordon Cupples, Dean Shuff, Tom Diehl and Len Bochicchio. Merry Christmas and a Happy New Year from the group. *Jim Sandor*

S.E. FLORIDA GOLD COAST RUPA LUNCHEON

The December Florida Goldcoast RUPA Luncheon was held on Thursday the 11th. at our usual locale: The Flaming Pit Restaurant in Pompano Beach. We had a good turnout and some of our Snowbirds returned! Besides the usual jokes and reminisces there was a discussion on the current difficulty in using Pass benefits in S.E. Florida as UAL has pulled out of Ft. Lauderdale and Palm Beach and only operates (mostly via feeder airlines) in Miami.

Joining us once again was Hambone Wilson, back from Alaska...glad to have you back! The rest of the gang included: Terry Lewis, Dave Dryer, Bill Lancaster, Duane Harrison, Pete Gallant, Ned Rankin, Jack L. Wink, Warren Hepler, Stan Blashke, Ed Wheeler, Jerry Bradley, J.T. Palmer, Dan Kurt, Ham Oldham, Jim Morehead, Bill Garrett and your scribe, *Dick Bodner*

JAN. LUNCHEON

We met again on Jan. 8th for the first time in 2009, at our usual place, The Flaming Pit Restaurant in Pompano Beach. What a great turnout. Lots of good stories and jokes. We had some new visitors who, we hope, will be joining us at future luncheons: Don Collins, Bob Schaet and Bart Rolph. Regrets were sent from George Dobison and Joe Jenkins. Joe was frozen in the snow over in Norway! Don Collins, the original MIA crewman, attended for the first time. Hambone Wilson remembered a call he received from Don to which he replied, "I'll be back with you in a minute, Don, as soon as I put my drink down." Ham said that Don didn't call him much after that!

Attending today's meeting were: Duane Harrison, Bob Lang (down from the frozen North in Cleveland), Walt Kimmey, Sid Sigwald, Les Eaton, Jim Good (flew his plane over from Naples), Glen Hall, Stan Blashke, Bob Langevin, Ned Rankin, Lyn Wordell, Chuck Smith (here for the winter from NJ), Dick Smiley, Ed Wheeler, Jack Wine, Ham Wilson, Jim Morehead, Jerry Bradley, Don Collins, Bob Schaet, Bart Rolph, Bill Garrett, Mike Warde, Paul Livingway, Warren Hepler, Tom Llewelyn, Dan Kurt, and your scribe, *Dick Bodner*

SAN DIEGO RUPA LUNCHEON

We had a good turnout at the December luncheon; attending were Paul Whitby, Pete Moyer friend Ellen Walsh, Bob and Ruth Bowman, Brad and Rhoda Green, Bob Harrel, Don Trunck, Gary Johnson.

The wives talked girl stuff and you know what we did. *Bob*

JAN. LUNCHEON

Denis, our monthly meeting held at *San Marcus CC*, 2nd Tues ea. month was attended by Paul Whitby, Bob Harrel, Bill Pauling, Rhoda and Brad Green, Don Trunick and myself. Everyone added something to the conversation. Hope to see some new faces next month. *Bob Bowman*

SEATTLE-TACOMA GOONEY BIRDS

DEC. 18 '08 The Gooney Bird Luncheon date arrived. In the middle of Western Washington's now celebrated blizzard. Snowfall and wind speeds were variable over the area. Locally it amounted to 8" to 12" of powder snow and 30 kts of wind. Many outlying areas got 1 -2 feet and 50kts. Managed to locate Dean Turner, temporarily at an assisted-living facility in downtown Kent. Since he is now 91 and not driving anymore, he uses that facility when his wife, Kathy, is off to Omaha. So Jackie and I invited him to go to Gooney Birds. All worked very well with our Lexus Hybrid RX400h. Computer controlled traction and anti-skid, we made it to the *Sea-Tac Marriott* with no trouble. Took chairs at the *Yukon Landing* dining room and waited a respectful time before ordering. Wow! None of our stalwart members made it through the storm. We three enjoyed a sociable hour of eating and chatting. Delivered Dean back to Stafford Suite and then back up over the hills and down to Lakota Beach, SAFELY !! Really quite and adventure and FUN. *Ray Dapp*

JAN. LUNCHEON

We assembled again at the *SEATAC Marriott* on Thursday Jan. 15. After lunch, Ray Dapp commented that he was the only one who dared drive to the Dec. luncheon in the middle of a blizzard. He has a new Lexus 4wd Hybrid SUV and has nothing but praise for its handling in the snow. Ray, his wife, Jackie, and Dean Turner were the only attendees in DEC. Chuck Westpfhal asked if anyone wanted to volunteer to drive cancer patients from SEATAC airport to the Fred Hutchison cancer center in Seattle. If you are interested, contact Chuck. We had a joke or two and discussed the absence of newly retired pilots in our group. Come join us; you'll have a good time! In attendance: Gere Pryde, Fred Sindlinger, Jim Barber, Herb Marks, Dick Monroe, Mark Gilkey, Jack Brown, Chuck Westpfhal, Ray Dapp, Vince Evans, and *Bill Brett*.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

December Lunch - Our third lunch proved to be another lively gathering with more war stories, laughter, good food, great service, and gorgeous bay views – with an occasional airplane sighting! Terminal PA announcements interrupted a few punch lines but we waited out the overhead noise and still got the laughs! Those enjoying the camaraderie were Jon and Jane Rowbottom, Mary Lou and Dave Mackie, Deryl Moses, Milt Jines, Paul Olson, Jerry Quitney, Connie and Beth Ege, Jack and Diane Emerson, Grant Wrathall and friend, Will and Fran Blomgren, Jim Coombes, Carlos and Judy Quintana, and yours truly. Special guest, all the way from Los Altos, was RUPA President Larry Wright and his wife Pat. Larry briefed the group about the state of RUPA, the United Airlines Retired Pilots Foundation, and the United Airlines Historical Foundation.

JAN. LUNCHEON

January 12th, 2009 Lunch – Record breaking high temperatures with gorgeous clear views of Monterey Bay enhanced our lunch! Those who shared the noon day gathering were Brigitte and Paul Olson, Judy and Carlos Quintana, Barbara and Neil Brooks, Diane Ellis, Beth and Connie Ege, Donna & Pete Walmsley, Jerry Quitney, Fran and Will Blomgren, Milt Jines, Mary Alice and Robert Gifford, and me!

Because of the success of our lunches, *The Monterey Peninsula RUPA Lunch Bunch* has set a permanent meeting day as the *second Monday of the month*. We will continue at the Monterey Airport (MRY) *Golden Tee Restaurant* - "report time" of *11:30 a.m.* I will continue to send an e-mail reminder one week before each lunch date. **PLEASE RSVP** so I can keep the restaurant advised. The next lunch will be **February 9th, 2009!**

Flying on - *Phyllis Cleveland* – retired 02/2007 – SFOFO.

“PBGC FINAL DETERMINATION LETTERS”

United Retired Pilots Benefit Protection Association has been informed by the Pension Benefit Guarantee Corporation (PBGC) that their calculations of future PBGC pension payments to retired pilots will be completed sometime near the end of the second quarter of 2009. “Final Determination Letters” will be mailed to retired pilots after the PBGC’s calculations are completed. These letters may be spaced out and not sent to affected retired pilots all at once. This issue affects those retired pilots whose pensions have been reduced by the PBGC, mostly those who retired after 1993.

When you receive your “Final Determination Letter”, please notify URPBPA via e-mail as soon as possible. Retired pilots are reminded that once the PBGC mails you the Letter, you only have 45 days to file an appeal with the PBGC if you believe that the PBGC’s determination is incorrect. Courts have ruled that the first step in objecting to the PBGC’s determinations must be an appeal to the PBGC by the individual retiree. **URPBPA can’t do this for you.**

URPBPA’s legal team and advisors will not be able to make an evaluation of the basis for the PBGC’s actions until they have reviewed the “Final Determination Letters” to retired pilots.

Since each retiree’s situation is unique, and since URPBPA does not have the resources to represent each retiree, it will be up to each individual to file their own appeals, paying careful attention not to miss the individual appeal deadlines. If you have questions about the “Final Determination Letter”, ask the PBGC for answers and clarification.

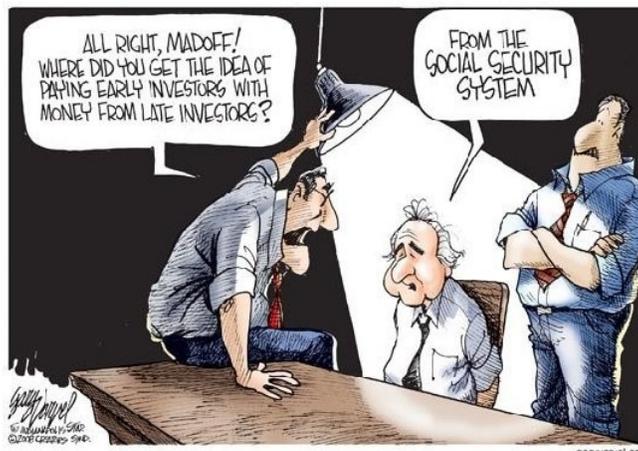
PBGC rules allow for an automatic 45 day extension, if requested by the retiree. URPBPA suggests that retirees use this rule and immediately file for an extension when they receive their “Final Determination Letter” from the PBGC. This will extend the appeal time to 90 days.

URPBPA’s advisors will analyze the “Final Determination Letters” and attachments after receiving copies from retired pilots. URPBPA may possibly be able to offer some general guidance concerning issues that retirees may wish to use in their appeals. Such guidance will likely be distributed over the URPBPA website.

Please check the URPBPA website: www.ualpilotpension.com for current information when it becomes available. The website also contains updates since 2003 and much additional information.

Fraternally, *Jerry Tenstiege*, URPBPA Secretary, Jan. 2009

Editor note: RUPA is not associated, in any way, with URPBPA. The URPBPA Website contains essentially the same message with a 10-3-08 date on it. Is URPBPA implying now that it will assist pilots who are not members of URPBPA? Look for an in-depth report in the March edition of *RUPANEWS*, relating the US Airways experience with PBGC. *Denis*



SW FLORIDA RUPA LUNCHEON

Wow! Is all I can say about the member turn out Monday Jan. 12, 2009, is that the *Olive Garden* was packed to capacity when 50 members and guests came to the luncheon. A quick look back at previous meetings shows this to be a record turnout.

Your host started the meeting with the story about the elderly golfer who came home from playing golf obviously discouraged. Questioned by his wife why he was despondent he replied that even though he was hitting the ball well, he kept losing the ball because he could not see where they went. He blamed it on his apparent failing eyesight. His wife, trying to be encouraging suggested he take her brother along with him next time he played. What good is that, he replied, he's 85 years old. Yes, his wife said, but he was a United Pilot and still has excellent eyesight, he does not have to play he can just watch your ball for you. Reluctantly he agreed to take him along. So on the first tee he hits a great shot and turns to his brother-in-law and asks, "did you see it"? The old pilot replies "Yes". So the husband responds well where is it? Hesitantly the brother-in-law says ..."I forget!"

Next we were entertained with a talk by Mandy Connell a local radio talk show host and former Delta flight attendant. Mandy is very popular and a delightful personality. This may explain the record turnout. If you would like to see Mandy and hear some of her pod casts, you can find her at winknewsradio.com.

Attending: Neil Bretthauer, Gene Chapman, Will & Sara Collins, Norbert & Carol Cudnowski, Rip & Shirley Curtiss, James Druyor, James Good, James & Susan Goodson, Harvey & Barbara Hallberg, Jim Howard, Skip Irwin, Don Kincaid, Harry & Marvis Long, Al May, Faith Osborn, Buzz Osterbusch, Ed & daughter Dot Prose, James & Judy Rigsbee, James Sutton, Mamie Thompson, Richard Travas, Ellis Van Alstine, Ray & Twila White, Tom & Jackie Willman, Lou & Phyllis Balestra, Wright & Mary George, Frank Englund, Jim & Corrinng Boyer, James & Donna Buehner, Del & Diane Walker, Guests Bob & Barbara Roswold, and guest speaker Mandy Connell.

Respectfully, your hosts, *Gary & Janice Crittenden*

TREASURE COAST SUNBIRDS

Our 2nd meeting of the new Season for the Treasure Coast RUPA Chapter was held at *The Mariner Sands Country Club* in Stuart, FL on Tuesday, Dec. 9th, 2008. Our attendance was about average for this time of year since quite a few of our REGULARS remain up North and don't come down to the Stuart, FL area until after the New Year. There were 14 members present but, as usual, there were more than enough Aviation stories to go around. The beautiful part of our get-togethers is that some of "them" are even TRUE. If YOU are in the area when we have our meetings (the 2nd Tuesday of each month at 11:30 AM). be sure to stop by so that YOU can contribute to our "cause". Who knows, you could make such an impact on our group that I might even mention you by name in the next months newsletter.

By the way, yes, Captain Jack Boisseau was there. Other members that were there were: Paul Andes, Dick Baese, Bill Cole, Jim Dowd (our Host), Clay Grant, Don Jefferson, Andy Lambert, Ted Osinski, John Pinter, Sid Sigwald, Bill Smith, Dick Starita, and myself, Bob Langevin.

Jim Dowd, who is responsible for us being able to have our meetings at his beautiful Country Club, had some information for us about Members that were not able to attend or haven't arrived in So. Florida as yet. I would like to invite all UAL pilots who happen to be in the Treasure Coast area on the 2nd Tuesday of each month (thru April of each year) to join us for our monthly luncheons. Please contact Jim Dowd at 772-286-6667 to RSVP and to get the location information of *The Mariner Sands Country Club*. You can also contact Jim at FlyJim1@aol.com. and you will get one AWESOME buffet lunch for \$13.00 including tax and tip. One heck of a deal and a TRUE Pilot's special. Happy New Year to all, and may you and your family have a Healthy and Prosperous 2009. We certainly hope to see YOU in Stuart some (second) Tuesday morning and afternoon between now and this coming April.

Respectfully Submitted by, *Bob Langevin*

SFO NORTH BAY RUPA LUNCHEONS

A congenial group of North Bay RUPArians gathered for the **Christmas** 2008 luncheon at the *Petaluma Sheraton's Tolay Room*, on the first Wednesday of the month. The group was brought to order by the ceremonial clacker, and a brief rundown of current events was made. Items of interest concerned a recent adjustment by the PBGC of one pilot's monthly stipend, which is being looked into, and a reminder that those using uaua health insurance, may wish to review their payment amount for the next year. Handouts included the tales from the crews stranded in the Far East recently, and some aviation memorabilia..The bulletin board displayed the latest communiques from Joe Stans, and more of the latest articles in the news. The group was treated by our very own Santa...J.R. Hastings..who had some fine wine served to all..Thank You, J. R.!! Even more Santas generously brought toys to donate to the USMC's Toys For Tots program. The toys filled a good sized box, and were delivered directly to the local USMC recruiting office, who expressed their gratitude to the group!

Attending: Deke Holman, Dick Smith, Dick Lammerding, Al and Linda Fink, John Baczynski, Wayne Heyerly, Bill Greene, Bill McGuire, Jules and Sybil Lepkowsky, Ken Corbin, Tom Grey, Leon and Vicki Scarbrough, Dan Bargar, Sam Orchard, Barney Hagen, J. R. Hastings, Bob Grammar, Norm DeBack, Don Madson, Gardner and Sheila Bride, *Bob and Doris Donegan.*

JAN. LUNCHEON

The first meeting of the New Year, 2009, was held at the *Petaluma Sheraton's Tolay Room*, on the **first Wednesday, January** 9th. Regrets from those unable to attend were passed on to the group, and we were pleased to welcome Buddy and Alice DeCosterd, Cleve and Rose Spring, and Floyd Alfson to the festivities! Following Bill McGuire's bringing a DC-6 Manual to a recent lunch, thereby triggering several memory questions, the Question of the Day for the group was..."Essential Power!"..the response, "On Operating Generator!" was heard faintly...thereby proving the mind is not the first to go...another mention made of the health care premium Jan.; many had not yet received their billing. The latest aviation news was on the Board, including articles regarding uaua maintenance outsourcing, station closing in 2009, listing naming uaua as one of the ten worst places to work, and a report naming United as the best North American airline...by two asian travel papers. Handouts included the Douglas report of testing the DC-8 past Mach one some years back, and the story of the JAL DC-8 that landed short in the bay. noted was the "Captain Ahso defense" ..(mea culpa?)

A couple of Arcadia Publishing Company's latest issues.."Hamilton Field", and "Oakland Aviation" were passed around, and it was noted that these books are usually available to "thrifty pilots" for a little less at Amazon.com. Retiree discounts were a topic of discussion, and several had good suggestions on this subject...Skynet has a good list, available online.

Dee Whyman showed the group some of her special gift baskets that she offers for sale..a thought for Valentines Day, or any special occasion! Impressive!

Attending were: Tom and Joyce Grey, Jules Lepkowsky, Deke Holman, Bill Greene, Barney Hagen, Al Milotich, Buddy and Alice DeCosterd, Bob Grammar, Randy Hinz, Dan Bargar, Ken and Shirley Corbin, Jim Mansfield, Dick Hanna, Bill McGuire, Bill Smith, Larry and Dee Whyman, Gardner and Sheila Bride, Cleve and Rose Spring, Floyd Alfson,

Bob and Doris Donegan.

EDITOR NOTE

If you don't see your Letter and it was sent before the deadline, on the back cover, don't worry about "bugging" me. I lose things in computers, put them in the wrong folder or something, and haven't figured out a check list way to avoid it, yet. So far, with the rupadup@gmail.com account, I am able to keep the RUPA stuff pretty much in one place, but it does pile up.

We still have a way to go on collecting names of retirees who have an interest in an FICA suit against the IRS. Only about 180 on the RETUP database list, so far, but I know more of you are out there. You don't have to join us, but we are just trying to keep tabs on everyone interested, in one place. We can add your name and contact info, but you will have to join the RETUP Group to get past Yahoo's computer and read the FICA Files. We refer to it as "FICA taxes", though most of the taxes were for Medicare, because that is the way the IRS refers to them. If you have an attorney you're working with, or recommend for the job, let me know. I expect it will be a very simple case that should settle before a Court has a chance to kill their tax scam.

To join, and it's up to you if you want to receive messages or not, go to the RETUP home page and click "Join this Group" or contact me at the above address. Link to RETUP here:
<http://finance.groups.yahoo.com/group/retup/>

Regards, *Denis O'Malley*

TRAVEL TIPS

"Last year, as soon as I heard about it, I signed my girl friend up for the ENROLLED FRIEND PROGRAM. Here's my report thus far: she has used the service twice and has been thrilled by being called before almost all the other standbys. (1969 Seniority). The cost of her passes has dropped to a fraction of what the Companion Passes were, and.....she can select from all cabins instead of just coach and business. Finally, and I just found this one out yesterday, she can get Zed passes as well, just like a domestic partner. For you single guys out there, I cannot recommend this highly enough. Not often we get something of real value, but this one is a winner. It's also a good idea to get on Sky Net and carefully monitor the number of seats available, seats booked, and the number of NRSA's.

Go to Skynet, UAL's web site. Go to the Travel page. Under the center section you will find in the no. 2 slot this: **"Enrolled Friend" Travel Program Materials**

Just click on the little blue link at the bottom and you are off and running. It took about 29 days for this to happen for me. You can also buy ZED fares on participating airlines using the code for domestic partners, which is, I believe: ZR2. I haven't bought one of these yet but I can see where they will come in damn handy. You will have to call the air line, like USAIR and list first. Be sure to "unlist" if your partner does not go." *Denny Rayfield*

Travel info tip from Bob Burns whose annual letter is a regular travel column, almost:

Ursula, made tour arrangements **on-line**, from home before we left last year for Kusadasi, Turkey for a side trip to Ephesus (supposedly oldest city etc.--great ancient ruins) with www.wekoltravel.com --they were great-- had a tour guide by the name of Ali, a brand new air-conditioned Peugeot & driver for just the two of us --didn't even pay them till the tour was over. Ali asked us if we would like to visit a mosque on the way back so we did and we were treated extremely well there. Highly recommend them. Cruise ship tour was at least as expensive & they use a bus with 30 or more psgrs. Kusadasi is in the Asia Minor section of Turkey about half way down the western coast line--not that far from Syria, Iraq & Iran. Nice port city with a nice promenade along the coast. *[and near the ancient sites of Troy, in that area. Ed.]*

Editor: There was a discussion on RETUP about a suggestion that it might be a lot cheaper to live on a Cruise ship than a nursing home, and we have been trying to get opinions of the feasibility. One report I hope to have more info on, later, was from a member who just returned from 7 weeks on one cruise. His opinion, from extended severe "boat lag" is that three weeks is the longest he could ever recommend, but he reported that Carnival Line will be bringing out a new ship this year, I believe, with 3000 state rooms. That could turn into a retirement home, he said. *Denis*

LETTERS

LEROY BAIR – Gurnee, IL

Another year – where do they go? Ten years in retirement and have enjoyed every minute. Eva surprised me with a 70th birthday party. She really pulled this one off. It ended the year as my birthday was 12/27.

Have had a fun year! Our two weeks in Maui. Then our annual family long weekend in the Wisconsin Dells. Traveling with our 10-year-old grandson and his baseball team as it made it all the way to state competition (Williamsport competition). And last, but not least, our month-long trip with Vantage Travel to Fiji, New Zealand, and Australia. Checked off one of our items on the bucket list. It was everything we expected and more. Our oldest son surprised us with an upgrade to the Presidential Suite at the 5-star Sofitel resort in Fiji. Nice to see how the other half live. We really enjoyed our 4-day cruise on the Murray River on a paddle wheeler. A trip to the past. There were 28 people with our tour so it was fun to mingle with the locals on the boat. They are really in a bad drought.

Check is in the mail. Thanks for all you do to keep us up-to-date. As my volunteering is with the Boy Scouts, I know how hard it is sometimes to get people to give of their time. *LeRoy*

RICK BALES – Golden, CO

Thanks for the good work. Ruth and I have finally got all our boxes empty so, it must be time to move again. We will have our 50th anniversary next month but have not decided what we are going to do, but probably a cruise and for sure to someplace warm.

We were not supposed to live this long when we promised 'til death do us part' An ex-judge friend of mine said there is grounds for renegotiating every 50 years or so.

Ask Bill Treichel if he has a spare bed for this winter.

Rex Bales

LEON “Frenchy” BOURGEOIS – Scottsdale, AZ

My lady of 61 years passed away 12-04-08. She was the hospitality person of the PHX Roadrunners.

In Dec. '07, Millie was given 6 months or less to live! She managed almost a year under the care of the Hospice of the Valley.

Frenchy

RAYMOND BRICE – Washington, DC

Well, Jan and I made it through 2008, but just barely. Actually it turned out much better than it started. I was working at Aloha Airlines as the V.P. of Safety until the last week in May of 2008. One day after returning home to Waikiki and sitting watching the news while getting ready for dinner, a bulletin came over the evening news stating that Aloha has filed for Chapter 7 liquidation. By the time I got back to the airport to clean out my office in fear of being locked out, the whole place was being stripped to the floors and walls as anything not nailed down was taken away. I waited for the last flight from Hilo to get back to Honolulu and met the crew and hundreds of fellow workers. It was, without a doubt, one of the saddest days in my life. I had been so welcomed and accepted by my co-workers that saying Aloha was most difficult.

Oh well, I have been unemployed before so I decided to take some time to relax. That did not last long as the continuing cargo operations 'needed' me to be the FAA required DOS so they retained me at the present pay scale until they got the cargo operation up and running. What a mess that was. With the promise of a hefty pay cut in November, I quickly realized that the loss of my pension and the pay cut would not allow us to live in Hawaii any longer.

We returned to our 800 sq ft cabin at Lake Almanor in Northern California as that was all we had left after our pension rape job. I got a call from a good friend in late June and a week later was working in Washington D.C. for CSSI, Inc as a consultant to an FAA contract. I am the safety specialist for the ATC ASAP (ATSAP) program in Washington. Interesting world.

In September our youngest son Nick and his wife Megan presented us with the best gift ever. A

beautiful grandson Nick Junior, or as they call him, J.R. As I write this years report we are just finishing a cross country drive from California to Washington to take up our new residence in the Watergate South in Washington D.C. Quite an interesting place to say the least. Never in my wildest dream did I suspect I would live and work in Washington D.C. We have lots of friends here which makes life easy and CSSI is a wonderful company. They can spell S A F E T Y and are extremely moral and ethical in all their dealings with employees and contractors. Much different than that UAL place I spend almost 40 years working for.

So, if you are heading for Washington D.C. give us a heads up. We are just a short walk from almost everything or at least a short METRO ride.

Ray Brice raybrice@aol.com or rbrice@cssiinc.com

JIM BROWN – Natchitoches, LA

My bride mentioned that the check was almost due so, to remain in good standing with RUPA and my senior roommate, I'm diligently using Christmas night to "gitter done".

Returned to my childhood area and wasn't good enough at golf to make it a retirement. Took a part time job with the Sheriff's department and am working near full time dealing with people in "crisis" (drug induced). Some of them remind me of irate passengers, but..... If you come through don't imagine the flashing blue light has anything to do with K-Mart. Natchitoches was founded in 1714 and has some scenic beauty if you enjoy streets paved with bricks.

Jim Brown

BOB BURNS – Fairfield, CT

Greetings to all & many "Thanks" to you Denis & all the rest for volunteering your time & effort so that *RUPANEWS* can carry on. My wife Ursula dragged me once again off the couch in October for another cruise. This time it was an eleven day cruise in the Western Mediterranean; departing & returning to Barcelona, Spain. Barcelona by the way was one of the nicer ports we visited. The

Picasso museum is superb as was Gaudi's masterpiece, the unbelievable "Sagrada Familie Church" & the Barcelona Cathedral in the "Old Town". We flew over on Iberia Airlines a few days early so we could spend some extra time there & also not miss our cruise ship.

First port from Barcelona was Marseilles, France – a proud & beautiful city which is famous for their mussels which we enjoyed in a café along the promenade facing the port. The Cathedral of Notre Dame high above & overlooking Marseilles is extremely beautiful. Next was Nice, including Eze (great spot), Monaco & Monte Carlo (a total kick). We used public bus to travel between these places which is really easy to do. Next stop was Livorno, Italy, the port for Firenze, (Florence) where we took a one hour fifteen minute train ride from the port to town. Spent the day in Firenze & were able to see Michelangelo's statue of "David". Ursula's travel tip #1—buy the admission tickets here on line before you go & save the horrendous long lines—this works for the Coliseum in Rome as well which also had long lines.) Ponte Vecchio Bridge over the river Arno was nice to see after our leisurely lunch in a sidewalk café in one of the many squares that Florence has. Pretty walk able city by the way. Next port was Civitavecchia which serves Rome, Italy. Ursula's tip #2 – buy the all inclusive RT train, bus & subway ticket (called the B.I.R.G.) for 9 Euros & get into town in one hour plus. The ships tours "Rome on Your Own", costs \$85 per person & uses a bus which has to navigate the Rome traffic. Rome's Main Train Station & subway system are excellent. The Coliseum is always great no matter how many times you have seen it. We had lunch in Rome in another sidewalk café by the Trevi Fountain for 12 Euros for a 3 course meal. Visited many sites in Rome such as the Spanish Steps, St. Peter's Square (did not go inside St.Peter's Basilica since the lines were really long even in late October & we had seen it before) & then the Pantheon. We moved around Rome via the underground & city buses using our all day 9 Euro ticket.

From Rome we sailed to Ajaccio, Corsica, (French & the birthplace of Napoleon Bonaparte) & spent the day viewing Napoleon's childhood house & statues of him just about everywhere even though

he never returned to Corsica. Next day was spent in Gibraltar (British). The airport in Gibraltar has a main roadway crossing right through the runways so they have to close the road when there is an incoming flight. After checking out the huge caves on The Rock of Gibraltar & the Barbary Apes that live there (these apes are all over the place on the "Top of the Rock" & are known to be aggressive as well as thieves that steal cameras & jewelry from the tourists) we sailed to Casablanca, Morocco, North Africa (The movie "Casablanca starring Humphrey Bogart & Ingrid Bergman & the infamous "Ricks Bar" was actually filmed on a movie lot in Los Angeles, however Casablanca now has a "Ricks Bar") where we took a 3 hour bus ride to Marrakech, which is very different to say the least. It has winding alley ways & shops & aggressive hustlers galore – our group even had a bodyguard holding up the rear. Many pickpockets – don't make eye contact – they will grab your arm but they mean no harm we were told. Next port was Tangier, Morocco, North Africa which we found to be quite interesting & liked a lot. We spent the day walking through the "Old City" including the Kasbah with a guide Ursula arranged at home before we left – smart lady! (BTW, Ursula uses "cruisecritic.com" to research all the info from other travelers including reserving our hotel room in Barcelona on La Rambla in the Gothic section of the city). That evening we sailed back overnight from Tangier to Barcelona passing by Mallorca & the other Balearic Islands & flew back to JFK on Iberia the following morning.

P.S., Having a Garmin hiking GPS was great since I could track the ship's position, speed & track. (There were two days at sea so you kind of wanted to know where you were) We & others were invited up to the bridge by the Greek Captain & we checked out my GPS info against the ship's & it was right on. Skipper had my wife make a slight turn using the ship's joy stick for kicks. First mate was an avid private pilot so he was really interested into "talking aviation" with me when he visited with us in one of the lounges & filled us in on Casablanca etc. Neat crew!

The End!!! That's all folks! I know, but I did try my best to "keep it simple stupid!"

Best wishes to all in 2009! Regards, *Bob*

CHAMBERS, CONRAD F. – Hemet, CA

I want to thank all the people in RUPA that keep the news coming each month. I cannot believe that in Jan, will be my 77th birthday, and still in good health. Check enclosed for dues, plus extra for all the hard workers. "*Connie*" *Chambers*.

BILL CONN – Culpeper, VA

We came across this comment in a book of quotations: "To know how to grow old is the master work of wisdom, and one of the most difficult chapters in the great art of living. " We're learning about this chapter--that's the time when you move a lot slower and the calendar moves a lot faster! In some ways it's good--as we head into the cold, nasty rain of winter, it's a consolation that this season won't last nearly as long as it used to!

It has been a good year. Overall Marty and I have been well, and the few health problems have been more annoying than scary. We managed two trips to Pennsylvania this year: one in August to see Bill's nephew's daughter married, and one in October for Marty's high school class reunion.

So far all goes well with our two sons, Rick and Dave, and their respective airlines, USAirways and American. Rick just upgraded to captain on the 767 and is based in Philadelphia, so he's going through the fun of commuting. Our two oldest granddaughters have graduated from college (the older from post-grad and from working hard in the recent political campaigns), and have taken "less-than-they'do hoped-for" jobs while coping with a really tough job market. Rick's son will graduate from high school this year. Dave's two little girls are loving elementary and nursery school.

Rick and Dave still fly their Stearmans every chance they get in The Flying Circus, and Bill stands by as their chief trouble shooter. Bill flies the Aeronca Champ and, occasionally, his 450 Stearman. And Dave still gets a kick out of taking off from Lake Anna in his Lake amphibian and landing in our front yard. (Helps him get here a lot quicker when he's running late for the air show.)

We hope 2009 will be a wonderful year for you and yours. *Bill and Marty Conn*



United Airlines Historical Foundation
"Preserve the Past, Inspire the Future"

NATIONAL AIR TRANSPORT



A TAT Ford Tri-motor at Crissy Field, San Francisco. In early 1930, National Air Transport ceased flying passengers and focused on the more profitable mail flights. NAT passenger flights didn't resume until Oct. 1, 1930 after the Stout - NAT merger at Boeing Air Transport.

Following the sale of NAT, Transcontinental Air Transport (TAT) became the "passenger-carrying division" of Clement Key's North American Aviation holding company. Charles Lindbergh was given a substantial amount of stock and the position of "Technical Advisor". The airline was then advertised and promoted as the "Lindbergh Line". TAT was also known colloquially as "Take-A-Train" as day-time passenger travel was by Ford Tri-Motor and night-time travel was by Pullman rail-car.

The Inaugural Westbound TAT Flight departed Columbus, Ohio on July 8, 1929. The fare, New York to LA, was a hefty \$350 (\$3985 in 2006 dollars!) and the trip took 48 hours. Although very luxurious, the flights averaged no more than 5 passengers in the 10 seat Tri-motors. As a result, TAT lost \$2,750,000 (\$31,322,500) in its first 18 months of operation and shut-down operations.

In 1930, U.S. Postmaster General Brown decreed that TAT would merge with "Pop" Hanshue's Western Air Express and become the "Central Route" of Brown's three new Transcontinental Air Routes. The combined airlines' name became "Transcontinental and Western Air". Many years later, retaining the TWA initials, the airline became "Trans World Airlines". *By Marvin Berryman, UAHF*

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

GERALD COX – Stanton , MI

Thanks for all of the great work done by the RUPA staff. Several years have flown by since letting all of the fine individuals I flew and worked with at UAL, know that I am still around and have fond memories of our missions together from 1965 to 2000. If I write a book, some of you might be in it. Dare and I sold our small farm in Ohio in 2006 and with considerable regret, left the land of the Cleveland Crazies where I was privileged to be F/O on the inaugural flight out of CLEFO with Capt. Jack Taffe and S/O Skip Irwin on 6/1/77. We moved to Clifford Lake, Michigan, very near my hometown. It is wonderful to be back up north after all these years and near most of my family again. We are doing well and enjoying retirement. I continue to have fun playing bush pilot once in a while with my 1948 Aeronca Sedan...both of us are getting a little ragged but all of our major parts still seem to be flying in loose formation. With best wishes to all, *Jerry* gwcox@casair.net

CLARK CRAWFORD – Hansville, WA

Greetings of the season to all readers. All is well on the Crawford compound here in the tropical snow and ice of Puget Sound this December. It's a "wet" cold so it is much nicer than the dry cold of DEN or ORD. It makes the years seem to fly by, why the memory of setting the brakes for the last time on that big hulk of aluminum that whooshed a bunch of us Eastward across the Pacific with nary a hitch 14 years ago is fresh and near.

Spend much time infusing myself with the many seminars, workshops, books, and lectures that relate to Quantum reality. Sometimes it is ordinary reality that gets my attention as happened in February this year. Several of us flew into Sacramento as the worst wind and rain storm in 100 years hit there. Power went out as we deplaned; I think only one other plane landed before they closed the field for a day or two. Drenching rain soaked us as we hurried pell mell from the one set of auto-opening doors that were wedged open to the curb at baggage claim to the curbside limo. Traffic just as we left the terminal was halted as a Semi truck just ahead of us blew over on its side blocking the road. The large tow truck righted it after 45 minutes or only to have

it topple over once more. It had blown to the side some more this second time over so now traffic could sneak by on one lane. However we continued driving North on I-5 when we could and attended a three day seminar in a near freezing no Power or water setting at a "Villa" near Sutter Buttes. Some examples of the topics I put my attention on this year- Matrix Energetics, a creation by Dr. Richard Bartlett,-- The Energy management system of maintaining healthy body and mind using The Yuen method as taught by Dr.Hector Garcia at his clinic in San Diego locale,-- Busting Loose from the Money Game Robert Scheinfeld,--The Biology of Belief lectures by Bruce H. Lipton, and the continuing out pouring of D. Chopra—Amit Goswami—Eckart Tolle and on and on. The catalog I enjoy extracting from is "Sounds True" it is a bountiful supply of contemporary and historical materials for those that seek solutions and knowing.

Wife Mary teaches one day a week here at our Foulweather Bluff enclave. We each still do personal counseling not as a business but as a service to those that request another perspective.

Life is full and wonderful, an unending panoply of miracles and fascination. Imagine, we are each a wondrous being with the opportunity to fashion the world as we see it around ourself. I trust you are all making the best of the choices you make and you are aware of your perceptions that uncover the particular parts of the protein sheath surrounding the genes of your DNA that then produce the appropriate proteins and cellular response to keep you healthy, wealthy and wise. WE still enjoy Scottish Country Dancing as it provides good exercise as well as brain stimulation. Blessings to you all, thanks for being there and providing me with a huge portion of my life experience. What a bunch of neat people we are; having helped all those who needed to move from one place to the other.

A thousand thanks to all you giving people that make The RUPA news shine so bright for us. You are appreciated; I enjoy reading the exploits and find a lot of helpful information presented. Write if you find work.

Clark

1959-1994 MDW-ORD- DEN- SEA-SFO-LAX

FV "CORT" DE PEYSTER – Reno, NV

Thanks again to all who put this wonderful publication together; it is read cover to cover each month with great interest. A little something extra along with the dues for the doughnut/coffee fund was sent in advance, by Snail mail.

This past year of "un-retirement " has been interesting (XOJET), flying the rich and famous around the country and overseas. The most exotic of which was a 14 day trip to Ascension Island, located in the South Atlantic, 900 nm off the coast of Africa at 08S latitude.

If you are bored or curious, Goggle, or Goggle Earth it. Our clients were on a fishing expedition, after the big one. They caught tons of huge Tuna, and a 1,235 lb Blue Marlin, while the F/O and I enjoyed hiking and exploring the island, fishing and scuba diving.

XOJET has started a joint venture with a company in the UAE. We have a TDY base in Abu Dhabi now. I have volunteered for a month and am en route as I write this missive. Future ops may allow for home basing in Western Europe (a dream come true for me).

On the home front, all is well. An effort is made to attend the RNO RUPA lunches when possible. It's always fun to catch up with the gang and I'm still hoping to make a North Bay lunch to see my old "85" comrades at arms, from Marin and Sonoma counties.

Nancy and I continue to shuttle between the San Juan Islands WA and Reno, stopping off to see my son Brooks (Delta Upsilon) Univ. of Washington (Seattle), along the way. I have lunch with Ary Hobble (UAL ret) at Friday Harbor on occasion; it is fun to swap stories. My daughter Alexandra is a freshman (Kappa Kappa Gamma) at Univ. of Oklahoma. Talk about opposite ends of the spectrum with regard to football.

Anyhow, I love to read of my old pals in *RUPANEWS*. The note by Norm de Back, about Col. Al Cirino (SR-71 driver) was especially interesting. Al was gracious enough to come to Reno a few years back and give a presentation for a group to which I belong. Al is a very humble guy, a gentleman, and a true American hero.

Speaking of humble heroes, one of our own, Col. John Wesley Anderson, UAL ret (Hanoi Hilton guest), just got hired by XOJET. I had the honor to fly with John on the "Thunder Guppy" when he was new hire at UAL and again in November 08 at XOJET. John was an F-4 pilot shot down, north of Hanoi in pursuit of a MiG, during "Linebacker". John was hired by EAL after the war, went on strike against Lorenzo and was hired by UAL in "91"

That's it for now. My best to all, for a better 2009.

Regards,

FV "Cort" de Peyster

DCA, ORD, SFO 1967-2007

CortReno@aol.com Mobile 916 335 5269

PETER DULKEN – Evergreen, CO

Greetings all; I heard once that "what goes up must come down". Sure hope the reverse is true regarding our retirement accounts.

Past year was "normal", whatever that means, except I broke my pelvis Christmas 2007. Am now fully recovered and teaching skiing again (still) at Winter Park, CO.

Many thanks to those that fill in the positions to keep the RUPA wheels turning.

Peter

KEN ERNST – Martinsville, NJ

Re: *RUPANEWS* Nov.08, don't believe I ever met Bill Lawrence, but I knew Rachel and Poss Horton. Went to Plt. Tng. with Poss 62-b, Bainbridge, Ga. When I first met him and heard him talk, I thought this big good looking country boy must be a little slow. Then discovered that he was a lot smarter than me!!!! Married the best looking girl at Bainbridge, then flew F102's at Goose Bay. Joins UAL, and becomes Chief Pilot at Dulles, ain't America wonderful. One of my first trips on DC-6, EWR-DCA-ATL, Rachel was "A" stew. She barely spoke to me, I think she called me boy or kid. Soon as A/C is cleaned up after TO, she's appears in the cockpit with 3 breakfasts. Couldn't figure out how she got the door opened with the 3 meals and coffee???? I said, "do you

have enough meals for the psgrs.," She said, " kid shutup and eat your breakfast." I said, "yes madam". Arrival at ATL (we were fed twice) Rachel says, " boy, you may take our bags inside", and I said, " yes madam", what a gal. Oh, during the trip she taught me a couple of new cuss words.

Fraternally *Ken* 65-97

JEANNIE EVANS – Waterford, VA.

It has been one year since my beloved husband Jack passed away. Not a day goes by that I do not think of him; life is hard without Jack, I miss him very, very much. Thank you to all the pilots and their families who sent cards, prayers, contribution to his memorial fund, and helped me out during his illness. On May 23 2008, a tornado went through the yard, and took out 15 huge old trees. Thanks to Captain E.K Williams, Gary Cook, and Matt Beacher (UAL Pilot active), who cut all the trees in 95 degree weather. I can never repay what they have done for me.

Life is short, have fun with your loved ones. May god bless everyone and their families. Merry Christmas and a Happy New Year,

With His Love, *Jeannie Evans*

BILL FIFE – Littleton, CO

No typing available, my wife Mitzi and 2 daughters did an auto trip to an all school reunion in our home town of Corning, Iowa, and she also visited our family farm. Thanks for the *RUPANEWS*.

Bill Fife DENFO

GEORGE GERTZ – San Jose, CA

Denis, first, I would like to thank the dedicated bunch that has kept the Newsletter going all these years. It has been 21 years since I walked away from United at the ripe age of 69 (yes, I rode side-saddle after 35 years in the left seat) and this is the second time I have sent a note. Maybe reaching the tenth decade has revived the many memories of the days when flying was a pleasure and something to be proud of.

Not many names are familiar, but the times when some of the old gang have signed in have made it

all worthwhile. What makes it so great, is remembering the young, vibrant people that I knew back in the sixties and not seeing them as old fogies fighting the plague of the passing years. The nostalgia embraces the old DC3 days, when the ALPA blazoned the way to better working conditions and pay for the thousands who would follow them. My one regret is that Scotty Devine did not live to see the fight we started back in the fifties to allow pilots to fly past 60, has finally succeeded. (Some of you may recall that, on the eve of congressional approval, it was torpedoed by the ALPA itself, and signaled the end of an era.)

To the remaining ex-Capital pilots, it was unfortunate that we spread out so much that we lost contact with each other. However, somehow, the brotherhood of the "Brand X-ers" never was broken. It still brings back the memories of the "good ol' days" when we were young at heart and had the best jobs in the world. Carl Jordan's reminiscence and recent notes from the Luther brothers stirred the urge to say hello to those of you who played such a dominant role in the post-war days of our youth. Because you never grew old.

Best wishes to all United pilots and their families,
George

ED GRIFFITH – Macedonia OH

Just received my December issue of *RUPANEWS*, and was reminded that I had not written my annual letter. Not much new only traveled to a few places this year. One of the best visits was to a mini class re-union of Aviation Cadet Class 55-C. We graduated from Williams AFB in October of '54 and this was our first re-union. Twelve of us got together in Ontario, CA for a few days of hangar flying and war stories. In case you are not familiar with the area, it is 20 minutes from Chino, CA. The airport there is home to three air museums!! We spent half a day just touring two of them, one had a flyable Japanese Zero - which was bigger than I had thought. Lots of other good stuff and we enjoyed catching up with each other. My other trip was to Portland OR, where the son of my longtime friend Jerry Smith was getting married. Quinn graduated from Gonzaga and lived in China several years after graduation and is fluent in Mandarin.

He and his bride make their home in Seattle. Managed to get to NY for the 'Skyscrapers' June meeting and enjoyed that a lot - I flew out of EWR for 14 years, so know a lot of them.

My son Tom retired from the AF after 30 years! (makes one feel old, huh?)

Had a nice retirement party for him at Ft. McNair where he was Dean of Faculty at the War College. Spent last winter in FL, but staying home this year, missed the little guys that live in Hudson. Hope to be around to write again next year! Check to Leon, thanks for all you guys do to keep us in touch with our good old days. *Ed Griffith*. PIT, EWR, CLE, ORD. '91

RUSS AND BARBARA HACKETT – Inverness, FL

Sixteen years into retirement and still enjoying good health with some exceptions. Barb is still battling the aging process primarily involving arthritis and osteoporosis. In July of 2007 I was diagnosed with prostate cancer and opted to have it removed. My recommendation for the disease is to go to a major treatment center and have it removed laparoscopically with a highly experienced and successful surgeon. My choice was the Moffitt Cancer Center in Tampa, FL and Dr. Julio Pow Sang. The result was no incontinence and a non-detectable PSA after over a year. They caught the disease very early. About 6 weeks ago I had my gallbladder removed due to gallstones and a diseased bladder. Once again, early detection and a top notch surgeon resulted in a painless procedure and uneventful recovery. The laparoscopic removal involved an overnight stay in the hospital; pain medication was not used. After arriving home the next day I walked for 2 miles albeit a little slower than usual. Recovery ended with no complications.

On the activities scene, my time is spent continuing the RV-7 building project and trying to get the books balanced at church. This is my 6th year with the RV-7 project and I bought the "quick build" version. My project will use a "glass cockpit" which includes two independent Blue Mountain EFIS G-3s, one autopilot, and all the IFR requirements. It has been a wiring nightmare but our oldest son is an avionics technician and has

been a huge help on his visits from Connecticut. I said the two Blue Mountain EFIS systems are independent but there is a problem with that; if you lose electrical power you've lost both systems. To lessen this threat, I've installed a Tru Trak electric standby ADI which has its own backup battery. The battery can be switched on in the event of total electrical failure and provides attitude and GPS directional info for about one hour. Hopefully, VFR conditions will be encountered before loss of the emergency battery. I intend for my flight planning to be very cautious. Anticipated completion of the project is expected in about a year barring any more physical problems. The painting and final inspection prep will be major time consumers.

If any travelers have opted for travel to the Caribbean and have used the Continental Express carrier Gulfstream International Airlines in recent years, our younger son is president and CEO of the organization. We are very proud of him as he took it over when times were difficult, to say the least, and has turned it around successfully. They operate with Beech 1900s which are not the most comfortable but they seem to be the most economical for their operation. Recently they've started serving some small cities in the Cleveland area. They are being subsidized in that market as the cities involved are not money makers. Sound familiar?

We still have great memories of the "old" United. The flight managers at Cleveland were the best one could ask for. Dick Sanders and Dave Henry are at the top of my list. Cleveland was "special".

Thanks to all who make the *RUPANEWS* such an enjoyable read. Check is in the mail to Leon. A happy and healthy retirement to all. *Russ Hackett*
JFK, CLE, DEN, ORD

J.H.HANSEN – Madison CT

Went to Eastern Europe for three weeks with Paul Ebner and Steve Scott. One of them will undoubtedly recount the trip to you. I know nothing. I saw nothing. Wild horses could not drag from me, the nothing I didn't see!!

SEMPER FI! *Jack*

FANNIE MED AND VEBA

The Big 3 auto bailout could just turn into one of the biggest **scams** we never imagined! First, **the facts**: The Big 3 auto makers are in trouble primarily for 2 reasons; first, because they got into the banking (financing) business without having knowledge of how to do it (and giving 0% interest loans), and second, because of their Union contracts. Big 3 banking is an issue onto itself, so let's address the second and main problem: the UAW. Bottom line, the union contracts are killing them. Not only do Big 3 wages exceed those of their international competition, but so do the non-wage costs per car. On average, every car made by the Big 3 contains anywhere from \$1500 to \$2000 in **health benefit costs**. Most of those costs are paid to their retirees or laid-off workers. Those benefits are paid out of the UAW's **VEBA Trust: Voluntary Employee Beneficiary Association - 501(c)(9) Plans**. (Similar to Health Care A-Plans) Naturally, it is underfunded, like most Corporate DBPs.

The total current liability of UAW's VEBA is **\$51 Billion**. A major part of the restructuring of interim financing (the bridge "loan") for the Big 3, from the Government, was UAW "deferring" a couple billion dollar payment owed to its VEBA, until March 31, 2009. With that amount deferred, the Big 3 need "only" a \$14-15 Billion interim bridge loan, between now and March 31. Mind you, they'll still need the rest of the entire \$34 Billion requested earlier, plus the amount "deferred" by the UAW for its VEBA.

Then, **the scenario**: Enter a new administration's socialistic redistribution of wealth and "free" healthcare-for-all philosophy. ("If you think healthcare is expensive now, wait until it's free for all"). Part of the proposed "healthcare reform" will be the creation of a new Government entity, overseen by the Federal Health Board, to encompass and regulate eligibility, benefits, and payments for all persons currently covered by a Government program. That will include Medicare, Medicaid, SCHIP (*State Children's Health Insurance Program*), the VA, Congressmen, and all Federal employees. It will also be available to any and all who want to purchase the package. This would include State, County and City employees, the uninsurable because of pre-existing conditions, and any employers that wants to buy coverage for their employees. There will be a dual healthcare system in place, one owned and controlled by the Government, the other being the continuation of MCO's, such as Blue Cross, WellPoint, United Healthcare, Cigna, Aetna, Humana, etc.

Now, **the scam**: When the Big 3 CEO's go back to Congress, after March 31, to get the rest of the \$34 Billion (remember, what is on the table now is only an interim bridge loan until March 31, so their request, at that time, should be \$20-\$21 Billion), discussion will lead to the UAW's VEBA costs of healthcare. Not only will that provide national exposure to high healthcare costs and provide the leverage necessary to effect their healthcare "reform", but a condition of Government financing it, (this **is** the scam) will be to **shift** UAW's VEBA into the Government healthcare program lock, stock and barrel ... including all of its \$51 Billion in liabilities. In so doing, the Big 3 will no longer have to fund their VEBA payments. This will seemingly reduce the \$20-21 Billion request to a lesser amount (VEBA expenses won't have to be covered by the Big 3) creating a facade that the Big 3 request was negotiated down to a lower amount by Rep. Barney and Sen. Harry. Connecting the dots, if it works, we taxpayers, will be picking up the tab for the Big 3's negotiated liabilities. What a deal!

I'm going to buy a license plate frame that says "Save a job - buy American" and put it on my Lexus. *Wally*.
Condensed and edited from a Health Management blog written by a member's brother, A Walter Hankwitz, FACHE

There are many lessons in this planned scenario, yet to be seen; one is that a favored (rich) Labor group, the UAW, may not see their employers go bankrupt, like we did, nor suffer any losses, at all, possibly. Another one confirms my opinion that ALPA's financial loyalty to one Party has always been a big, dumb mistake. Repubs never competed for our votes, and we were dependent on about 50% of the politicians staying "bought". It never paid off, IMO. *Editor*

DEKE HOLMAN – Napa, CA

Sorry I'm a little late this year but it has seemed to go faster this year. It's been a good year because I'm still vertical. Hope I have the right address. Jan. was slow until the end of the month when our granddaughter took us to Los Lobos to celebrate her mother's birthday for the weekend, great party. Feb. another trip to Palm Springs for golf and a visit with Joe Fabbo. March another trip to Palm Springs for golf and rest. Apr. for golf in the foot hills. Went to Virginia for our grandson's college graduation. Back to Oshkosh in July for the EAA convention, my 32nd year in a row. I'm the tech. inspector for all air show airplanes. Another great year. Nov. back to Kona to celebrate my 84th birthday with golf and fun. Still flying my Christen Eagle and working at the winery, 17 years now. Merle and I are in pretty good health for our age. Thanks for all your efforts with the news letter.

Deke Holman

JESSE JERNIGAN – Owasso, OK

Thanks to all that keeps Rupa going. Read it cover to cover every month and remember when.

Will be 81 this mo. Time flies when you are having fun. Have gone to a light sport cruiser.

I still need something to defy gravity, wash and wax, and admire in my hanger.

changed my E-mail to captjess80@yahoo.com, or jjernigan1@cox.net

Now is a good time to wish you all a Merry Xmas and Hope next year will be better.

Check is in the Mail

Regards, *Jesse*

DONALD JOHNSON – Elizabeth, CO

It's hard to realize that it has been 13 years since I last flew a United Aircraft. ~Where has the time gone? I was in a serious bicycle accident in October 2007 that resulted in internal bleeding and latter – blood clots. This meant two hospital stays and a long recuperation. I am happy to report that in June 2008 got a clean bill of health from the Doctors.

September saw my wife Chris and I on a trip to China. It was a great trip but be prepared to walk if you go. We saw very little of "old" China. Everywhere we went we saw the building of high rises, whole cities being created to provide housing for the people being displaced by the Three Gorges Dam. We were told that China is using 60% of the world's concrete, 50% of the world's steel and has 50% of the world's cranes.

We took a 15 day cruise to Hawaii in November. The weather and seas were good although it was a little cool on the water. My son is a United pilot and we got to have lunch with him on his layover in Kona. With all the traveling last fall and the market down, we will be home for awhile. Ski season is here and it's time to work on the honey do list. Take care, and I hope 2009 will be a better year for all. *Don*

LOWELL JOHNSTON – Port Orange, FL

Another year has flown past and they seem to be picking up speed. Anne and I are in good health and enjoying our life here at the Spruce Creek Fly-In. Still flying the Bonanza. Anne says it gets more attention than she does, but I tell her I will be selling it someday but will be keeping her, so her day is coming.

Flying trips to Arizona, Virginia, Illinois, several cruises have filled our schedule this year. Still playing quite a bit of golf and still enjoying it.

Thanks to all of the RUPA officers and volunteers for their work on keeping this organization going. Look forward to the newsletter every month.

Lowell

CARL B. JORDAN – Port Charlotte, FL

I'm now at 76, and counting. I soloed 60 years ago at age 16. My airline career began 58 years ago with American Airlines. That was back in 1951, during the Korean War. Despite a draft deferment, I felt that I had to do my part and went into the Air Force and became a fighter pilot. Upon release from active duty I eschewed almost six years of accumulated seniority with American (gained by virtue of military leave of absence) and opted,

instead, to hire-on with Capital Airlines in 1956. They were in the midst of purchasing new Vickers Viscounts. It was my dad (at the time, a 21-year captain with American) who assured me that I would thus become a captain sooner on Capital than I would on American. However, it took ten years in the right seat, and one merger, before I finally got over into the left seat of a DC-6 with United. I went from walking uphill to get into the cockpit of a Capital DC-3 (it had one of those “tailwheel” things) to sauntering over the Pacific with four jet engines to carry the load. Lotsa stuff in between - - mergers, strikes, bankruptcies, and such as that. All in all, I think I sure lucked-out. Managed to sneak through empty-ump hood checks and waded through the insertion of what must have been thousands of manual revisions. I don't fly anymore (except in an occasional dream) and I think I've finally managed to let it go. Daughter, Cathy, was carrying on in the left seat with Southwest, but a twitch in her ticker has currently put her on medical leave of absence.

It was certainly my privilege to serve with all those great guys in the Air Force. And, it was a distinct pleasure to fly with the top-notch professional pilots on the airline. Hey, how lucky can one guy get? Thanks for the run, fellas. It was great!

Carl B. Jordan MDW, ORD, LAX

TIMOTHY A. JOSLIN – Des Moines, WA

Well, here's the deal. Every morning we wake up to see if we are still alive, and then proceed from there. The theme of this year's report will be losses. But before I get to that, a little retrospective about retired life. Some pilot in the *RUPANEWS* was talking about minutes and how they add up. Well, I got out my handheld computer and figured that I have been retired for about 4,204,800 minutes (8 yrs). If you don't think a million is very much, ponder this fact! Sit down with a million dollars and hand out a dollar every second to some needy person (won't mention any names here). It would take about 11.5 days to disburse that money (no sleeping allowed)! Looking around my home office, I still have my retirement poster on the wall. You remember the one with a picture of your favorite aircraft in the middle and your name

(Capt.blah blah) and maybe years of service. And then lots of room around the outside for (hopefully) complimentary remarks. Well, I took the bull by the horns and decided to actually create boxes for complaints and constructive criticisms, along with flat out accolades. There was a co-pilot who wrote that the complaint box was not big enough. Ok, so I sized the boxes different, but that comment was flat out rude!

Losses, how can I count the ways? Lets start with the sports scene here in the Puget Sound Area. Major league sports consist of the Seattle Mariners, Seattle Seahawks, and the now departed Seattle Sonics. The Mariners came up with the worst record in the Major Leagues. Last season's Seattle Sonics, I believe, had the worst record in the NBA, but were still hustled out of town this last Spring to Oklahoma City (good riddance)! The Seattle Seahawks just concluded their glorious season with a record of 4 wins and 12 losses. Oh, and then there are the Univ. of Washington Huskies, who failed to win a single game (0-12) for the first time in their history, going back over 100 years. I am embarrassed to admit that my wife and I have season tickets to both the Seahawks and Huskies! Next comes the Stock Market. My personal stock portfolio (DAP) has taken a 40% hit, along with pretty much everyone else in the universe. Whether to get out of the stock market completely is a question on every investor's mind. A stock market historian has recently crunched numbers and found that between 1961 and 2003, 96% of the market's gains occurred during 1% of the total trading days. Based on approximately 11,000 days over 42 years, 110 days accounted for 96% gain. Can you afford to be out of the market if you want to recoup losses?

My son-in-law, Rob Thibault, is a Fire Captain for the U.S. Forest Service, based in the Los Padres National Forest. His engine was one of the first on the scene of the so-called “Tea Fire” in Montecito, Ca. This fire started when some careless young people failed to douse their campfire. Approximately 200 homes were destroyed and total monetary damage was estimated at 1 billion dollars. That makes the average loss per home of 5 million dollars!! Occasionally they catch the culprit of these fires. A homeless transient was convicted

of starting two fires, 2002 and 2006, in the Los Padres National Forest near Santa Barbara (the latter burning 163,000 acres). He was sentenced to 4 years in prison. Also, when he gets out, he has been ordered to pay back California for the fires' costs, approximately \$101 million. Nice move by the court!! *Tim*

DICK KAUFMANN – Oshkosh, WI

A little late with the annual dues, so a little extra. Haven't written in a few years. Survived a few operations including a triple bypass, knee scope, total knee replacement, and two back operations. Still recovering from the last one. We live a sedentary life. We try to escape the cold weather in February and I make my annual trek to Vegas in March to play golf. We see a lot of our grandkids' athletic events. Flew when the flying was fun.

Dick

TED & JONI KESKEY – Lake Ann, MI

Denis, I am current on my dues but not my "letters". My wife Joni and I are still living on Ann Lake about 15 mi. south of TVC in northwest Michigan. Over the last few years, since retirement, we have done some traveling Italy, Alaska, and New Zealand & Australia.

All the trips were fantastic. We were hoping to tour Northern Europe soon but the "perfect financial storm" has put those plans way on the back burner.

On the home front we are getting record snow fall thru the 1st half of Jan. I grew up in the "UP" of MI and enjoyed all the winter sports but now winter is turning into a drudgery of snow plowing and shoveling. The panhandle of Fla. for about 3 months of the year looks pretty good about now.

Our youngest daughter (age 34) gave birth to twin boys in Dec. of 07, so we have 4 grandchildren age 11, 9 and 1+1. On Jan. 13th we are going to Camarillo CA to celebrate my mothers 100th birthday! Watch out if you live or visit So. Cal. she still lives alone AND she still drives! In Sept. we will be going to my 50th H.S. reunion in Ironwood MI. (far western U.P.)

Looking back over 50 years the admonition "may you live in interesting times" certainly comes to mind! Thanks to all that make this publication work.

Ted & Joni Keskey email: tjkeskey@charter.net
phone: 231-633-9396

STEVE LAURANCE – Redmond, OR

Greetings Fellow Ruparians. It has been 10 years since I set the parking brake for the last time. Someone must have forgotten to send out the fire trucks. They also forgot to inform my flight manager so he could say goodbye. The only pleasant memory I have about retirement was the wonderful party ALPA threw for us. Haven't had a tux on since. Thanks again for such a fine sendoff.

Since I have reached the age of senility I feel it in order to make a few remarks. We all have taken our lumps during our flying career and after. I felt like I had it rough because I was furloughed twice. Then I met some folks who were furloughed 7+ years. I winced when my pension was cut but then realized that most folks behind me weren't getting any at all. I still think that my roommate from new hire school had it about the worst. He was furloughed when I was & were recalled after 6 months. During that time he had a health problem that required him to take a medication that wasn't allowed. He couldn't pass the physical so his career was over after 2 years riding the guppy bench seat. I called him in Pottstown, PA one time & he didn't feel bad about it. He had flown jets off carriers and he was content working in his father's hardware store. Some of you may have known John Barron. He was a real gentleman and it was my privilege to know him.

We don't travel except to see relatives in the Willamette Valley. We enjoy our dog & 8 cats very much. We can't go near the animal shelter because we never go home empty handed.

I see fewer familiar names these days. Many of the old timers have moved on to hopefully greener pastures. I still smile when I remember my IOE on the guppy with Fr. Donegan. It was almost worth the 14 year wait just to fly with him. I was 1 of the few who liked Buck Stratton. He used to give me legs on the DC-8 freighter. I guess it's safe to say

that now that he has passed. I remember some great trips with Lee Wood. I remember the time Barry Edward & I lit our pipes up in the cockpit. The capt. was a non-smoker, at least until then. I also want to mention my first flight manager. Gene Tritt showed me how a gentleman should treat others. Unfortunately, there weren't enough like him.

I think it's time to end this thing before it becomes a book. God bless.

Steve Laurance oldualer@msn.com

SFO-ORD-SFO 737-
200,300,727,DC8,DC10,757,767

JOE LEZARK—Punta Gorda ,Fl

Denis: I haven't written for some time so I thought I'd sign-in and let my old RUPA friends know that I'm still alive and kickin....not too high but still kicking. I received the following from my next-door neighbor, a retired TWA Capt. and felt that many in our group would appreciate reading it in our news letter. I was privileged to fly open cockpit biplanes, namely the N3N and N2S Stearman in my Navy primary flight training days back in late '42 and early '43. It sure beat the B747 for the joy of flying.

Dutch Redfield was a Professional Flight Instructor at Pan Am. A respected author, a terrific human being, and a lover of every aspect of aviation. Fitting for him to write his final chapter.

"The Final Touchdown"

Holland "Dutch" Redfield 1916 - November 13, 2008

During a lifetime in aviation, I have experienced only one forced landing. It was not difficult. The dead-stick glide began at three thousand feet. There were several suitable fields from which to choose. Things worked out nicely. Yet I know that I have one more forced landing lurking and waiting for me out there. I believe that at this stage of my life, I am ready for it. Perhaps there will be warning, maybe not.

Will there be time for me to plan a good approach to this final touchdown? Will it be a hasty no power, no options, straight ahead steep descent to a walloping hard touchdown? Or will it be a soft

afternoon peaceful glide?

Whatever, for this final glide, I ask only for an open cockpit, so I can, however briefly, savor for the last time the feels of flight, as biplane wings forward of me exquisitely frame and record the slowly changing, tilting scenes as I maneuver and silently bank and glide onto what I have long known will be my very final approach. Please, no helmet, so old ears can best sense vital changes in speed, relayed through the lovely sounds of whistling inter-plane struts and wires, and so cheeks and bared head can best read changing air-flows swirling behind the cockpit's tiny windshield.

Below, in a forest of trees lies a grassy field long ago set aside for biplane flyers of old. It looks small, tiny. With lightly crossed aileron and rudder I'll slip her a few inches over the fence. I'll level her off, then hold her off, with wheels skimming the grass tips. The lift of the wings, the sound of flight, rapidly diminishes. With stick full back, lift fades, a slight tremor, and she and I are bumping and rolling across the beautifully sodded field. The wooden propeller remains still.

We roll to a stop, I have no belt to loosen. I raise goggles and slowly climb out. Suddenly there is applause, then bear hugs and slaps on the back. "Hey, you old goat, you really slicked that one on!" I am with old friends.

What a gift to leave the rest of us aviators . . . This guy had it figured out !!!!

Joe Lezark, MDW,ORD '84

FRED MARTIN – McLean, VA

Thanks for all the news and for giving us this venue to vent. How great those years were for most of us!

Now at 77, with poor memory and reduced hearing, I am considering the cochlear implant... if anyone has some experience in that area, I would appreciate their wisdom. There may be others that would also like to know more... catch 22, I don't do the telephone very well! .. However the E-mail is always good. Enclosed is a check for the Foundation, if I could remember... I Might have been remiss. *Fred* fjdhhm@aol.com

RUDIGER MAZANDER – Naples, FL

Hi Denis, 11 years into retirement and life is fairly good-considering all the bad things that have happened since the tech bubble burst back in 2000. Health is good for both Christine and I, and we are enjoying Tennis and Golf. Started a History Book Club a few years ago and enjoy the time to read good books. Like for all of us who have grandchildren, they are the greatest joy in our lives. The President has asked for more stories from the membership so I like to share a real war story with my fellow Ruparians.

Back in 1978 I was a DC-8 F/O on reserve in Washington getting a call from the crewdesk to cover the BWI-SFO trip. The Captain was Phil Bennett whom I hadn't met yet. We were quite busy during flight planning, cockpit setup, take-off etc. that we didn't have an opportunity to exchange personal information until we were established in cruise and he asked me where I was from. I told him I was born in Germany and how I had survived the last years of the WW2 as a boy in the southern part of Silesia. After I told him the name of my hometown there was a pause, and he finally said he had been a bomber pilot in the war and had participated in a raid on my home town. I asked him if he wanted to know what it was like on the ground during his bombardment.

I remember it well. December 1944, as he was lining up his bomb run, the air raid sirens in town went off and my mother rushed us into the air raid shelter. There were triple bunks lined up against the wall and, being the oldest boy at 7 years, I had to climb into the top bunk, about 18 inches from the ceiling. Then the bombs started to fall and all hell broke loose. The explosions were terrifying, the ground shaking violently and the whole house was bobbing and weaving on its foundation. The ceiling lamp on a short string was swinging wildly every which way. As I held onto the frame of the bunk, I waited for a direct hit and wondered if the bomb would leave a round hole in the ceiling above me, leave a round hole in my belly and still reach my brother in the bunk below.

Fast forward 34 years... here we are together, in the same cockpit, flying over this beautiful

country....contemplating fate and the preciousness of life. Phil and I agreed that none of the 200+ passengers we were carrying to San Francisco that day could in their wildest dreams guess what quirk of fate connected their pilots.

And that's the way it was. Greetings to all and a special 'Thank you' to all the volunteers who keep us connected.

Rudiger (Rudi) Mazander, DCA '66-'97

DONALD MCDERMOTT – West Hills, CA

I think Rex May had the right idea – when your birthday falls at the very busy time of the year, pick another month to send in your letter to *RUPANEWS*. I haven't done that, so I'd better write now as I have missed a couple of years. This year, February 15th, Gloria and I celebrated our 50th wedding anniversary. Our children gave us a grand celebration at our son and daughter-in-law's home in Santa Rosa, Ca. That means three sons, one daughter and 11½ grandchildren. It was a marvelous four days. It also makes one realize how fast time flies by.

Our son, Chuck, is still an A320 Captain in SFO and keeps me posted on the rape of UAL by Mr. Tilton and company. I think the employees should hire a good law firm and sue the Board of Directors. Our son, Mike, is still an orthopedic surgeon in Santa Rosa and trying to make a living in this medical mess with ½ million indigents and ½ million uninsured who don't pay their bills. Our son, Tim, sells electronic components to industry and only God knows how he will fare now in this economy. Our daughter, Anne, lives in Frisco, Texas with her three children. Her husband worked for Countrywide, so he is now with Bank of America after taking a \$1200/month pay cut. B of A wanted the employee to decide on whether they would stay with B of A before they told you what your salary would be. Another moral business decision.

Our travel consists of trips to Northern California to visit Chuck and Mike and their families (Chuck lives in Tracy, Ca). It's not worth the hassle to try and fly. We buy tickets on SouthWest to visit

Gloria's brother and sister in Tucson, Az. and to visit Anne and her family in Texas as UAL has SkyWest flying these routes in 72 seat RJ's, believe it or not. We did fly to JFK on UAL for a wedding and family reunion of Gloria's family. We did get first class both ways on those 3 class B 757. We certainly appreciated the article on the selling off of our new aircraft, Dennis. How can all this be allowed by any BOD and pay the CEO millions of dollars every year?

I have had some health problems over the last 18 months. I have been diagnosed with COPD (Chronic Obstructive Pulmonary Disease). Although I have never been a smoker, the pulmonologist believes that the years we all lived with smokers in the cockpit has done permanent damage to my respiratory track. There is no other explanation that he can think of. I also have colony of pseudomonas (a bacterial infection) in my bronchial tree. It's been very difficult to treat and the usual anti-fungal drugs are not working. I have a pulmonologist, an infectious disease M.D., and my allergist all trying to solve the problem. Being 77 years old doesn't help much, I guess. I am even trying acupuncture, so if anyone has any tips, please send me an e-mail (donglormcd@sbcglobal.net).

Thanks, Denis, for all your hard work, to Larry for your great visit and each one you who keep this RUPA humming along.

Very Sincerely, *Don McD*

RICHARD MCMAKIN – Olmsted Township, OH

Once again the anniversary of that last flight rolls around and I find myself not missing anything except the wonderful folks that I had the honor to fly with and learn from. Thanks again...Still quiet and peaceful in the mundane mid-west and doing everything we can to keep it that way. Having the pleasure to be the den mother to the Cleveland Crazies in this area has kept me smiling and wary of Kenny Wheelers stories, as well as the comradeship of some really wonderful folks. My wonderful wife is still working and loves doing what she does and I have found work as a conductor on the Cuyahoga Valley Scenic Railroad

and as vice-chairman of our local zoning commission. Still find time to travel and enjoy the retired life. All in all not too many complaints except for the way our government seems to be screwing up by the numbers...In the old days, RVN type, a quarter pound block of C-4 would have solved many things, today it won't even get their attention. Happy New Year anyway and may it prove to be somewhat more stable. *Richard*

AUGUST MILLER – Scotch Plains, NJ

Hi Denis, I've been a no-show the last couple years, I really don't have an excuse, guess I just haven't anything very exciting to write about, we make several trips to W. Pa every year to visit Wayne & Somerville Hangars, so I have a chance to visit with a lot of airline and non airline friends there. Our New York Hangar has finally been restored as the #1 Hangar, after years of hassle & that makes me happy, we also usually make the spring & fall RUPA lunches in NJ & CT. I was unlucky enough to spend Christmas 2007 in a hospital, don't ever get admitted to a hospital on Christmas day. I wasn't functionally very well & tests revealed blood content below limits of sodium, so low they were surprised I was still getting around at all, they stuck me in a room with two other unlucky guys & stuck a tube in my arm emptied quite a few bags of sodium saline solution into me over the next couple days, then said I could go home, after I located the admitting Dr. to release me, which was another story, anyway I was fine after the sodium level was up to normal, this problem was caused by a water pill Rx being too strong.

Our son Kirk is back flying Capt on the A300 (AAL) flying mostly S America, Caribbean & Central Am, out of MIA. We drove to Fairfield, CT yesterday for Thanksgiving dinner with daughter Linn & family, we had a late start & spent 3+45 going from Scotch Plains to Fairfield stop & go traffic most of the way, wx was clear & dry, so don't tell me people are not traveling this year, took 1+45 to drive home today.

Regards, *Augie*

B-727 N7001U TO FLY AGAIN



A retired UAL pilot, a neighbor of mine, gave me the last issue of *RUPANEWS* to read. Very informative. I am a retired Boeing Quality Assurance Manager and had the privilege to work on the 767 UAL three man/two man cockpit conversion, help restore the Boeing 247D in UAL colors to flying condition and I am presently the volunteer crew chief on the restoration of the first 727 built by Boeing, UAL 7301, S/N 18293, N7001U, at the Museum of Flight Restoration Center at Paine Field, Everett, WA.

Several retired UAL pilots and other UAL employees have stopped to see the progress on the restoration. So far since 2004, we have re-installed the majority of the parts that UAL cannibalized in 1991 when the airplane was retired and donated to The Museum of Flight in Seattle. The only items not installed are the engines, one thrust reverser (which we have), 2 bladder fuel cells which we have, stabilizer jackscrew which we have, rudder actuators which we have and a few other parts like fuel pumps, fuel probes, black boxes. At the present time we are in a maintenance mode working corrosion related issues. The interior cabin and cockpit remain as it was delivered to the museum and many of your initials are still visible through the cockpit. We have applied electrical power from a power cart several times and turned on the cabin and cockpits lights and exterior lights, tested a few other items. We still have some hydraulic problems that we are working on. We do have a spare horizontal stabilizer with actuators.

The web sites for this restoration are:

<http://www.rbogash.com/crew.html> & <http://www.rbogash.com/727work2004.html>

Submitted by: TC Howard
Museum of Flight Restoration Center
2909 100th St. SW, Hanger C72
Paine Field, Everett, WA 98204
email: tch727@aol.com

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

AL MITCHELL – River Edge, NJ

Hi Guys!! Greetings from the state that calls itself a garden.

We live shoulder to shoulder and see what we are breathing.

Had a swell time at our Oct gathering. The stories get better each time we meet.

Not much to report, so as I used to sign in the ships log under the watchful eye of the 2nd mate- "Steaming as before"-take it on a slow bell!

Fraternally, *Al Mitchell*

GEORGE NIXON – Blackmans Bay, Tasmania, Australia

Dear Friends, I have held back sending this message until I was able to confer with my team of doctors about my future (medically). For those of you who knew of my medical condition and those who did not, I penned the following letter in week four of my recovery from surgery. Yesterday I had my latest conference with my primary care provider. I showed him all the reports and photos that he might not have received. He agrees with my surgeon and my liver specialist, that I seem to have ducked the worst of the bullet and that we now must concentrate on prevention of any recurrence. The week four letter follows:

First and foremost, I thank you for your thoughts and your prayers and energy while I went through my recent medical procedure. I marvel at the power of prayer, positive thinking and group focusing of energy. I will never be able to thank you enough. My surgery for liver resection of a cancerous tumor went without a hitch; even the tool (ultra sound wand) that my surgeon wanted so badly was loaned at the last moment. For those who didn't know we went on a three-hour plus drive to a distant hospital because my surgeon wanted the use of this special surgical aide to assist in my operation. We were turned away from this other hospital and set back about a month because of no available intensive care rooms. Finally we decided to have the surgery done locally and bypass this special aide because the tumor was growing rapidly. I had bacon and eggs for breakfast the morning after surgery and experienced no pain worth reporting. I was

released from the hospital exactly one week after being admitted. I just finished my fourth week since the operation and I'm back to Tai Chi, sleeping and eating normally and driving.

My surgeon says he will refer me to an oncologist if I want one but he doesn't think that it is necessary. Nor does he think that chemo and radio are necessary for me. I am looking forward to a wonderful Christmas with friends and family and possibly another fifteen or twenty years if it is God's will... Lovingly, *George* oxoxoxo

JOHN PRESTEGAARD – Sun City West, AZ

Hi Denis, my birthday was the 23rd of Nov. so I'm a little late, however my check is in the snail mail to Half Moon Bay, and now I will try to bring you all up to date.

We drove down to our place in Sun City West in January and 4 days after we arrived, Shirley fell and broke her hip. After 4 months of surgery, rehab and suffering she caught a cold which turned into Pneumonia and that was the end. She passed away on May 7th and it's been nothing but a nightmare ever since. We had been married for 61 years and she was 89 years old so I am thankful for all the happy years we had together.

We had just bought a different Condo in Windsor Gardens here in Denver the summer of 2007. I've decided to make this my summer home and still go to AZ for the winters as we had in the past. You have my Address here which will be correct until January, then use the Sun City West address. I will let you know if anything changes.

Thank you for all the work you do to keep us all in touch and also all the other officers and volunteers who keep this organization running. *John*

ED PROSE – Sarasota, FL

Turned 92 in November '08. Have sent in my dues with some extra for postage expenses. Jo and I are shuffling along OK in our retirement unit. A few medical issues over the last year but we're still here!

I thought this time I'd reflect on the good ol' days – by this I mean pre – WW2 (Dec 1941) and a few recollections (the best I can do) especially with respect to the very early days of ALPA:

Dave Bencke was the hard driving organizer for the pilots' union and company to negotiate a contract. As the President of ALPA in the late 1930's (and for the next 10 years or so) he attended all our Council #12 meetings in Chicago in the basement of the Troy Lane Hotel which was across the street from the ALPA Headquarters on 63rd St. Our group of about a dozen sat on apple crate boxes. Management did not approve of our meetings. In 1941 UAL finally signed up to contract with ALPA. Pan Am and TWA were already signed up. Dave crashed a B-247 in the late 1930's after takeoff from Chicago Municipal Airport (now Midway) due to heavy snow. Both engines failed. He ended up in nearby Holy Cross Hospital with a broken leg (his only injury) where my sister-in-law was his nurse. She recalled that he was a voracious workaholic and he insisted that he keep working while in the hospital with a typewriter on his lap (probably an Underwood, no computers then).

We were not paid for meals or hotel layovers – had to come out of pocket before the contract.

The Co-pilot was dependent on the Captain for which hotel they stayed at on layovers. Some stayed at the Brown Palace in Denver for \$5/night, or the Cory Hotel for \$3/night. 2 to a room. No expense account for this. Of course, the less expensive hotel was always more desirable!

Hotels were not always available when we had to do "airport layovers". For example, at North Platte, Nebraska (NQ) we stayed in a shack along side the hangar (about 6x10 feet – the size of a "dog house") with two cots, a small table, one hanging light bulb. No water or bathroom, heated by an engine heater through the window. I thought this was the worst one.

The Chief Pilot gave us our assignments until ALPA won bidding rights (as I recall).

- Co-pilots only had half a vote after joining the union.
- My wife, Jo, as a UAL stewardess in 1940, recalls having to stay in dormitories or several to a room on layovers. Never got much sleep. She also had to carry railroad schedules with her in case a flight was cancelled en route due to weather. This was a part of her job she did not particularly enjoy as there was very little training on how to decipher all the train schedules, yet they had to appear that

they were well experienced with the railroads. She also had to write out refund checks for these passengers. She thinks the company probably lost money on doing this particular job assignment.

- There were no standardized check lists. Co-pilots learned from the "check lists" of the Captains they flew with and picked out the procedures they thought were best. SOPs came in during the war due to the military influence. The Check Lists story in the July '08 RUPA Newsletter showed how they started. I don't recall any checklists on the DC-3 until mid wartime.

Some of us were told not to touch anything in the cockpit. CAPT E. Hamilton Lee said to me during my first flight with him: "Sonny, just sit there. Don't touch anything. Keep your hands on your lap!" Air mail pilot influence!

Thinking about all this, one wonders if the good ol' days were really all that good! ALPA did make a difference, though, thanks to the hard drive of the early zealots like Dave Bencke!

One final note on a totally unrelated subject – Alliant Credit Union. This is what happened to me about a year ago. I noted in my monthly statement that there was a withdrawal for \$365. Upon investigation it turned out to be an unauthorized automatic withdrawal for someone's car loan using my account number. The loan came from Capitol One. After contacting Alliant and filling out a fraudulent claim form, they credited my account quickly. They have a Fraud Department which monitors accounts but one would not tell me if this was an inside job or some mistake. My account number was one of the original numbers (not what they use today) which leads me to believe someone from inside the organization but no proof of this. I also had to close out the old account and get a new account number. To date things seem OK. Lessons learned and recommended by me and Alliant:

1. Carefully read your monthly statements, looking especially at Withdrawals.
2. Get a new account number if there is a fraudulent charge.
3. Don't let your account "sleep". Show some activity (deposit, withdrawal, etc.) about twice a year – at least – to keep it from going dormant.

This gives an indication that you're looking things over and not asleep at the switch. Can be a deterrent.

4. If statements get lost in the mail this can be trouble. E-statements prevent this from happening. You can print the monthly statements, if you wish.

As the say "An ounce of prevention is worth a pound of cure!" Keep up the good work!

Hanging in there, *Ed* (1940-1976)

TOM PURRINGTON – New York City

Denis. I'm just a vagabond. At least that is the way I feel at present. Sold my prized Krogen Trawler last spring, Sold my prized apartment in Manhattan a few months ago and now am living with a friend in Tempe, AZ while waiting to close on a new apartment in the Bronx, NY.

My ex wife, Cindy, who many in NY may remember, died in October after a year of fighting the ravages of ovarian cancer. I wouldn't wish that on my worst enemy if I had one.

Otherwise, life goes on. I still subscribe to the Metropolitan opera and see several productions each year. I may have to watch my Yankees on the tube from now on as the new pricing is over the moon. My health is great, I have a beautiful grand daughter, Isabella, I have a lady in my life. My man won the election and I can't wait to get back to New York to see what this year will bring.

A huge thank you to the folks who do the work. A check is in the mail.

Tom Purrington - class of 1998. EWR, JFK, ORD, IAD

DARRELL RADER – Woodstock, IL

2008, a milestone year in our lives...we both hit the magic year of 70 along with our 50th wedding anniversary...not bad. When we add we're not taking medication for anything and can do anything we want physically, you know we are on a roll.

We're still living on the same small farm on the Illinois Wisconsin border, enjoying the four seasons and super people we've had the chance to

meet and know. Marlene loves (in addition to me, I hope) her flowers in the summer and decorating the house with Nativities at CHRISTmas. I enjoy doing the "grunt" work for her, Nash cars and a bunch of other stuff, but the woodshop with some serious (artsy) woodturning is my primary interest. We're just as committed to working at the church and mission work as ever.

We decided to go "cold turkey" and take a summer away from here by taking a few long trips while we are able. For those that know us that means some serious withdrawal! So, a river barge cruise to Belgium and Holland in March, a month long trip in the pickup to Seattle in May with all the stops going and coming, a summer full of weddings, graduations, reunions, old car meets, woodturning symposiums and a bunch of other stuff was to be followed by a two month trip to eastern Canada following the fall colors down through New England. By the time fall arrived we had OD'd on travel and the foliage trip was shortened to two weeks. Short of an emergency we will be very content to spend most of the next year right here.

Life is and has been a delight. As our friend and financial adviser said, "We have made some very good life choices." Yes and a little luck still never hurts. That's our prayer for everybody out there – good choices and good fortune. Give a call, 815 648 2197, stop in or send a note; we would love to hear from you. *Darrell and Marlene* rader@mc.net

DAVID REGAN – Reno, NV

Dear friends and fellow flyers. Well, I have not written in the past 10 years, but I am alive and somewhat well, at least kicking, here in Reno. If I had my druthers, I would sell my house and move to Auburn, Alabama. I have more interest there and perhaps a granddaughter starting her first year of college next fall. However, selling the house is a problem as many of you know. Also, I have enjoyed my almost 30 years living here in Reno.

Many thanks to those of you that keep RUPA and RUPANEWS going. You keep a lot of fond memories alive for so many of us. Also, my check is in the (snail) mail.

Kindest regards to all. *Dave Regan*

ED RIPPER – Southport, NC

Greetings to all. This letter finds us in an RV park in sunny San Diego enjoying our new motorhome. Started out from Southport, NC on Oct. 31 in our fifth-wheel and while camped along the way at Beaudry RV resort in Tucson, thought I'd just mosey over to their dealership to browse the inventory....and well, you can guess the rest. Heck, somebody has to try and get this lousy economy going again.

Anyway, our primary reason for being out west is to visit our son and his family for the Holidays. He just returned safely from a six month Army deployment in Iraq and for that we are truly thankful. We will leave the RV here and drive up to their home in Gardnerville, NV for a long awaited family reunion.

Check's in the mail to Bruce, and my thanks to all who work to make *RUPANEWS* available to us. Merry Christmas to everyone. *Ed*

JACK SCHAUF – Ocala, FL

Hello all. I enjoy reading about the happenings of the group, although I recognize fewer each year. It is nice to keep in touch with those wonderful people I had the privilege to work with.

We have had a great year and both in reasonably good health. Doesn't seem possible I've reached 83 but feel and act more like 73. Next May 29th our three sons, and families, will be here to celebrate our 60th anniversary.

In the fall we enjoyed a drive visiting family in TN, IA and MN and found the foliage beautiful. Had a mini class reunion in IA, surprising how my classmates have aged!

Son Ken, NWA 757 Captain in MSP will soon start wearing the Delta uniform and expects to be able to stay in MSP.

Many thanks to all who make this fine publication possible. Check is in the mail.

Jack and Mae, '56 - '85, MDW & ORD.

JACK SCHLEMER – McMinnville, OR

Hi, almost made it on time, but the devils were with me. Reached the double 8, except for the usual old age things

(no details necessary).

Jack Schlemmer

RICH & ANN SELPH – Vail, CO

Big changes here as we have just rented our home in S.F. for two years and are planning a peripatetic next 730 days. Cleaning out on short notice was hectic; came across items dating from the Reagan administration and instruction booklets for items not seen in decades!

Kids & grandkids right in our neighborhood was wonderful while it lasted, but now have 2 kids in Singapore, 1 family w/1 ½ grandsons going to Germany for two years, & 1 family w/granddaughter & ½ grand? moving to Denver, Paris, or ?

Homebase will be our tiny condo in Vail Village, where we have been wanting to spend more of the year. Lots of travel visiting the far flung offspring on three continents will include 2 new births, a Lake Como wedding, and perhaps the Seychelles.

Health is good following July 2007 heart attack reported last year. Meds, exercise, wt loss seem to be working as I feel better than before and have no related limitations.

Thanks, as always, to the workers!

Rich@selph.com

JACK D. SODERGREN – McLean, VA

Hi All, Kathy and I are well. We spend part of our time in VA and part in Naples FL. Got new knees in '99 and they are great. I bike most every day. I'm part owner of a 172, get up when I can. Come and visit us in FL (short visit).

Best to all, *Jack* (phone 239-594-2837).

ED STICKELS – Arlington Heights, IL

Just a brief note to apologize, again, for being late, again, and to let you know that I have resolved to be on time, next time. I have included a little extra. Perhaps you all can have a cuppa on me.

Mainly, though, I wanted to say thank you to all you miracle workers for the magnificent job you do getting out, on time, my favorite publication. You do a remarkable job and produce a most interesting document, with a sense of humor, even.

So, thank you. Know you are preshiated.

Sincerely, *Ed Stickels*.

CLIFF TERRY – Concord, CA

Hi Denis, I no longer have a computer; therefore I don't have an e-mail address.

26 years ago, I felt something was not right. I had trouble getting my wallet out of my hip pocket. Later, I had a slight tremor in my left arm. And of course it was diagnosed as Parkinson disease. I continued flying until I couldn't make my usual smooth landing. I had lost the very fine touch in my fingers. So I told the company doctor, and was immediately grounded; it was the saddest day of my life. With judicious bidding, I parlayed 1000 hours of sick leave into two years at full pay, and retired 15 October 1986 at 55 years old.

I've been through the whole gamut of symptoms at one time or another, as well as several pill combinations. My biggest problem has always been Balance. These days, I have to have something sturdy to lean on or I end up on the floor. I recently moved into assisted living. It is the pits. I feel like I'm in jail. And will only get out of here when I die, but I can't afford to pay for 24-hour help.

I'm still hoping stem cell research will come up with something in time for me to use it.

Cliff Terry DEN, SFO

JIM AND BETTY WILSON – Clearwater, FL

Twenty seven years since retirement. If I had known I'd live this long I would have started a new career. It has been a great trip so far

For those who remember me, I'm still doing the Soup Kitchen bit for the last 22 years and still cook for 250-300 on Thursdays The other days I rest and keep an exercise regime at a local health club. It keeps the body functioning a little better and every little bit helps.

Betty is handicapped by having to use a walker and travel can be quite burdensome for her so our travel days are limited to really special occasions.

The tribe is thriving. Lots of grandkids going off to colleges and everyone manages to visit one or more times a year, so we get to enjoy watching all their activities. No weddings yet.

I enjoy the newsletter and thank all who make it possible. Check is in the mail. *Jim.*

February, 2009 RUPANEWS

JOE ZAHNISER – Warner Robins, GA

Don't hear much, any more, from the "old timers" of the early forties, and before. They would remember that the Captain and his Co-pilot were required to share a hotel room (and probably a bed) on their overnite layovers? And those were the days that the Stewardesses were hired based totally on how pretty and attractive they would look, working the isles of a DC-3 or a 247. -and not married, of course. Those were the days!

Joe Zahniser 1941-1981

IN MEMORIAM

GEORGE WILLIAM "BILL" BAY JR.

1920 ~ 2008 Resident of Blackhawk G.W. "Bill" Bay Jr., 88, of Blackhawk, Calif., died peacefully in his sleep on December 11, 2008, after a long illness. Born on Feb. 21, 1920, he was raised in Kenilworth, Ill., and co-founded Bay's English Muffins with his father and namesake. But his passion was flying, not baking, so his brother James took over at Bay's and Bill joined United Airlines in 1944 - and stayed with UAL for his entire career. He started flying DC-3s, and his final flight as a captain was piloting a 747 from Honolulu to Chicago. At United, he met the love of his life, Lillian Walsh; they married in 1948, and in May celebrated their 60th wedding anniversary. In 1950 they moved to Hillsborough, Calif., where they raised their family. They then lived in Reno, Nev., for 30 years, and Phoenix, Az., before returning to California in 2006. Bill is fondly remembered by his children, Carolyn Bay, of Lexington, Ky. and Poland, Ohio; Martha O'Neil, of Sandia Park, N.M.; Monica Bay, of New York City and Lakeville, Conn.; and William Bay and his wife Elizabeth Bay, of Danville, Calif.; as well as grandchildren, Katrine, Kelly and Patrick Bay, and Brian and Kyle O'Neil, and extended family across the country. Private family services will be held in Hawaii. In lieu of flowers, the family requests donations to Bill's favorite charity, the Boy Scouts of America.

Published in the *Contra Costa Times* on 12/21/2008

RICHARD REX CARLTON

Richard Rex Carlton, 77, of Colorado Springs, CO passed away on Dec. 11, 2008 at The Court of Colorado Springs Alzheimer's Care Facility in Colorado Springs, CO with his wife, son and daughter-in-law by his side.



Richard was born April 6, 1931 in Medina, OH, one of 10 children of Floyd and Lena Carlton. After graduating from Medina High School in 1948, he enlisted into the Air Force and was stationed in Washington, DC where he met and married the love of his life, Kathleen Sinclair. After leaving the service, he went to work with United Airlines as a ramp service person in Washington, DC. While working out in the cold and snow he thought "Boy those mechanics sure have it pretty good working in a hanger." He went to school and earned his A&P license and applied to be a mechanic with United. Unfortunately they weren't hiring at the time so he went to work for National Airlines. In 1959, United offered him a mechanic position and he restarted his long career with them. He continued to work in Washington, DC until 1962 when he transferred to Denver, CO. He continued to work as a mechanic until one day he was called to a gate to work on an aircraft. He watched a pilot do a walk-around and re-enter the aircraft and he thought "Boy those pilots sure have it pretty good." He transferred to the mid-shift, started taking flying lessons after work each morning, went to college each evening and got as much sleep as he could muster between. At the pilot cut-off age of 34, he passed all of United's testing and they hired him as a pilot. He was domiciled in Washington, DC, Denver, CO, Cleveland, OH, and San Francisco, CA. He had the privilege of flying the DC-6, DC-10 and the Boeing 747 before he retired in 1991 from United Airlines as a Boeing 727 captain.

Richard is survived by his loving wife of 55 years, Kathleen Sinclair Carlton of Colorado Springs, CO; Son and daughter-in-law Richard A. and Julia L. (Finwick) Carlton of Monument, CO; three grandchildren, Bradford Carlton, Austin Carlton, and Caitlynne Carlton all of Monument CO; brother, Ted (Loretta) Carlton of Medina, OH;

sisters, Jean Musolf, Janice Albrecht, Nita (John) Dohanyos, Bev (Chuck) Hoyt, and Maxine Haring all of Medina, OH; and numerous nieces and nephews. Richard was preceded in death by his parents; brothers, Lavelle Carlton and Maynard Carlton; sister, Zilda Dorland; and brother-in-law's, Jack Musolf and Clair "Bus" Dorland. A private family viewing was held on Friday, December 12, 2008 at Swan Law Funeral Directors in Colorado Springs, CO.

Internment with military honors was held at 11:00 am Tuesday, December 30, 2008 at Ft. Logan National Cemetery, Denver, CO. In Lieu of flowers, the family wishes that memorial contributions be made in Richard's name to Pikes Peak Hospice Foundation of Colorado Springs, CO, the Alzheimer's Association, or the Parkinson's Association.

Please visit website www.mem.com to sign the online guestbook and share thoughts, memories, fun stories, and condolences to the family.

PETER H. HANSEN

I first met Pete in about 1960 when he was a DC3 captain with the RCAF at ANS Winnipeg. As well as flying our navigation training trips together, we also would take an airplane on "long range training" which was like having your own airliner for an extended weekend. Pete had family and friends in Toronto, so we went to Downsview every few weeks. Each summer until 1962, a lot of reserve pilots went to ANS Winnipeg to help with the extra summer flying and that was where I met Pete most of the time. I was flying the C45 and then I would book one the next weekend and away we would go back east on that and Pete would accompany me. Pete went on to fly with United Nations Peace-Keeping in the Middle East, NATO flying in Europe and VIP flying out of London. In 1964, after I was with United, I took a vacation in Europe and met Pete and Maryte in Grostonquin, France. He was flying transports over there. I tried to talk



him into coming with United, and eventually he did join United, in the latter half of 1964. Pete had a great sense of humor and was a very smart guy and what I remember about him was his dashing figure and good looks. He was a wonderful family man and will be greatly missed. *Alex Braham*

Last month I lost a mentor, a fishing partner, a friend and a father to respiratory failure. Dad, or Pete, as many of you knew him, tried hard to hang onto the chance to dip his line one more time. He fought idiopathic pulmonary fibrosis for two years, had a lung transplant in 2007, but in December lost the battle and passed away peacefully with his family at his side.

I will miss his guidance, to the end we talked daily about investing, fishing, flying, raising kids and even raising pheasants. Dad never got tired of learning and appreciated the adventures of his grandchildren and the journey of raising them. Aviation, fishing and family were his life. I will miss his friendship. I remember summers in the Queen Charlottes heading out into the fog on a choppy sea for salmon. During one of those trips I got hooked on floatplanes. A few years later I convinced him it was the right thing to do and we bought a 172 on floats. 9 months later with 300 hrs on her and a few fishing trips to British Columbia I landed my first float job. We resold that plane and covered the initial outlay, all the fuel and insurance. It not only got me the job, we had a couple of the best fishing trips ever.

I miss my Dad, but I am thankful for all the amazing experiences and memories we have shared. Thank you to all of you who flew with him and the gang at the RUPA lunches. This last year he has missed those times and spoke often of his friends. He will be missed by many.

Capt *John Hansen*, Horizon Air

I already miss his knowledge of things. My Dad loved many things, flying, fishing, cooking, and gardening are just a few. He was fantastic with animals. It seemed like no matter what, if you didn't know the answer, he'd know it, or find it for you. He was supportive no matter what.

Karen Hansen

WOODSON G. "Woody" HAYS



Due to injuries sustained in a terrible accident, Dad passed away peacefully Monday night, December 22nd. He felt no pain. He was comfortable and surrounded by family, friends and clergy. He was three weeks shy of his 79th birthday.

Dad began his career with Capital Airlines as a flight attendant in 1949 at age 19. At age 21 he moved to the right seat of the DC-3. In his blessed career with Capital/United, Dad flew the DC-3, DC-4, Connie, Viscount, DC-6, DC-7, B-737, DC-8, B-727, DC-10 and B-747. His was able to fly left seat on all of them. Dad was such a gracious and humble man that if one were to remark on what a successful career he had, he'd just say, "well, I was lucky, it was just timing." He also flew the F-86 with the DC Air National Guard.

Those who knew him will remember the high school quarterback (voted best personality that same year), fraternity man, fighter pilot, loving husband of almost 50 years, airline pilot, father, artist, historian, celestial navigator, sailor, Grandpa times nine, friend, mentor, drinking buddy and all around great guy. While his passing leaves this world a lesser place, he leaves behind no regrets. Sail on Dad, sail on! *Andy Hays*

CLYDE W. MATHIEU

Aberdeen, SD: The funeral service for Clyde W. Mathieu, 94, of Aberdeen was held Saturday, Jan. 24, 2009, at Spitzer-Miller Funeral Home with Pastor Jon Damaska officiating. Burial at Oakwood West Rondell in rural Stratford, S.D., with military honors provided by the Stratford American Legion Post #207.

Clyde died Saturday, Jan. 17, 2009, at Aberdeen Health and Rehab.

Clyde W. Mathieu was born July 14, 1914, to Milton and Grace (Benson) Mathieu in Verdon, S.D. As a child, his family moved to Aberdeen, where Clyde attended Central High School. He married Helen Ercel Morris in 1933 at Huron, S.D. They had two children together, Gary and Yvonne. Clyde joined the Army Air Corps during World War II as a flight instructor. Upon his discharge in 1945, he became a pilot for United Airlines.

On Oct. 18, 1959, Clyde married Naomi "Nan" Penaat in Carmel, Calif. They lived in various places before moving to Lake Havasu City, Ariz., in 1974 after Clyde retired from the airline. In 1977, they finished their home near Custer, S.D., and they occupied both homes throughout the year. In his younger years, Clyde enjoyed skiing and riding motorcycle. He loved to travel and enjoyed good food. Clyde truly loved life and enjoyed it to the fullest. Grateful for having shared his life are his children: Gary Mathieu of Canyon Country, Calif., and Yvonne Rickson of Phoenix, Ariz.; four grandchildren; six great-grandchildren; and one great-great-grandchild.

Published in the *Aberdeen News* on 1/24/2009

PEER "PETE" MASENG

Peer "Pete" Maseng passed away October 24, 2008 in Port St. Lucie, Florida. He was born in Moscow, Russia in 1927 where his father was secretary to the Norwegian Consul. He was only 4 months old when the family returned to Norway where they remained until his father was sent to Chicago to be the Norwegian consul there. He attended Chicago Latin School and the University of Illinois where he received his degree in Aeronautical Engineering, aeronautical mechanics and private flight license. He went to work for UAL June 1952 SFO engineering.

He married Christine in November 1952. January of 1953 he was accepted into flight engineering and was transferred to Chicago in July 1953. He stayed in Chicago until retired as a Captain, in 1988. He loved flying, a job he never thought he would be able to get. They had 3 sons Erik, John {who is now a Captain for United}, and Peer.

After retirement he enjoyed boating. He and Christine traveled on their boats from Wisconsin down to Florida and back up through New York and Canada and back to Wisconsin. Doing the "Big Circle" trip, many trips in the Florida waters and the Bahamas

Later Peer took up wood carving ships. He tired of kits and finally carved a viking ship, 32 crew men and all that went with it. It is 3 feet long and very colorful. It even has a slave beating a drum for the oarsmen This was made from a cedar tree on our property in Sturgeon Bay, WI. It was all done by eye-balling, using only exo-blade, no carving tools. There were a lot of cut fingers. He is survived by Christine, 3 sons and 4 grandchildren.

Christine Maseng

MARVIN R. "ODIE" ODOM

It is with sadness that I report the death of Captain Marvin R. "Odie Odom" who passed away Tuesday evening December 16th, 2008.

Odie was born September 20, 1922 In Nash County near Rocky Mount. N.C.

He joined the Navy at the beginning of WW2, completed his flight training at Corpus Christi and became a fighter pilot flying F6F "Hellcats". He had 2 tours of duty in the Pacific on the aircraft carrier Monterey and the Yorktown. He participated in many air strikes and was awarded several air medals and the Purple Heart as a result of being injured in a forced landing at sea. He was picked up by a Navy Destroyer, nearby.

Odie joined United in January 1951 and flew for 31 plus years, mostly out of the New York area. His favorite airplane was the 727 because he said it flew like a fighter.

He was also a talented artist specializing in Marine life and later portraits.

He is survived by his wife Margie of the home and 2 daughters and 1 son, also 3 step daughters and one step son.

A Memorial Service and interment will be at Florida National Cemetery, Bushnell, FL at a later date. He will be sorely missed.

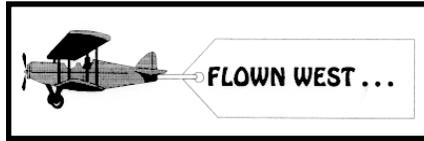
Hal Storey

RALPH DEAN WRIGHT

On December 12, 2008 Ralph Dean Wright died at the age of 89. Ralph was born in Iowa, and served in WW-II retiring as a Major in the USAF reserves. He flew for UAL for 33 years. Following his UAL career he became active in general aviation, owning a Beechcraft Bonanza. He was a member of the American Bonanza Society and a member of the Aircraft owners and Pilots Assn. He was also a life member of the National Rifle Association, and a longtime member of the Cherry Creek Gun Club.

He was preceded in death by his wife of 59 years. He is survived by three daughters who all reside in the Denver area. His demise was due to cancer.

Ted Wilkinson, Denver RUPA



JAMES TERRY KINCHELOE	Oct. 10, 2008
RICHARD "DICK" CLACK	Oct. 22, 2008
CARL A. FORSLIN	Oct. 23, 2008
PEER "PETE" MASENG	Oct. 24, 2008
ROBERT M. KNIGHT	Oct. 27, 2008
HAROLD F. DARLING	Nov. 02, 2008
JOHN W. BUREN	Nov. 05, 2008
NORMAN O. ROSEN	Nov. 05, 2008
DONALD F. SHEEHAN	Nov. 11, 2008
FLOYD D. BRAZEE	Nov. 15, 2008
STEVEN JOHN BERGSTROM	Nov. 20, 2008
JOSEPH ADAM MARKOWSKI (Age 102)	Dec. 05, 2008
WILLIAM W. BAY	Dec. 11, 2008
RICHARD REX CARLTON	Dec. 11, 2008
RALPH DEAN WRIGHT	Dec. 12, 2008
MARVIN R."ODIE" ODOM	Dec. 16, 2008
WOODSON G. HAYS	Dec. 22, 2008
JOHN HALLORAN	Dec. 24, 2008
DONALD M. SWIRNOW	Dec. 31, 2008
ROBERT J. CLUPPER	Jan. 10, 2009
CLYDE MATHIEU	Jan. 24, 2009



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

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. Monterey—*Golden Tee* - 831-622-7747
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 Tue. PHX Roadrunners—*Horny Toad* - 623-566-8188
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* - 775-250-2672
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*: rupapetesofman@optonline.net
October, NYSkyscrapers—*Hostaria Mazzei, Portchester, NY*

Deadline: February 18, 2009

Mailing: March 4, 2009



RUPANEWS

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