
rupanews



Journal of the Retired United Pilots Association



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

RUPA, PO Box 400, Vineburg, CA 95487-0400

E-mail: rupa.sectr@yahoo.com

Do not send money here, letters only, please

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PRESIDENT'S LETTER

Again this month we are sending a copy of *RUPANEWS* to all those who retired between 2000 and 2007, inviting them to join RUPA. This will be the last mailing and hopefully we will gain some new members.

In February the snows over the Sierra were deep but not impassable. I was able to drive over the mountains and have lunch with our Reno Group. It's always a pleasure to meet with these groups and seeing everyone having such a good time. If you are not participating in one of these luncheon groups, I highly recommend it.

There have been some changes at RUPA that are covered elsewhere in this issue but I want to point them out to you. First of all, Denis O'Malley has stepped down as RUPA Editor and Cleve Spring and Bruce McLeod have moved into that position. Denis was instrumental in bringing the *RUPANEWS* into the electronic age. We are grateful to him for moving us forward. As a reminder, if you would like to receive the *RUPANEWS* by email, please email the Secretary Treasurer, Leon Scarbrough, rupa.sectr@yahoo.com. You can receive the snail mail copy, email copy or both. Second, please note that Leon has changed the Sec/T post office box to BOX 400, Vineburg, CA 95487-0400. Renewal checks should be made out to RUPA and sent to the Secretary Treasurer address. The volume overwhelmed his previous box. Items for publication are best sent to the *RUPANEWS* Editors, either: rupaed@gmail.com, or: Cleve Spring, 1104 Burke lane, Foster City, CA 94404-3636.

Our webmaster, Arden von Nordenflycht, after very long and arduous negotiations with United Air Lines, has procured a link to our RUPA web site on Sky Net. It worked for me so it has to be good. Thank you Arvid.

Mark that calendar and start making your plans to attend the RUPA Convention in Denver, September 24-27. The weather should be great and we could possibly be seeing Fall color.

Regards, *Larry*

VICE PRESIDENT'S LETTER

CONVENTION UPDATE; The convention registration form has been published in the February and March issue of the magazine. Disregard the hotel website. The correct website is in this month's issue. If you have any problems with the site, contact me. The hotel does not provide transportation to and from the Airport. I have made arrangements with SuperShuttle for a discounted round trip fare. I will provide more information at a later date. The hotel does provide transportation within a 6 mile radius which includes a shopping mall and the train to downtown Denver. There are restaurants within walking distance from the hotel. For those brave aviators who wish to fly their own airplanes to Denver, Centennial airport is just down the road. Also in this issue is the registration form for the tours along with a description of each tour. This form is to be returned to the Tour Agency.

During the convention, it is a tradition that the current President's term of office ends and a new President assumes command for the next two years. Because I have agreed to take on this role the office of Vice President will be vacant. If you are interested in taking on a more active role in RUPA, please submit your name to Larry or myself. We are also in need of volunteers for upcoming vacancies. Much of the RUPA business has been done by the same people for many years. I would like to ask our more recent retirees to consider taking a more active role. Regards, *Ron*

THERE IS A NEW EDITOR IN TOWN

Actually, there are now two new editors, Cleve Spring and Bruce McLeod.

As we all know, RUPA was founded in 1963 as a Social organization. We have never condoned religious, ethnic, or political rhetoric within the purview of RUPA activities or publications. We discourage argument, controversy or divisiveness within the Association. Simple? YES!

Lately, there has been turbulence regarding some biased articles published within the pages of the *RUPANEWS*. Undeniably and regrettably, political opinion has found its



Cleve & Bruce socialize after a long day at the office!

way into the pages of our most recent editions. Some of our members have expressed their disagreement to the point of resigning from RUPA. Others have just silently passed on renewal. The *RUPANEWS* was never meant to be a vehicle of political support or a venue for political debate. No one can deny that every Ruparian has the right to express his or her views and beliefs without hindrance. BUT, there are many forums available to exercise those rights. PICK THE RIGHT ONE! THIS IS NOT IT!

Recent comments flying around the email circuit criticize the RUPA members who have objected to the latest controversial and biased article. One such comment, quote: “They hate everybody who asks them to think, and there’s plenty of them in SFO RUPA, but some of the old farts might wonder what it means to them.” end quote. Because we have chosen to keep RUPA free of the controversy does not mean we of the SFO RUPA have no strong, personal political beliefs. Agreeing that the *RUPANEWS* is not a suitable forum for acrimonious debate does not mean our membership is without interest in these matters. It is just that our members seem to appreciate RUPA and the “NEWS” for what it was always meant to be, a refuge from daily, weekly, and monthly acrimony and debate.

For those who take exception to this “historical” concept of RUPA, please feel free to form your own entirely separate group. We will gladly give you a “plug” in the *RUPANEWS*. Just give us a clear statement of your aims and purpose with contact details for membership.

Finally, we have no intention of granting “Equal Time”, making further comment, or apologizing for any past articles which you may have found objectionable. For us, the subject is now closed.

Now on a more mundane level: Please keep those annual update “cards and letters” coming! Email is preferred, snail mail is OK. A half page or so is good, but a 3 page “Annual Report” may be overkill. If it is handwritten, *please* be sure it is legible. We will do our best, but no guarantees on the accuracy of “transcriptions.” Health, personal welfare, pension, aviation and retirement information articles are most welcome. They should be kept to actual, factual information of use to the membership as a whole. Controversial commentary will be deleted. No exceptions.

Our aim is to keep RUPA as a welcoming, informative and enjoyable association. Camaraderie among friends, associates and peers does not need divisiveness and controversy to be appreciated.

Sincerely, *Cleve & Bruce*

Dear Retiree,

You are receiving this copy of the *RUPANEWS* to reacquaint you with the Retired United Pilot's Association (RUPA) and to share with you some of the benefits of RUPA membership.

First off, let me tell you what RUPA is not. RUPA is not affiliated with or supported by United Airlines. The only connection we have with United is that we are all former employees. In addition, RUPA is not affiliated with the Air Line Pilots Association; they were merely our representatives when we were employed by United Airlines.

WHAT IS RUPA? RUPA is strictly a social organization. We endeavor to maintain the camaraderie and relationships that we enjoyed in the cockpit, dispatch and flight office.

We do this by socializing in luncheon groups in various areas of the U.S. A list of those locations is on the back cover of the *RUPANEWS*. We also organize a biennial convention and various cruises to further these goals. We encourage each member to write a brief note, in their birthday month, letting the membership know what is happening in their life. Many times these exchanges bring to light information about health, nutrition, finance, taxes, etc. which may be helpful. For example, considerable information is being distributed concerning the FICA /Medicare Tax overpayment on the non-qualified portion of our pensions. *MEMORIALS* for current members are included in the *RUPANEWS* as well as a *FLOWN WEST* section each month listing all pilots or wives that have passed away. We do not advocate for any cause or political party; strictly information that may be beneficial to each other.

RUPA supports the United Airline Retired Pilot's Foundation (UARPF) and the United Airlines Historical Foundation (UAHF) by printing news articles and making monetary grants for defined purposes.

In addition to the newsletter, we publish an annual RUPA Membership Directory which, to our knowledge, is the only place you can find a comprehensive listing of retired United pilots-only current RUPA members in December are listed.

We would very much like you to consider becoming a member of RUPA. You will find a membership application on the following page.

Yours truly, *Larry*
Donald L. "Larry" Wright
President
patlarry@aol.com
650-948-5587

THE SEATTLE GOONEY BIRDS RUPA LUNCH

The Group assembled for lunch and fellowship at the *Marriott SeaTac* Hotel on Feb. 19th. The conversation after lunch centered on PBGC investments in the Madoff Ponzi scheme and the falling stock market followed by a discussion of lack of interest in RUPA among newly retired pilots. After a couple of jokes, we adjourned until next month. If you're retired and haven't joined us for lunch, come visit with us next month on the third Thursday. It's fun and you're sure to enjoy the chance to renew old friendships and relive old experiences. In attendance: Howard Holder, Gere Pryde, Dave Carver, Tom Smith, Fred Sindlinger, Dick Monroe, Chuck Westpfhal, Neil Johnson, Bill Lamberton, Jack Brown, Bill Stoneman, Dick Weisner, Alex Dunn, Vince Evans, and *Bill Brett*.

**RETIRED UNITED PILOTS' ASSOCIATION
MEMBERSHIP APPLICATION**

NAME: _____

ADDRESS:

Enclose a check, made out to "RUPA" in the amount of \$35.00 to cover the annual cost of publishing and mailing the RUPANEWS.

The minimum \$35 fee for publishing and mailing is due each year on your birthday.

BIRTH DATE: ___/___/___ **DATE EMPLOYED BY UAL:** ___/___/___

LAST DOMICILE: _____ **RETIREMENT DATE:** ___/___/___

MAILING ADDRESS (If other than above)

E-MAIL ADDRESS: _____

TELEPHONE: (____) - _____ **WIFE'S NAME:** _____

PLEASE INDICATE YOUR INTERESTS AS A RUPA MEMBER:

- 1 () Candidate for officer position or committee member.
- 2 () Writing for NEWSLETTER or assisting in its production.
- 3 () Attending "Folding & Stuffing" sessions.
- 4 () Representative for your geographic area.
- 5 () I would help in planning convention and convention activities.
- 6 () I would help in planning local activities, i.e. telephone committee, etc.
- 7 () None of the above.
- 8 () I don't wish to participate in RUPA activities.
- 9 () Other interests (please explain).

COMMENTS:

WELCOME!

**PLEASE RETURN TO: RUPA,
PO Box 400
Vineburg, CA 95487-0400**

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 _____

Ad-
dress: _____

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: _____

TOTALS _____

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

embassysuites.hilton.com/en/es/groups/personalized/DENTCES-RUP-20090921/index.jhtml

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

I/We would be interested in a tour of the UAL Training center on Friday afternoon.

Yes _____ No _____
Number of people _____

I/We would be interested in attending a Col. Rockies baseball game on Sat. Night

Yes _____ No _____
Number of people _____

RUPA 2009 TOUR REGISTRATION FORM

September 24-28, 2009

Registration Options:

1. Register by telephone - (303) 830-6850
2. Register by mail – complete registration form below and include payment to:
CEO, Inc, 1115 Grant Street, Suite 202, Denver, CO 80203
3. Register by fax – complete registration form below and fax with credit card
information to: CEO, Inc. at (303) 830-6610

Please select tours by indicating the number of tickets (#) for each tour and its subtotal.

TOUR SELECTIONS

Deadline for tour signup is (date tba later)

Space is available on a first come, first served basis.

Date	Time	Tour	Cost per person	# of persons	\$ Subtotal
Friday, September 25,	9:00 am – 5:00 pm Full Day	Rocky Mountain High Includes lunch	\$71.00		
Friday, September 25,	9:00 am – 1:30 pm Half Day	Denver, A Mile High City	\$47.00		
Saturday, September 26,	9:00 – 5:00 pm Full Day	Colorado Springs Includes lunch	\$62.00		
Saturday, September 26,	9:00 am – 1:30 pm Half Day	Foothills Fandango	\$36.00		
Sunday, September 27,	9:00 am – 1:30 pm Half Day	Denver, A Mile High City	\$47.00		
Sunday, September 27,	9:00 am – 1:30 pm Half Day	Foothills Fandango	\$36.00		
Total Amount Due (Please add 3.5% for registration fee)			\$		

Registrant Information

Registrant Name: _____

Mailing Address: _____ City: _____ State: ____ Zip: _____

Daytime Phone: _____ E-mail Address: _____ Fax: _____

Payment Information

Payment Amount: \$ _____ Type: Check ____ Money Order ____ MasterCard ____ Visa ____

Credit Card Number: _____ - _____ - _____ Expiration Date : _____

Cardholder's Name: _____

Please note:

All tours will depart from Embassy Suites Denver Tech Center. Buses will load one-half hour before scheduled tour. Bottled water will be passed out as guests get on the bus.

If a tour is cancelled for lack of participation a full refund will be given. There is a \$3.00 fee per person per tour if you request an exchange. CEO, Inc. advises all participants drink plenty of water before arriving and while in Denver. Please bring a sweater or jacket on the tours. Space is available for the tours on a first come, first served basis. After (date), registration will be available on-site at the registration desk upon arrival. Sign up early!! We invite you to call CEO, Inc. with any questions at 1-877-CEO-0411 or 303-830-6850.

Detailed descriptions on Page 9

CONVENTION TOURS INFORMATION

HALF-DAY

Denver, A Mile High City

Tour starts at the State Capital. Then on to the Molly Brown Victorian Mansion and the Kirkland Museum. Next is Millionaires' Row and the Trinity Methodist Church. Tour ends at the Brown Palace Hotel.

Foothills Fandango

Starts with a tour of Red Rocks Park and Amphitheatre. On to Lookout Mountain and the Buffalo Bill Cody Museum. Then off to the Molson/Coors Brewery for a tour and tasting.

FULL DAY

Rocky Mountain High

A drive up the Trail Ridge Road along the Continental Divide known for its spectacular high mountain beauty and some of the best watch-able wildlife in Colorado. Includes a visit to Estes Park and the Stanley Hotel made famous by the movie "The Shining" by Stephen King

Colorado Springs-Pikes Peak Region

Starts with a visit to the Garden of the Gods. Then on to the Air Force Academy for a tour of the Visitors Center, the Planetarium and the Cadet Chapel. Next is the Cave of the Winds. This is a 45 minute walking tour. A buffet lunch is included.

Registration for tours are handled by the Tour Company, CEO, Inc.

Please use the registration form on Page 8.

SOUTHWEST CLOBBERS UNITED IN THE DENVER MARKET

The data clearly show it's UNITED, not Frontier, that's been clobbered by Southwest in the Denver market. Instead of Frontier being squeezed in the middle, as some veneer comments from Wall Street indicated, it's clear that UNITED has given up enormous market share. Southwest has gained nearly 18% of the Denver market, and Frontier increased its share from 15% to over 22%.

UNITED: Deer In Competitive Headlights? Meanwhile, the UNITED brand plummeted from almost 45% of the market to 32.9%. This loss of share equates to almost 3 million annual Denver passengers - and that's traffic lost to other carriers, particularly WN and Frontier. It's even more glaring that during this period; United was touting its ridiculous "Ted" scheme - an alleged WN response. In fact, it was nothing more than some re-painted airplanes, not a stand-alone operation. In addition to countering the data-less musings of some Wall Street analysts, the data also show UNITED may be in much deeper strategic difficulty than it may appear. It has been clobbered by Southwest in one of its most important hub cities. It has no current fleet renewal program. It is dangerously shrinking its mainline fleet and replacing the lift with high-cost leased-in RJ flying. In fact, while American has a mainline fleet plan of 650 airliners, and a substantial renewal plan, UNITED is heading for a mainline fleet of around 375 airliners, and not one new plane on order. Combine this with the "Ted" fiasco, and it's becoming clear that UNITED is getting some very strange strategic advice and leadership.

DANA POINT RUPA LUNCHEON

We met at the *Wind and Sea Restaurant* on Tuesday, March 18. In the Harbor was busy with many people going out on charter boats to see the big Grey whales that have been going by close to the harbor on their long migration from Baja Californian to Alaska.

The blue umbrellas were up and the staff was expecting us. The pretty lady at the outside seating podium, quickly found places for all. It was St Patrick's day ...but no green beer or corn beef sandwiches! However, as usual, the fresh fish sandwiches were excellent.

On Deck were; Rusty Aimer, Carlos Bernhard, Bruce Dunkle, John Grant, Rudy Haluza, Jack Healey, Rick Hoefer, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Bill Stewart, Ted Simmons Joe Udovch and his guest Carynn.

Interesting conversation with our senior member Jack Haley. He has been retired for 29 years. His seniority dates back to 1940. With a fresh birthday coming this June, Jack will be '90'. He got started as a radio operator with United with a hiatus to serve with the navy. Jack thanks the navy for some vary fine training on a number of sea planes which enabled him to return to UAL as a pilot. He retired in 1980 with 40 years.

Jerry Meyer was absent but checked in by e-mail with a great site to visit. It covers what is happening right now at Mojave airport including some good footage of Burt Rutan projects. Check it out! http://www.space.com/common/media/video/player.php?videoRef=SP_090303Mojave20082

Park Ames was absent with a good excuse-- but said he will come twice next month. "Chaotic action is preferable to orderly inaction", so said Will Rogers. Best to all, *Ted*

DENVER GOOD OL' BOYS RUPA LUNCHEON

The weather may have been too good for the March Meeting of DEN Good ol' boys, as everyone was somewhere, but many of them weren't at the meeting. Being that it was Saint Patricks day, the cuisine was necessarily corned beef and cabbage, and in the opinion of this humble scribe it was tasty and plentiful. The tincture beverages hadn't turned green, and the coffee was hot and plentiful.

As mentioned above we didn't meet our guarantee (attendance wise) but our relationship with the caterer has been excellent and continued to be so, and a waiver was extended. At any event, we ate well.

The obligatory attempt at humor elicited a few chuckles, and the scribe followed up with a few airline observations and anecdotes related thereto. Suffice to note that the airline business we grew up with has changed dramatically.

There were no new reports of infirmities nor final flights west.

Those in attendance included: Phil Spicer, George Ohlman, Dick Brinkworth, Mack Connelly, G.W. McMichael, Bob Sannwald, Larry Walters, Maury Mahoney, Barry Edward, Jim Adair, Al Dorsey, Tom Johnston, Jim Nist, Rick Madsen, Dick Shipman, Bernie Stoecker, Bob Blessin, David Horwitz, Jim Reid, Susan Hytinen, Cliff Lawson, Jim Hixon, Russ Ward, Stanley Boehm, Doug Orme, George Maize, and the scribe and coordinator, *Ted Wilkinson*

NO DUMPING

Texas Sheriff pulled up next to the guy unloading garbage out of his pick-up into the ditch. The Sheriff asked, 'Why are you dumping garbage in the ditch? Don't you see that sign right over your head'. 'Yep', he replied. 'That's why I'm dumpin it here, cause it says 'Fine For Dumping Garbage'.

ALL ABOUT (ZED) Zonal Employee Discount Fares

How to use our Interline pleasure Travel program

One of our most important rewards is our travel privileges, including the Interline Pleasure Travel program which provides us with discounted fares to hundreds of locations beyond our existing network. Many of our agreements with Interline partners base their pricing on ZED (Zonal Employee Discount) fares, which are calculated by mileage between origin and destination. Currently, we have ZED agreements with over 29 carriers and continue to add more carrier agreements each year.

Using the Interline Travel program is easy, with two methods to purchase tickets.

If your travel plans are at least two weeks ahead, you can use the preferred option of purchasing tickets by mail.

Review your travel plans in advance and determine which airline routes best match your needs. Next, visit SkyNet's Travel section. Under Travel Programs, click on Interline Travel where you'll find links to various carriers and the types of ZED fares offered.

Contact Detroit Reservations at 1-888-874-1581 or by email at interlinepleasuretrl@united.com to order your tickets, using a credit card for payment. Note: Detroit Reservations only processes interline travel ticket requests, therefore is unable to provide trip planning assistance.

Please be ready with the following information:

Itinerary, including airline and routing, Names of people traveling, Approximate dates of travel, United File Number, Mailing address for tickets and Credit Card Number. Due to mail restrictions, interline ticketing by mail is only available to eligible employees and retirees with mailing addresses and credit card billing addresses in the U.S.

International employees wishing to obtain ZED tickets can do so at any United-operated ticket counter.

If you need tickets less than two weeks before travel, then you may purchase tickets at the United ticket counter in the airport. (*Tickets cannot be issued at stations operated by United Express or a ground handling company.*)

You will need to have your travel plans ready before coming to the ticket counter. There is no need to contact Detroit Reservations in advance.

Please allow 72 hours for process time as some stations may not be staffed for these requests at all times.

FOR THOSE WITHOUT COMPUTERS: Retiree travel desks below can only assist with airlines, schedules and calculating approximate fares. ***They cannot access load information, arrange your itinerary or request tickets for you.*** You must contact Detroit Reservations at 1-888-874-1581 to order your tickets, using a credit card for payment. **REMEMBER!** Detroit Reservations only processes interline travel ticket requests, therefore is unable to provide trip planning assistance. The alternative is purchase at a United ticket counter as stated above.

Portland Retirees Travel Desk: 1-888-278-7038 Local calls: Please use (503) 249-4142

Monday – Wednesday – Friday: 10:00 AM to 2:00 PM Pacific Time

* * *

Chicago Retirees Travel Desk: 1-877-242-0035 Local calls: (847) 700-1087 or 700-5303

Tuesday – Thursday -- Saturday: 09:00 AM to 1:00 PM Central Time

* * *

Seattle Retirees Travel Desk: 1-888-826-3375 Local calls: (206) 433-4218

Monday – Tuesday – Wednesday – Thursday: 10:00 AM to 2:00 PM Pacific Time

ABOUT THE COVER: DC-8 breaks sound barrier

On August 21, 1961 the Douglas Aircraft Company announced that a DC-8 Jetliner flew faster than the speed of sound on a flight from Long Beach to Edwards Air Force Base, California, during a test of an aerodynamic improvement to the wing. The DC-8 went beyond Mach 1 at an altitude of 40,350 feet making it the first transport to exceed the speed of sound.

The Jetliner was flown by chief engineering test pilot William M. Magruder and engineering test pilot Paul H. Patten. With them on the flight deck were systems operator Joseph Tomich and flight test engineer Richard Edwards.

Askania tracking cameras were used to verify data obtained by the aircraft's normal and test instrumentation, McGowen said. These ground cameras are capable of exact measurements by triangulation.

Coincidentally, the DC-8 also exceeded the official altitude record for Jet transports by carrying the equivalent of its normal payload up to 56,000 feet during the name flight.

Magruder, who has received the Iven C. Kincheloe award from the Society of Experimental Test Pilots for outstanding contribution to flight testing, said, "There were no surprises during the flight.

"I've flown the DC-8 at high and low altitudes as well as at high and low speeds," he said, "and I always feel confident that it will behave. It was no different this time."

McGowen said Magruder was flying a production model DC-8 which had been instrumented for testing a new wing whose leading edge has been extended four percent. Primary advantage of the new wing shape, he explained, was to increase the range of the transport.

"The DC-8," he added, "always has been the fastest long-range jet in service and this flight demonstrated the high speed capabilities of the new wing. Previous tests have shown that the excellent low speed characteristics also have been retained; and obviously, there is a wide margin of safety in the aircraft structure."

The conditions of the experiment were assumed to be as follows: (1) climb to an altitude of 50,000 feet before commencing the dive; (2) airplane gross weight of 148,000 pounds at the top of the climb (this corresponds to a w/b of 1,240,000 pounds, and also permits a fuel load of 12,000 pounds which was felt to be reasonable for this short flight duration); and (3) dive entry load factor of 0.5g during the push-over until the required dive angle is achieved. Dive angles of 15, 20, and 25 degrees were selected for analysis and starting Mach numbers of 0.80 and 0.82 for each value of dive angle. Based on the speed-thrust data the 0.80 Mach number case appeared to be the more reasonable one to consider, and hence, the recovery or pull-out phase was evaluated for only this case. When the pull-out is initiated at M-1.0, using either a load factor of 1.5 or 1.25g, the airplane will recover at a reasonable altitude.

In addition, studies were made of the stability and control and dynamic characteristics to which the airplane would be exposed in extension of the Mach number envelope from the existing limit of M-0.95 to a supersonic Mach number region of 1.03. These studies indicated that positive recovery capabilities existed for the planned dive and recovery profile of ensuing Mach number and "q", and that the airframe and control dynamic characteristics would not be significantly affected. The dive and recovery techniques to be employed were to include pre-trimming the stabilizer on dive entry, which resulted in application of approximately 50 pound push-force to maintain the stabilized dive. Because of the expected low elevator effectiveness, application of the stabilizer trim would be required to expedite and assist in the recovery. During the trim application on recovery, excessive control pull-force input was to be avoided to minimize loading of the stabilizer jack screws.

The following discussion is presented to state the manner in which the test proceeded. Prior to take-off, the airplane was loaded with 5054 pounds of ballast in the aft cabin to provide a C.G. of 27 percent MAC. The

purpose of this loading was to improve the maneuverability of the airplane during the pull-out. The take-off gross weight was 188,800 pounds, of which 49,500 pounds was fuel. On August 21, 1961, DC-8 N9604Z, departed from Long Beach at 0810 PDT, and was climbed directly to the Askania range located at Edwards Air Force Base, California. Enroute to the test altitude, a climb survey was accomplished. The data obtained were later used for determining the static position error of the airspeed systems. In order to compute the static position error of the airspeed system, a relationship of geometric altitude and pressure altitude is required. This is generally accomplished in one of two ways: (1) Askania tracking provides geometric height, and pressure height is determined by applying a known low speed position error to the climb survey data, and (2) Geometric height and pressure altitude are obtained from a weather balloon equipped with a radiosonde. The results of each of these methods are shown on page A-4, which are in very good agreement.

During the climb to 50,000 feet, a test was accomplished to check for satisfactory operation of the electrical over speed cut-out of cabin compressors No. 1 and 4. The electrical over speed cut-out of compressors No. 2 and 3 were disconnected prior to take-off during this test to be assured of maintaining adequate pressurization. Cabin compressors No. 2 and 3 operated normally during the climb, at compressor speeds of approximately 51,000 rpm. The electrical over speed shut off compressors No. 1 and 4 at 49,000 feet, when the compressor speed reached 50,000 rpm. The System's Engineer increased the cabin pressure altitude to 15,000 feet (cabin D.P. \approx 6.6 psi), prior to the dive to eliminate the possibility of mechanical over speed shut down of the two remaining inboard compressors, (the cabin pressure altitude is normally 9,100 feet when the airplane is flying at 50,000 feet). All cabin pressurization and air conditioning functioned satisfactorily, utilizing the two inboard compressors at speeds of 51,000 rpm during the operation above 45,000 feet.

During the climb, the airplane rendezvoused with an F-100 photo-chase airplane and an F-104 pacer aircraft from the AFFTC. Data analysis based on Askania tracking revealed that the airplane reached a maximum pressure altitude of 50,029 feet and a geometric height of 52,090 feet. Ambient temperature measurements from a weather balloon, equipped with radio-sonde showed that the ambient temperature at this altitude was -96.3 degrees Fahrenheit, which is 26.6 degrees Fahrenheit colder than standard. This value was also confirmed by instrumentation installed in the airplane. At the maximum altitude condition, the airplane gross weight was 170,600 pounds, which corresponds to a W/b of 1,493,000. At this time, in the flight, the fuel remaining was 31,300 pounds. The thrust required to reach 50,000 feet was that corresponding to 97 percent N_2 rotor speed, which is only 2 percent greater than the rotor speed for Maximum Continuous Thrust. The high Mach number dive was accomplished on a heading of 255 degrees from the southern tip of Rogers Dry Lake toward the southern tip of Rosemand Dry Lake. Winds aloft at 50,000 feet were reported as 20 knots from 234 degrees. During the pushover, 0.5g was maintained for approximately 15 seconds from the level flight pitch angle of 4 degrees ANU to 22 degrees AND. There was no airframe buffet during the acceleration to Mach 1.0. Take-off thrust was used throughout the entire maneuver, including the pull-out. The maximum Mach number of 1.012 was attained at a pressure altitude of 41,088 feet. The true airspeed at this point was 660.6 miles per hour. Three seconds later, the maximum true airspeed of 662.5 miles per hour was reached at a pressure altitude of 39,614 feet. The results stated above are based on the Askania airspeed calibration data of the wing tip boom. The pilot's and co-pilot's production airspeed systems also corroborate these results. The following comments are excerpts from the pilot's flight report:

"The recovery was scheduled to start at 42,000 feet, however the initial application of full up elevator did not appear to produce any noticeable change in load factor. Also, with full up elevator applied, application of stabilizer trim appeared to indicate that the stabilizer trim would not function with the elevator in the nose up position. Therefore, the pilot relaxed the elevator while maintaining stabilizer trim, changing from the stabilized trim for the dive of 0.5 degrees nose up to approximately 1.5 degrees nose up, resulting in 1.7 g's applied at approximately 39,000 feet. The aircraft appeared to be completely recovered and

decelerating below 0.95 Mach number at 36,000 feet. Buffet became apparent at approximately 35,000 feet, as the airplane decelerated through 0.94 true Mach number. As the aircraft descended through 42,000 feet, at Mach 1, a severe rudder pedal "buzz" was apparent which could not be discerned by the pilot by observing rudder position, elevator position; nor could the telemetering installation discern the rudder "buzz" from the traces on the ground equipment. This "buzz" condition disappeared as the aircraft decelerated through 36,000 feet. It was apparent to the pilot for approximately 15 seconds. The aircraft landed at Edwards Air Force Base and post-flight inspection revealed no damage to the aircraft."

The rudder tab oscillations described above were later verified by oscillo-graph records obtained during the flight. The following values were reduced from the oscillograph records: The rudder control tab maximum movement was recorded as 21.3 degrees double amplitude, at a frequency of approximately 28 CPS. A resonant vibration, at the same frequency, of the vertical fin-tip lateral acceleration was recorded as 2.9g's double amplitude. Negligible movement of the rudder surface was indicated; however, a strong force feed back was indicated to the pilot through the rudder pedals. Aileron control tab buzz, at a frequency of 36 CPS, was also apparent later in the recovery and was coincidental with the pronounced trim change exhibited in the Mach number 0.95 regions. The buzz was more pronounced on the right aileron control tab.

Examination of the dive time history, revealed several noteworthy items relative to the airplane control and stability. With a stabilizer setting of zero, the nose down tuck (negative stability region) associated with high Mach number was easily controllable by elevator alone so as not to exceed the desired dive entry. As the airplane approached the design dive speed Mach number of 0.95, a pitch-up of 0.5g magnitude was exhibited and as the speed further increased, strong positive static stability was indicated. The dive recovery, effecting a pitch angle change of 20 degrees, was accomplished in approximately 5,000 feet altitude. Two degree nose up stabilizer trim was applied to assist in the recovery. Prior to the input of stabilizer trim the pilot was able to produce negligible recovery load factor with an input of pull force increment exceeding 100 pounds. Lateral controllability was found to be satisfactory and no abnormal lateral characteristics were exhibited in the transonic speed region. A symmetrical droop-up of the outboard ailerons occurred above a Mach number of 0.90, reaching a maximum deflection of 5 degrees. The pitch trim compensator was operative during the dive and recovery.

MEDICARE COVERAGE IN A NUTSHELL

The phone rings and the lady of the house answers, 'Hello.'

'Mrs. Ward, please.'

'Speaking.'

'Mrs. Ward, this is Doctor Jones at the Medical Testing Laboratory. When your doctor sent your husband's biopsy to the lab yesterday, a biopsy from another Mr. Ward arrived as well, and we are now uncertain which one is your husband's. Frankly the results are either bad or terrible.'

'What do you mean?' Mrs. Ward asks nervously.

'Well, one of the specimens tested positive for Alzheimer's, and the other one tested positive for AIDS. We can't tell which is your husband's.'

'That's dreadful! Can't you do the test again?' questioned Mrs. Ward.

'Normally we can, but Medicare will only pay for these expensive tests one time.'

'Well, what am I supposed to do now?'

'The people at Medicare recommend that you drop your husband off somewhere in the middle of town. If he finds his way home, don't sleep with him.'

SW FLORIDA RUPA LUNCHEON

March 9, 2009: A beautiful day along with a cheerful atmosphere among the members made for a pleasant gathering celebrating our final luncheon of the season. Thirty members and guests enjoyed the adventures of Cherie Rohn, who's experiences include, mapping the highlands of New Guinea, scuba instructor, nightclub singer, blackjack dealer to name a few. The main subject today was about her book "Thief". This is a true story about a guy who hung out with the mob. You can check Cherie's web site at www.thiefruestory.com.

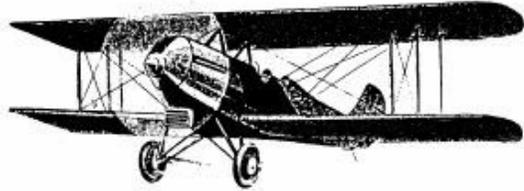
Dot Prose, (daughter of Ed Prose, UAL retired and OX-5 pioneer) prepared a flyer with information about the annual RUPA day at the "Sun N Fun". RUPA day is Thursday April 23rd 2009. This used to be a well-attended meeting for members attending the "Sun N Fun". Lets hope it will make a come back. I will attach a flyer with this note.

One of our members, Capt. Al May has been hospitalized with a stroke and complications. If you would like you may send Al a note, the address is: Health Park Care Center, 16131 Roserush Ct. Fort Myers, FL 33908-3634. Get well soon, Al!

Attending today: Neil Bretthauer, Gene Chapman, Will & Sara Collins, Norbert Cudnowski, Rip Curtiss, James & Susan Goodson, Jim Howard, Robert Hughes, Don Kincaid, Faith Osborn, Dot Prose, Ed Prose, King & Madelon Purton, Ed Rooney, Don Sullivan, James Sutton, Mamie Thompson, Ray & Twila White, Tom Willman, Elaine Conrad, Ed Griffith, Jim Murray, Rich Gregson, Guest speaker Cherie Rohn, and your hosts

Gary & Janice Crittenden

2009 SUN 'n FUN EAA FLY-IN
21 - 26 APRIL 2009
LAKELAND, FLORIDA
RUPA DAY
THURSDAY 23 APRIL 2009
All Day after 0900



Location: OX-5 Club House made available through the generosity of the Mid West Florida Wing of the OX-5 Club; located on the airfield (next to the QB's Club)

What you get at the Club House: Coffee, snacks, rest room, porch, gathering place
Central location to static displays, food court, flight line
Expertise on the OX-5 engine and everything else aviation

Transport from Handicap Parking: Call the Club House at 863-404-5374 ext.178 and the Club will send their golf cart to pick you up

Cost to use the Club House: None; however, there will be a glass jar on the food table for donations.....\$5/head (or more) would help the Club out as all funds have been expended to maintain the club house facilities; they operate on a shoestring

Applications: If you'd like to join the OX-5 Club, applications will be available in the Club House

Point of Contact: Dot Prose (daughter of Ed Prose, UAL Ret. and OX-5 Pioneer)
Phone: (941) 966-4538
Email: proseada@yahoo.com

Web site for Sun 'n Fun: www.sun-n-fun.org

NORTH BAY RUPA LUNCHEON

The *Petaluma Sheraton's Tolay Room* was the scene for the March gathering of the North Bay RUPA group, which meets on the first Wednesday of every month. The group was seated at 12:30pm, and guests Buddy and Alice DeCosterd were welcomed! Call-ins / regrets were announced, and a thankfully brief sick call/obit was recorded. Health and Welfare Chairman, George Hise reported on the very latest in the health field, as well as noting uava traffic declining 15.2% in February. Thanks to Bill Greene, a framed display of the DC-6 cockpit and overhead was on display to tickle the memory of many. Bill is working on a project to restore a DC-6 cockpit for the Pacific Coast Air Museum. Barney Hagen reported on an upcoming project the museum has to help educate young people in aviation. The Display board had several aviation related articles, and a few copies of reprints of old aviation comic heroes, Smilin' Jack, Buzz Sawyer, Terry and the Pirates, were available to be perused.

The group sang a loud, and very sincere, "Happy Birthday!!" to Sheila Bride, led by Gardner!

It was noted that the up-coming April meeting will mark five years for our group lunches!

Attending: Jules Lepkowsky, Gardner and Sheila Bride, Leon Scarbrough, Bill Smith, John Baczynski, Larry and Dee Whyman, Dan Bargar, Lee Anderson, Don Madson, Sam and Mickie Orchard, George Hise, John Loughran, Bill McGuire, Bob Grammer, Deke Holman, Buddy and Alice DeCosterd, Bill Greene, Barney Hagen, Bob Billings, Dick Hanna, *Bob and Doris Donegan*.

SECRETARY/TREASURER MUSINGS

NOTICE TO ALL: Job Description. Keeping the database up to date, which gets the *NEWS* to you, and depositing the checks that keep us operating,

PO BOX CHANGE: The Sec/Treasurer mailbox is now PO BOX 400, Vineburg, CA 95487-0400. Please be aware, and use that one for your next mailing. Changed for a couple of reasons, to save a buck and it was too small for my small hand, and the Postmaster is a good man.

E-Mail addresses: Please use your computer to keep RUPA updated on your current/new e-mail address. I can see the day in the future when the *NEWS* will be done electronically, and if you want to sign up now, your choice. You can print pages for your reading room material, or the whole issue, if you choose. It is our future, not necessarily our choice.

1) Keep those cards, letters, and checks coming. And address changes, BUT don't forget to keep your E-Mail address up to date. One member wanted his *NEWS* via e-mail but could not be accommodated because his e-mail address was two years old. So check the Directory, and see if you are up to date, and send the corrections. And your "what I have been doing Letters" to rupaed@gmail.com

2) Many thanks to those who have donated extra \$\$ to the kitty, you know who you are, and we, the volunteers do appreciate your generosity.

3) Those little notes included with those checks. Great humor, sometimes sad, but much appreciated. Here are a few. a) "Leon, I couldn't find anymore hotel note paper. Time keeps running along." b) "I had a health problem last year that put me close to "meeting my maker" as the doctor put it. I'm doing much better now and back to normal. Positive enough to send funds for two more years. Thanks for your service to all of the members of RUPA." c) "Dear Ted" (that was a few editors back, but the letter came on 28 Feb). "I still enjoy the *RUPANEWS* and I read it from cover to cover. Pilots are a special lot, so I love to hear what they are up to--even if I don't know them. Tom enjoyed every minute that he flew for United. It was the best of times for 36+ years. Thanks for the great newsletter." d) From a Flown West note, "I know he would want me to keep up his membership. He enjoyed reading your newsletter every month and appreciated all you have done for our cause." e) waiting for another good one.

Remember. TWO things. Checks, and address changes to PO BOX 400, and letters go to rupaed@gmail.com. *Leon*

MEDICAL HUMOR

A gynecologist had become fed up with malpractice insurance and HMO paperwork and was burned out. Hoping to try another career where skillful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes and learned all he could.

When the time for the practical exam approached, the gynecologist prepared carefully for weeks and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%.

Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark.

"You put the engine back together again perfectly, which is also worth 50% of the mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career."

S.E. FLORIDA GOLDCOAST MARCH LUNCHEON

We met at our usual location, *The Flaming Pit Restaurant*, on March 12th. We had a good turnout with 24 members sharing the food, jokes and camaraderie.

We were pleased to learn that Ned Rankin has volunteered to take over Scribe duties for the group. Lyn Wordell is going to take over the President's duties from Les Eaton. Thanks guys!

On a more serious note, John Halloran's death in December was announced. His obituary was passed around the group. He was buried in Jacksonville, FL at the Veteran's cemetery.

Our last meeting of the season will be on Thursday, April 9th.

Present at March's luncheon were: Denny Keast, Jim Good (flew in from the West Coast of FL), Stan Blashke, Les Eaton, Ham Wilson, Glen Hall, Lyn Wordell, Murray Warren, Ned Rankin, Ed Wheeler, Bob Dotson, Jerry Bradley, Jim Carter, Jim Morehead, Bill Garret, Sid Sigwald, Walt Kimmey, Bob Engleman, J.T.Palmer, Vince Consigli, Warren Hepler, Mike Warde, Ed DeChant and your Scribe, *Dick Bodner*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

We're real proud of our members for remembering the change from the third Thursday to the second Thursday of the month as we had a great turnout at *Mimi's* March 12, with the following 18 in attendance: Herb Goodrich, Jim Day, Nan Day, Tom McQueen, Gene Biscailuz, Jack Moore, Joyann Moore, Bob Mosher, Don McDermott, Walt Tyler, Ann Tyler, Denny Fendelander, Som Fendelander, M. A. Herriott, Beverly Miller, Jim Miller, Doug Rankin, Marcene Rankin.

Don McDermott started by passing out a list of the names that RUPA President Larry Wright had given him when he attended our luncheon. The list was of past members with whom he has lost touch and he asked if anyone knows these people to get in touch with them and invite them to return.

There was a short discussion about the PBGC, and then Denny Fendelander took the floor with information about the recent Turkish Airlines Boeing 737-800 accident which was caused by a faulty altimeter reading to the autopilot. He also mentioned that we can get ZED Fares on British Airways. Denny also said that retired pilots can get discounted parking in the E-Lot on a side street just south of *The Proud Bird* Restaurant by going to Terminal 2A parking structure office and buying a ticket good for a month or a year. A Retired United Identification Card is needed.

Don said that Rex May, off on a vacation to Egypt, sends his best. Also Don reminded us of the Memorial service for Jack Hanson who recently "Flew West".

Our next lunch at *Mimi's* is on May 14th, the SECOND Thursday of the month.

Til then, *Doug Marcene Rankin*

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners Group met for lunch on March 10th at the *Horny Toad* restaurant in Cave Creek. We had Shawn Greer perform his magic for us. He was performing for us as Capt. Bill Dutton's son wished that he perform in honor of his deceased father who in addition to being a UAL pilot was also a magician. The magic act was great. Present were Frenchy Bougeois and his friends Bob Adams & Frank Valanc, Ken Killmon, Cory Liston, Gary Dyer and his brother in law Darryl Nelson, Whitey White, Bob Howard and his designated driver Lou Eagley. We will have one more meeting in April before we adjourn for the summer.

Ken Killmon

US HOUSE PANEL APPROVES BROAD AVIATION BILL

By Josh Mitchell Of *DOW JONES NEWSWIRES*.03/05/09

WASHINGTON (Dow Jones)--The U.S. House Transportation Committee approved a broad aviation bill Thursday that is designed to further limit partnerships between U.S. and foreign airlines.

The bill would effectively end all alliances between U.S. and foreign airlines within three years. The U.S. government would be able to renew the alliances - through an exemption to antitrust laws - but under what some say would be a tougher standard. And the bill would also tighten restrictions on foreign ownership of U.S. airlines.

Proponents say the bill would ensure competition in the industry and protect consumers. But major carriers and the European Union said it would threaten the industry's financial health and cost thousands of airline jobs.

The legislation, which also approves funding for long-term plans to modernize the nation's delay-prone air-traffic control system, was approved by a voice vote.

Transportation Committee Chairman James Oberstar, D-Minn., said the provisions on airline alliances and foreign ownership are designed to ensure the industry doesn't fall into the hands of several international conglomerates. He added U.S. airlines must remain controlled by U.S. citizens so that matters such as pricing and scheduling aren't determined by investors overseas.

"I think it's a very important matter for us to determine whether we're slipping further into foreign ownership of U.S. airlines under the guise of antitrust immunity," Oberstar said.

Under his amendment, airlines that have received exemptions to U.S. antitrust laws would lose those exemptions within three years of enactment of the legislation. The Transportation Department would be able to renew the exemptions, but only after the government produced studies establishing the "public benefits" of international air alliances, including whether it reduced prices and improved scheduling.

The U.S. Air Transport Association has warned that such terminations of alliances, which allow airlines to coordinate international operations, would be "tremendously unfair" and cost up to 15,000 airline jobs.

The bill also tightens restrictions on foreign ownership of U.S. airlines by spelling out what activities of a U.S. airline must be controlled by U.S. citizens. Current law allows the U.S. government to determine the matter case by case. The new bill would require that U.S. citizens "control all matters pertaining to the business and structure of the air carrier, including operational matters such as marketing, branding, fleet composition, route selection, pricing, and labor relations."

In a letter to Oberstar this week, the European Union's European Commission said the provision "could incorrectly be interpreted as requiring all middle and upper management to be occupied by U.S. citizens."

It warned that the provision would "dangerously impair" talks between the U.S. and the E.U. on a transatlantic aviation pact. Those talks, which will cover additions to the "open skies" aviation pact that went into effect in March 2008, are scheduled to resume this year.

The legislation also provides \$70 billion over four years for Federal Aviation Administration programs. Some of the money would be used to accelerate plans to upgrade the air-traffic control system, a project known as NextGen.

Address changes, Snowbirds & Others:

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

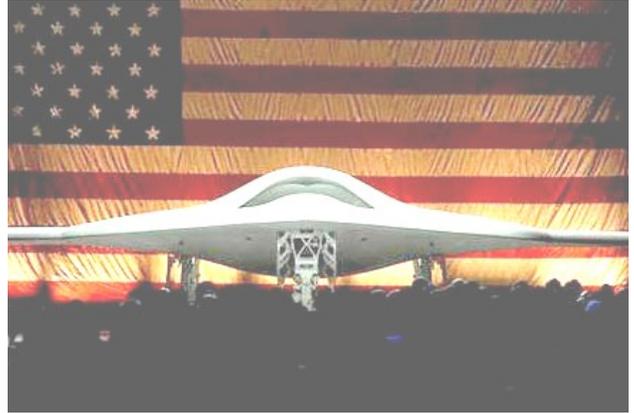
RUPA, PO Box 400, Vineburg, CA 954879-0400 — or — E-mail: rupa.sectr@yahoo.com

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

NORTHROP GRUMMAN X-47B

The X-47B unmanned jet, planned to be the first to launch and recover aboard Nimitz-class aircraft carriers, would strike targets and do aerial reconnaissance, surveillance and time-sensitive targeting -- all without a pilot aboard. Officials unveiled the single-jet, cockpit-less aircraft, one of two known as Unmanned Combat Air Systems-Demonstration, or UCAS-D, during a Tuesday ceremony at Northrop Grumman Corp.'s Palmdale, CA site.

The X-47B's bat wing shape takes a page from the Air Force's B-2 stealth bomber, which Northrop Grumman designed and built, then in secret, at this desert location north of Los Angeles.



Engineers will put the aircraft through a series of proof tests here and at nearby Edwards Air Force Base, Calif., and will conduct its first flight before the aircraft heads east to Patuxent River, Md., in November 2009 for a year of additional testing and the official roll out ceremony. That includes the important shipboard trials, which will test the aircraft in the harsher, less forgiving and busy environment of a carrier in the open ocean. Program officials plan to conduct sea trials and the first flight aboard an aircraft carrier in November 2011, an event set to mark the 100th anniversary of naval aviation.

The advent of the aircraft signals a sea change in military aviation. The carrier-based aircraft will provide commanders with an airplane that can be launched farther at sea, and without a pilot, the aircraft can fly distant missions and loiter over a target or combat zone much longer than what a human pilot and aircrew can safely do.

Officials said the X-47B was designed for autonomous aerial refueling by both Naval tankers, which use the probe and drogue system, and Air Force tankers, which refuel with a boom and receptacle.

Navy officials hope to ultimately outfit and deploy the first unmanned combat squadron by 2025, when the unmanned airplanes would operate from carrier flight decks alongside the Joint Strike Fighter jets.

The X-47B, painted in the Navy's traditional haze gray scheme, already bears the aircraft's bureau number of 168063 on a bomber bay hatch.

FLORIDA GOLD COAST RUPA LUNCHEON

From sunny Florida. We had a lighter than usual turnout for this time of year. (Somebody famous once said, "It's the economy, Stupid"). Last month at our annual co-ed lunch there were 33 of us, but we only had 11 today. (A testament to the influence of WOMEN). Present were Paul Andes, Bill Cole, Del Gartner, Clay Grant, Andy (quadraplegic)- just kidding-Lambert, Don Onofrio, & the other half of the PanAM "O-twins"-Ted Osinski, Bob Schaet, Sis Sigwald, yours truly, and last, a first timer with us from frigid IL, Dale Bird. We had our usual excellent buffet lunch and discussed the possibility of moving to a venue other than *Mariner Sands CC* because the co-ordinator (me) is a victim of "burnout" after a total of about 8 years doing it. All agree *Mariner Sands* has been the best for our group in the past 15-20 years.

The recent passing of Dave Arey (married to a MSCC member for 2 years), and our "good friend from management" & great guy, Percy Wood, leaves me as the only member of the club to sponsor our activities. Paul Andes & Don Onofrio are exploring the possibility of utilizing their clubs for our future gatherings. Last month we collected \$170.00 from the 17 of us at the lunch for the Stuart hospice in the honor of Dave Arey & Percy Wood (who were "best buddies" & golf/sailing partners). At that lunch, Bob Schaet suggested we resurrect our "flower fund" by adding \$2 to the meal payment, and we now have a start-up balance of \$22. Andes & Onofrio are to report their results re their CC accommodating to us, starting next year (Oct. or Nov.). Our usual scribe, Bob L. is off on a cruise with his bride (w-3) and will be reporting on April's festivities. Best regards to all you "other-coasters" who do so much to keep the RUPA group going.

Jim Dowd

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

It was clear and cold with a brisk wind down the runway – but the view across the Monterey Bay was fabulous! March 9th was our seventh RUPA lunch at the Monterey Airport's *Golden Tee Restaurant*. Lee Casey, Jim Gwinn, Walt Lehner, and Ed Manning were first time attendees along with local regulars Dave Mackie, Deryl Moses, Milt Jines, Will and Fran Blomgren, Carlos and Judy Quintana, Pete and Donna Walmsley, Paul and Brigitte Olson, Diane Ellis, Paul Fewel, Beth Ege, and yours truly!

We finalized plans for our *off airport* lunch in April. *Quail Lodge* in Carmel Valley will be our destination for our April 13th lunch! We will order off the menu, use separate checks, and enjoy a 15% discount! The menu selections and the scenic setting are superb – you don't want to miss it. Pete and Donna Walmsley and Connie and Beth Ege are members and will help host our luncheon. RSVP is required due to limited space!

Quail Lodge is located on Valley Greens Drive off of Carmel Valley Road in Carmel Valley. Located 3.5 miles east of Highway 1, *Quail* is rated as an AAA Four Diamond Resort. There are two restaurants – we will be at *Edgar's* at the club house. Weather permitting we will be on the patio so dress accordingly. See www.quailodge.com for details and directions. I will send an email reminder the Monday before our scheduled luncheon.

Please RSVP at (831) 622-7747 or email: one747czi@redshift.com one week prior! See you at ***Quail Lodge at 11:30 on Monday April 13th!***

Happy Con Trails to You, *Phyllis Cleveland* – retired 2007 SFOFO.

5 THINGS YOU NEVER KNEW YOUR CELL PHONE COULD DO

For all the folks with Cell phones. (This should be printed and kept in your car, purse, and wallet. Good information to have with you.) There are a few things that can be done in times of grave emergencies. Your mobile phone can actually be a life saver or an emergency tool for survival. Check out the things that you can do with it:

1. **Emergency:** The Emergency Number worldwide for Mobile is 112. If you find yourself out of the coverage area of your mobile network and there is an emergency, dial 112 and the mobile will search any existing network to establish the emergency number for you, and interestingly, this number 112 can be dialed even if the keypad is locked. Try it out.
2. **Locked your keys in the car?** Does your car have remote keyless entry? If you lock your keys in the car and the spare keys are at home, call someone at home on their cell phone from your cell phone. Hold your cell phone about a foot from your car door and have the person at your home press the unlock button, holding it near the mobile phone on their end. Your car will unlock. Distance is no object. You could be hundreds of miles away, and if you can reach someone who has the other 'remote' for your car, you can unlock the doors (or the trunk).
3. **Hidden Battery Power:** Imagine your cell battery is very low. To activate, press the keys *3370#. Your cell phone will restart with this reserve and the instrument will show a 50% increase in battery. This reserve will get charged when you charge your cell phone next time.
4. **Disable your STOLEN mobile phone:** To check your Mobile phone's serial number, key in the following Digits on your phone: *#06#. A 15-digit code will appear on the screen. This number is unique to your handset. Write it down and keep it somewhere safe. When your phone gets stolen, you can phone your service provider and give them this code. They will then be able to block your handset so even if the thief changes the SIM card, your phone will be totally useless. You probably won't get your phone back, but at least you'll know that whoever stole it can't use/sell it either. If everybody does this, there would be no point in people stealing mobile phones.
5. **Free Directory Service for Cells:** Cell phone companies are charging us \$1.00 to \$1.75 or more for 411 information calls when they don't have to. When you need to use the 411 information option, simply dial: (800)FREE411, or (800) 373-3411 without incurring any charge at all. Program this into your cell phone now. This is sponsored by *MacDonald's*.

ALCOHOL INCREASES THE RISK OF PANCREATIC CANCER

By Richard Alleyne, Science Correspondent

Just two alcoholic drinks a day can increase the risk of pancreatic cancer by more than a fifth, a study has found.

Roughly two drinks or three units of alcohol a day raises the likelihood of developing the disease by 22 per cent.

Consuming 30 or more grams of alcohol a day raises the likelihood of developing the disease by 22 per cent, scientists found. That is the equivalent of roughly two drinks or three units of alcohol, according to the researchers.

The investigation was one of the largest ever to examine dietary factors influencing pancreatic cancer.

Scientists analysed data from 14 studies looking at the food and drink consumption of more than 860,000 men and women. Of these, 2,187 were diagnosed with pancreatic cancer.

Dr Jeanine Genkinger, from Georgetown University in Washington DC, said: "Our findings support multiple nutrition recommendations that men should limit intake to no more than two alcoholic beverages per day and women should limit intake to no more than one." They defined "a drink" as 12 fluid ounces of beer (just over half a pint), four fluid ounces of wine (a small glass), or 1.5 fluid ounces of spirits (half way between a single and a double).

Previous studies had been unable to confirm an association between alcohol consumption and pancreatic cancer risk. The link was suspected because drinking is associated with pancreatitis, inflammation of the pancreas, and diabetes. Both these conditions are known risk factors for pancreatic cancer.

No difference in risk was seen when comparing the effect of drinking beer, wine or spirits.

The findings were reported today in the journal *Cancer Epidemiology, Biomarkers and Prevention*, published by the *American Association for Cancer Research*.

Dr Genkinger said: "Despite being a deadly disease, there are few known risk factors for developing pancreatic cancer. At this point, it's important to understand any protective or risk factors for this dangerous disease even if the risks are weak or modest."

The pancreas is a large gland situated behind the stomach which makes digestive juices and insulin.

Each year, around 7,300 cases of pancreatic cancer are diagnosed in the UK and 7,000 people die from the disease, making it one of the most deadly cancers.

PASTOR'S BUSINESS CARD

A new pastor was visiting in the homes of his parishioners. At one house it seemed obvious that someone was at home, but no answer came to his repeated knocks at the door.

Therefore, he took out a business card and wrote "Revelation 3:20" on the back of it and stuck it in the door.

When the offering was processed the following Sunday, he found that his card had been returned. Added to it was this cryptic message, "Genesis 3:10."

Reaching for his Bible to check out the citation, he broke up in gales of laughter. Revelation 3:20 begins "Behold, I stand at the door and knock." Genesis 3:10 reads, "I heard your voice in the garden and I was afraid for I was naked."



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



Boeing Model 4 "EA" 1917 - land version of "C" (left). After failing to interest the Navy in the "B&W" seaplane, William Boeing hired T. Wong, an airplane designer, to develop another seaplane. The result was the "all-Boeing" Model 2 "C", a twin-float seaplane. During test flights it proved unstable and a larger rudder was installed.

Following the modification, Boeing again headed East to try to sell the new plane to the Navy. They liked it and ordered 50 to be used as trainers. Boeing's "C" seaplanes used 200 hp Hall-Scott L-6 engines and had tandem seating, the Army wanted 90 hp Curtiss OX-5 engines and side-by-side seating.

In April 1917, the "Pacific Aero Products Company" was renamed the "Boeing Airplane Company". Later in 1917, the Army contracted with Boeing for two land-based trainer versions of the "C", Boeing designated the planes Model 4 "EA". Boeing used a sequential numbering system for each "design change". The "B&W" was Model 1, the first "C" was Model 2 (right), the second version of the "C" was Model 3, etc. This design-numbering method continued through 1933 and the "100" series.

T. Wong resigned and Boeing once again needed airplane designers, draftsmen and engineers. He contacted the University of Washington where three recently graduated engineers were recommended. They were Philip G. Johnson, Clairmont L. Egtvedt and Roland Mayer. Boeing hired all three at \$90 per month. Johnson was a production man and a salesman. Egtvedt was a draftsman and became a master at aircraft stress design, remaining with Boeing for 50 years. *Marvin Berryman - from the book "Boeing"*

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

COSTCO

Departing COSTCO I was pushing my cart past the food court. A man saw the contents (2 7crowns, 2 Smirnoffs, 2 beefeaters, and a Bacardi).

He asked if I was having a party so I gave him the punch line from Ajax Liquor Store "no, just building up my courage to go to confession" he almost choked on his hotdog.

UNITED'S MOVE STOKES TENSION AMONG PILOTS

By John Pletz -- *Crain's*, March 16, 2009

One of the four pilots named in a lawsuit by United Airlines alleging sick-leave abuse has been fired and another has been suspended, fueling tensions before the company begins union contract negotiations next month.

Capt. Steve Tamkin was fired and Capt. Rob Domaleski was given a 60-day suspension last week, according to a memo issued Friday by the Air Line Pilots Assn.

The two men were among those named in the lawsuit filed last year by United against ALPA in which the airline accused the pilots of organizing a sick-out campaign from July 19-27-2008. On average, more than 500 pilots called in sick each day during that period, forcing United to cancel 329 flights and costing the airline \$8 million in revenue, United claims.

The union contends the recent action against the two pilots is the opening shot in contract negotiations scheduled to begin in April. United pilots, who took a 40% pay cut when the airline was in bankruptcy proceedings, have made clear that they want to recover lost wages. The contract becomes amendable at the end of the year; though it technically does not expire because airline employees are covered by a federal law that dictates prolonged mediation and makes strikes difficult.

"The company's intent," according to the ALPA memo, "is to undermine and destroy not only your union at United Airlines but your very unity. Why? Because management well knows that your unity is the key to our success in the upcoming negotiations."

The union and Mr. Domaleski decline to comment. Mr. Tamkin couldn't immediately be reached for comment.

United took its pilots to federal court last year and won an injunction from U.S. District Judge Joan Lefkow in Chicago prohibiting pilots from using sick leave to protest decisions by airline management. The decision was upheld last week by the U.S. Court of Appeals.

The airline accused the pilots of launching the "sick-out" campaign over United's decision to pare capacity in the face of high oil prices, resulting in the loss of 950 pilot jobs. The union said it worked to prevent a sick-out campaign.

United declined to comment specifically on recent actions, if any, involving the two pilots, but a spokeswoman said, "When a federal court finds that employees have intentionally and unlawfully acted to harm our company and our customers, we will hold them accountable."

Judge Lefkow found that Messrs. Tamkin and Domaleski and the two others "were directly involved in instigating a sick-out among United's junior pilots in July 2008."

NEW MATH

The owner of a golf course was confused about paying an invoice, so he decided to ask his secretary for some mathematical help. He called her into his office and said, 'You graduated from the University of Tennessee and I need some help. If I were to give you \$20,000, minus 14%, how much would you take off?'

The secretary thought a moment, and then replied, 'Everything but my earrings'.

LETTERS

EUGENE ARMSTRONG—Vaughn, WA

Time again for another birthday. Not much change to report this year. PSA still going down after Proton treatment in 2007. Thankfully, the Parkinson's disease seems to be progressing slowly.

Why, when we get older we seem to talk more about our ailments and diseases than the blessings that have been a part of our lives. As my eye doctor replied when questioned about needing glasses because of a slight deterioration of vision, "too many birthdays". WOW!!!!!!!!!!!!!!

Still trying to play golf but now instead of hitting them long and straight, hitting them short and crooked. Too many birthdays?

Thanks to all who put out the *RUPAEWS* letter. Checks in the mail. *Gene*

RON BERKOWITZ—Columbia, MD

It's been 10 years that I have now been retired, but just as everyone else remembers theirs, I do remember my final flight. My last leg was from ORD to IAD blocking in late on a Saturday night. It was a very quiet arrival with my family on board. The retirement cake was put on the plane just before departure at ORD since no one would be around at IAD. And it was a very deserted concourse that I walked through for the last time in a United uniform. A paraphrase of General MacArthur's last speech to Congress came to mind, "old pilots never die, they just fade away."

So since I've faded away, I guess it's time to put away that United uniform and stop sitting by the phone waiting for a recall, not that the opportunity would be welcome under the aviation situation today. As my peer retirement and previous retirement group knows, the profession's environment is a dramatic change from the days of my early career when the CAB regulated the airlines before deregulation, the basically 8 to 10 percent raise above the last airline's contract settlement could be anticipated, though not without a negotiation struggle, and the work rules were better. That, though didn't last too many years beyond my May '66 hiring date. Who said change is good?

Life is good; however, if you just keep the ABC's in mind: Attitude, Balance, and Control, at least as much control as one can possibly have in this world. I'll be thinking of something to write again for my 20th retirement anniversary, or maybe sooner if the thought process allows.

Till then, take good care. *Ron*

GEORGE & SHANNON BRINKMAN

Hi All; Life is good 15 years into retirement and counting.

Had a great trip to the Holy Land in February. Went with Templeton Tours, a Christian tour group. Gone 9 days. We saved \$1,500 by using our airline rates.

We got ZED fares with Delta and managed to travel with our group, only we got first class both ways which was nice. Templeton is great financially as everything is included in your tour package price. All 3 meals each day, all tips, water and soft drinks provided on the bus free of charge. The hotels were 4 and 5 star, the food was excellent and no one got sick. Also, we felt very safe during every aspect of our trip. Not what the media reports. The fee was \$7,000, less \$2,000 air fare for two. The ZED fare tickets for two were \$500. We traveled four days around Israel and three days in Jerusalem, plus two days travel time.

God bless America

BEN CONKLIN—Warminster, PA

Hello RUPA, Retirement year #27 & Rose & I still here. Visiting the doc. a little more often but no complaints. Sorry to hear about "Odie". He and I stuck with the 727 out of NY to the very end and I know he enjoyed flying it as much as I did. He was a few numbers senior to me and I'll always remember teasing him about getting my line. All in my clan are doing well, just waiting for spring to arrive and some warm weather.

Regards to all. *Ben*

DOUG FOUND—Lake Anna, VA

Having just received and read the latest edition of the *NEWS* it seems ever one is traveling by land sea

and air to exotic places. My wife of 46 years, Carolyn and I are living at Lake Anna in Virginia. Seems like heaven here so travel very little. Warm summers and mild winters. A number of other UAL retirees are in the area.

Both of us have been involved with the local rescue squad since retirement in 01 as paramedics. It's been a real eye opener for us to see the medical conditions that a lot of our population live with and the disasters that befall them. We are very thankful for our good health. We will continue until our backs fail us and we are unable to lift. I am now teaching some of the basic EMT classes. It keeps us young to be associated with some of the younger EMTs in the squad. I know I don't want to end up in a nursing home. Makes me wish Jack K was still in business.

Like most of you retirement isn't what I thought it would be financially. Thank goodness that the B plan was actually owned by the individual and UAL management couldn't get a hold of it.

Our three sons are living in the surrounding area along with two granddaughters. Family first. All the best to y'all, *Doug* dougfound@gmail.com

H MIKE HEPERLEN III—Crystal Lake, IL

Hi All, 2008 was quite a year for Peggy and I. Peggy had her second new knee installed in February at Rush Hospital in Chicago. It was a Zimmer gender specific prosthesis, which is designed for the patient, unlike the older models where one size fits all. With this implant, the quadricep muscle was moved aside and not cut. When she left the hospital three days later she had 90 degrees movement, and after 2 months of physical therapy she had normal knee movement (140 degrees) and she is able to kneel.

In August I got my RV-8 back in the air. It is fun to be flying again. In October I took a cross country to International Falls, MN for my prostate checkup which was normal. In November I took the bird to Watertown, WI for a paint job. It turned out great.

It has been 14 years since I retired and we are still in good health. *Mike*

DOUGLAS HORNE—Santa Rosa Beach, FL

Well, that year went by pretty fast. I would have written sooner, but I wanted to wait for the results of my annual physical so I could share them with all of you. The doctor said I was in pretty good shape and checked the box that said: "Continue to Dissipate." What health I have left I must credit to my parents for passing along good genes and habits along with strict adherence to the "Chuck Egbertson Two Manhattans and a bag of Cheetos for Breakfast Diet." I don't mean to make fun of the late Great Egbertson. I considered him a friend, enjoyed his company and understand he was a pretty good pilot. As I remember, he was a heavy smoker, but must have had a great pair of lungs as every once in a while he'd exhale and it looked like an A bomb test in the Nevada desert; a huge mushroom cloud and, if you were inside, it would dim the lights for a while. He had a wonderful wry sense of humor. One time he was flying copilot for Gene Sengstacken on one of our 8 freighters. If any of you remember those freighters they flew ok, but the cockpits were filthy. I guess maintenance cleaned them once a year whether they needed it or not. So it's the middle of the night and Gene has his "crew meal" in his lap. "crew meal" my ass. Political prisoners in the third world eat better food than we had on those trips. Apparently Gene dropped his roll on the deck and was reaching down by the center console to pick it up when Chuck leaned over, tapped him on the shoulder and said: "Don't worry about it, Gene, something down there will eat it." I miss Chuck

We traveled a bit last year. Spent a few weeks in France including a week on one of Ed Dechant's barges in the Alsace/Lorraine region. Our fourth trip with his company; can't beat it.

Living up here in North Florida, the Redneck Riviera, or as the locals call it "L.A.", meaning Lower Alabama, is different from those who live below Interstate 4. They have all that bling jewelry, tans, and velcro shoes while we up here have NASCAR caps, cammo pants, and work boots. But we do share a lot in common. We have the same weird Carl Hiaason characters and events. Two of our county commissioners look just like Elmer Fudd and talk like Gomer Pyle, but I figure given half an hour either of these wily old bubbas could've relieved Bernie Madoff of all his money along with his Speedo briefs and pinky ring.

Twice last year the fire department had to be called out because the county incinerator caught fire. Isn't that what it's supposed to do? During the elections some good ole' boy running for County Mosquito Commissioner was found guilty of voter fraud. It's kind of sad when you have to cheat to get a part time job that involves wearing overalls, hip boots and trudging through the swamps with a can of Raid. Whoever finally got the job was later removed from office by the Governor when it was determined that he didn't even live in the county. And sometime last summer the Hurricane Emergency Command Center had to be evacuated when it flooded out during an afternoon rain shower.

Oh yeah, just this last weekend the sheriff in the next county was arrested by the FBI for money laundering. He wasn't just the local sheriff, but also the elected president of the Florida Sheriff's Association.

With that and the market, this year is off to a terrific start. More next year, if I'm still around.

Doug

R.E. "Poss" HORTON—Virginia Beach, VA

I just had a hip replacement and I'm doing great! I'm still using a cane and walker to get around, but it's just been a week today. "Jiffy Hip" seems to be the way to go. I had the surgery last Thursday morning, out of OR at 10, in my room at noon, and walking with a walker at 2:30 PM. Came home the next day. It's called minimal invasive surgery and does not involve cutting any muscle. Anybody considering hip or knee replacement and wants to know more give me a call. I feel lucky to have found out about the procedure and the Doc, before I did the usual.

Best to all, *Poss*

EDWARD P. KRIEGER—Fullerton, CA

Denis: This is the Big "90" year for me, and still counting. I am in fairly good health, but my doctor thought it prudent to install a pace maker to keep the heart beat stable. I do feel more alert, as a result.

Sadly, I inform you we had to put my beautiful bride into a care facility -I go to visit her every afternoon. She now gets the care and attention I was unable to provide for her.

Bucks to Leon for the *NEWS* (RUPA) *Ed*

DON & BEVERLY LAKE—Anacortes, WA

Thanks to all of you RUPA folks for your hard work and great publication. Annual dues are in the mail. Ten years retired and still enjoying good health and busy times. Sold the 185 last Spring. Looking for something a little more fuel efficient - RV 7-8??

Spent the month of July in Denver last year looking after the two youngest grandkids. Son, Mike, who flies UAL/Denver, had Mitral Valve repair. Hopes to be back to work soon; pending FAA approval. Enjoyed the month of August boating the San Juan & B.C. waters. Always the best of times! We finally joined the flock of "snowbirds" and purchased a Winter home in the Palm Springs area. Last Winter in Washington was the last straw. Sincerely, *Don*

JIM MC GIVERN—Lecanto, FL

OK, groovy guys and girls: I was happy to see we have our stalwart editors back on *RUPANEWS* again. Yay. I have no problem with anyone's leanings on RUFF and enjoy both pubs., mas or mas--mostly mas. Like most of you, you can't put the *NEWS* down until it's been read, cover to cover. Again, like most of you, I can't believe retirement time is flying by so friggin' fast--nine years now. I still believe I could get into a - 400 cockpit and wing away to Hong Kong again right now (oh danger!). Where does all that time go? Here's an important thing, before I start driveling: The check's in the mail--a little late, as usual--sorry. It's fairly redundant to thank you all for the work, as everyone does, but I do mean it anyway and just have to mention it.

Otherwise, I'm still playing to a single digit handicap--shot a 74 from the back tees at our championship course yesterday in a tournament and won the sucker, though there are at least 20 guys here who can regularly beat my butt--just had one of those super putting days when they all go in.

Check out our Fazio course:

www.BlackDiamondRanch.com. Give me a call one day if you've got to play it--it's top 100-in-the-world "golf heaven," but I'm not sure I can afford it much longer. Thought I'd just play it until I start "fading away" and can't play half decent anymore. Find our phone numbers on my stupid blog (<http://tinyurl.com/jimmcgiv>). I have little other than golf and travel to do, so I write a little and I do both when wife, Laney and I travel, which we do a lot ("Elaine," for those who remember her--one of the best CSR's United ever had at SFO. She plays to an 11 or so. Need someone for your men's, woman's or couples' member/guest? Get this: she's had four holes-in-one in the last three years).

I've managed to survive both colon cancer and a minor heart attack while "enjoying" my retirement. I do pass both my colonoscopies and stress tests regularly, though and I feel "fine," other than all the requisite aches and pains for "almost 70 years old"-ouch. One thing about the blog: Just before Sully and the U.S. Air ditching, I wrote about witnessing JAL in the bay at SFO (back when the duck blinds were called JAL loading docks for a while), when someone asked me about water ditching. Balsey DeWitt (a UAL one-time 720 instructor), was a good friend of mine in the Air Force. He ditched an ONA DC-9 in the Caribbean and I wrote about it. He saw it and called me after 45 years! Quite a guy. I've gotten calls from an NBC producer and two guys writing books on ditching lately, too. Kind of fun. Y'all hang in there now, ya hear?

TOM MCGEE—Napa, CA

Greetings, I am being dragged off the golf course to travel this year. Bedroom is reserved on the California Zephyr. Takes us to our hometown of Crawfordsville, IN, for our 50th high school reunion. We'll layover in Chicago; probably hit Miller's Pub for grub and brew. Travel home on the Empire Builder/Coast Starlighter. Stop off in Grand Forks, ND, to congratulate our grandson on his high school graduation.

Truly enjoy train travel versus the unfriendly skies. With a good book or two, a deck of cards for gin rummy, and a laptop to keep up, air travel is a distant pain. Just plan to arrive a day early, and stress is zero! *Tom McGee*, Class of 2001

AUGIE MILLER—Scotch Plains, NJ

Hi Denis, Not much to report, no big travel itineraries, not even small ones but I'm still looking down at the grass, so I can't complain. I wish I had sold my stock while it was still worth something, now I watch it hit a new low everyday & that's no fun.

My check is in the mail to Vineburg.

Regards, *Augie* JFK '82

GEORGE NOLLY—Castle Rock, CO

First of all, a big thank you to all of the volunteers who make this publication possible. My dues, plus some extra, went out by snail mail.

I consider myself really lucky – here it is four years since I turned 60 and I'm still flying 777-300ERs for Jet Airways. Every now and then I taxi past a United 777 and refer to it as a "light twin". The flying is great, the flight attendants are fantastic, and the management of the airline is, well, airline management. We had a really great 6-month period flying our new route from San Francisco to Shanghai, and then the company discontinued the route. We were flying with full loads, so I suppose it was because we didn't show any improvement. I operate out of Mumbai again for a while, then will be "outsourced" to either Turkish Airlines or Gulf Air. What irony: an Indian company outsourcing its product! It's a wet lease, and will only last until the Turkish/Gulf pilots are fully trained. After that, we (the expat pilots) will be terminated. So it looks like I'll only be employed for another 6 months or so. Speaking of Mumbai, be sure to watch "Slumdog Millionaire". It really captures the real India. Being constantly immersed in seeing the overpowering poverty that is everywhere in India puts pension termination in a new perspective.

In the meantime, I'm working on my next career. I've finished all of my courses for my Doctor of Business Administration degree, specializing in Homeland Security, and hope to have my dissertation completed before Jet Airways cans me. No firm job offers yet, but a lot of promising leads. My bride of 42 years and I are still in great health, and the kids are grown and out on their own, so life is good. The video business is doing well, and we've branched out into fitness DVDs that have been well received in the market. All in all, although I'll be working for at least the next 10 years, we're grateful for what we have.

George & June Nolly

DC-3 HAS BEEN GROUNDED BY EU HEALTH AND SAFETY RULES

For more than 70 years, the aircraft known through a variety of nicknames --- the Doug, the Dizzy, Old Methuselah, the Gooney Bird, the Grand Old Lady and the Dakota --- has been the workhorse of the skies.

With its distinctive nose-up profile when on the ground and extraordinary capabilities in the air, it transformed passenger travel, and served in just about every military conflict from World War II onwards.

Romeo Alpha and Papa Yankee, the last two passenger-carrying Dakotas in the UK, are being forced into retirement because of --- yes, you've guessed it --- EU health & safety rules. The most successful plane ever made, which first took to the skies just over 30 years after the Wright Brothers' historic first flight --- is to carry passengers in Britain for the last time.



Their owner, Coventry-based Air Atlantique, has reluctantly decided it would be too expensive to fit the required emergency- escape slides and weather-radar systems required by new European rules for their 65-year-old planes, which served with the RAF during the war.

Mike Collett, the company's chairman, says: "We're very saddened."

The end of the passenger-carrying British Dakotas is a sad chapter in the story of the most remarkable aircraft ever built, surpassing all others in length of service, dependability and achievement.

It has been a luxury airliner, transport plane, bomber, fighter and flying hospital, and introduced millions of people to the concept of air travel. It has flown more miles, broken more records, carried more passengers and cargo, accumulated more flying time and performed more 'impossible' feats than any other plane in history, even in these days of super-jumbos that can circle the world non-stop. Indeed, at one point, 90 percent of the world's air traffic was operated by DC-3s.

More than 10,500 DC-3s have been built since the prototype was rolled out to astonished onlookers at Douglas's Santa Monica factory in 1935. With its eagle beak, large square windows and sleek metal fuselage, it was luxurious beyond belief, in contrast to the wood-and-canvas bone shakers of the day, where passengers had to huddle under blankets against the cold.

Even in the 1930s, the early Dakotas had many of the comforts we take for granted today, like on-board toilets and a galley that could prepare hot food. Early menus included wild-rice pancakes with blueberry syrup, served on bone china with silver service. For the first time, passengers were able to stand up and walk around while the plane was airborne. But the design had one vital feature, ordered by pioneering aviator Charles Lindbergh, who was a director of TWA, which placed the first order for the plane. The DC-3 should always, Lindbergh directed, be able to fly on one engine.

Pilots have always loved it, not just because of its rugged reliability but because, with no computers on board, it is the epitome of "flying by the seat-of-the-pants."

One aviator memorably described the Dakota as a 'collection of parts flying in loose formation', and most reckon they can land it pretty well on a postage stamp. Captain Len Morgan says: "The Dakota could lift virtually any load strapped to its back and carry it anywhere and in any weather safely." It is the very human scale of the plane that has so endeared it to successive generations.

With no pressurization in the cabin, it flies low and slow. And unlike modern jets, it's still possible to see the world go by from the cabin of a Dakota. (The name, incidentally, is an acronym for Douglas Aircraft Company Transport Aircraft.) But it is for heroic feats in military service that the legendary plane is most distinguished.

It played a major role in the invasion of Sicily, the D-Day landings, the Berlin Airlift, and the Korean & Vietnam wars, performing astonishing feats along the way. When General Eisenhower was asked what he believed were the foundation stones for America's success in World War II, he named the bulldozer, the jeep, the half-ton truck, and the Dakota.

When the Burma Road was captured by the Japanese, and the only way to send supplies into China was over the mountains at 19,000 ft, the Chinese leader Chiang Kai-shek said: "Give me 50 DC-3s, and the Japs can have the Burma Road."

In 1945, a Dakota broke the world record for a flight with an engine out of action, travelling for 1,100 miles from Pearl Harbor to San Diego, with just one propeller working.

Another in RNZAF service lost a wing after colliding mid-air with a Lockheed bomber. Defying all the rules of aerodynamics, and with only a stub remaining, the plane landed, literally, on a wing and a prayer at Whenuapai Airbase.

Once, a Dakota pilot carrying paratroops across the Channel to France heard an enormous bang.

He went aft to find that half the plane had been blown away, including part of the rudder. With engines still turning, he managed to skim the wave tops before finally making it to safety.

Another wartime Dakota was rammed by a Japanese fighter that fell to earth, while the American crew returned home in their severely damaged --- but still airborne --- plane, and were given the distinction of 'downing an enemy aircraft'.

Another DC-3 was peppered with 3,000 bullets in the wings and fuselage by Japanese fighters. It made it back to base, was repaired with canvas patches and glue, and then sent back into the air.

During the evacuation of Saigon in 1975, a Dakota crew managed to cram aboard 98 Vietnamese orphans, although the plane was supposed to carry no more than 30 passengers.

In addition to its rugged military service, it was the DC-3 which transformed commercial -passenger flying in the post-war years. Easily converted to a passenger plane, it introduced the idea of affordable air travel to a world which had previously seen it as exclusively for the rich.

Flights across America could be completed in about 15 hours (with three stops for refueling), compared with the previous reliance on short hops in commuter aircraft during the day and train- travel overnight.

It made the world a smaller place, gave people the opportunity for the first time to see previously inaccessible destinations, and became a romantic symbol of travel.

The DC-3's record has not always been perfect. After the war, military-surplus Dakotas were cheap, often poorly maintained, and pushed to the limit by their owners.

"The DC-3 was, and is, unique," wrote the novelist and aviation writer Ernest Gann, "since no other flying machine has cruised every sky known to mankind, been so admired, cherished, glamorized, known the touch of so many pilots and sparked so many tributes. It was without question the most successful aircraft ever built, and even in this jet- age, it seems likely that the surviving DC-3s may fly about their business forever."

This may be no exaggeration. Next month, Romeo Alpha and Papa Yankee begin a farewell tour of Britain's airports before carrying their final passengers at the International Air Tattoo at RAF Fairford on July 16.

But after their retirement, there will still be Dakotas flying in the farthest corners of the world, kept going with love, dedication and sheer ingenuity.

Nearly three-quarters of a century after they first entered service, it's still possible to get a Dakota ride somewhere in the world.

BE BE OWEN—Port St. Lucie, FL

Almost 10 months have passed since (Verwayne) Curley died. They have been lonely months but we have so many memories. At the present time Pam, our daughter, and I are in the process of having his beautiful 1959 Apache put back in the air. Curley had two remanufactured engines hanging on the airplane but never installed due to the progression of Alzheimers. Pam and her husband are now flying Curley's Cessna 172. It was an easy one to put in the air - just needed an annual.

I wish to continue Curley's membership in RUPA so the check is in the mail. Enjoy the newsletter.

Be Be

OAK PORTER—Sunriver, OR

Like everyone says another year has passed, quickly.

Thanks for all the good work. Sure do appreciate the newsletter, don't know many now but sure nice to hear what everyone is doing.

Fern and I haven't done much traveling this past year except in the Motor Home. We do enjoy that. I'm still doing a little bit of golf, hard to break a 100 any more. We still spend the summers in our home in Sunriver, OR and winters in Pahrump, NV. Last December, on our way south, our Daughter & Son gave us a very nice 60th anniversary party in Lodi, California. It was sure nice to see a lot of our friends and family. Regards to all. *Oakley Porter*

WHIT SIMPSON—Nashville, TN

Dear Denis, There is life after the Friendly Skies. Last October my wife, Darlene, and I won the 2008 Grand National "Waltz and Tango" Amateur Ballroom Dancing Championships. (See attached picture) It is a 5 day competition that has been held in Miami Beach every year since 1980.

My best to everyone, and keep on dancing. *Whit*



HARRY STONELAKE—Castro Valley, CA

Regarding the recent "dust-up" about the *RUPANEWS*, it does seem that pontificators can't, and won't consider anything that questions their, usually flawed, dogmatic flatulence, and therefore don't belong in the *RUPANEWS*. Perhaps someone on the board should have intervened, but if the *RUPANEWS* is run like most volunteer organizations I have been involved with, they were probably pretty darn happy just to have someone step up to do the editorial job (and give the "olde" timers a break) and only made the mistake of *carte blanche* trusting his judgment.

Those of us who are ex-military in particular, have earned the right to our opinions; and you damn well better believe that we can and do express them! But we can't express them in a *RUPANEWS* setting, or we will destroy it. I belong to the Viet Nam Veterans of Diablo Valley, a service organization that helps the Veterans of all wars, including the current wars. We recently had to clearly delineate this issue again. We reiterated that "if anyone has, it is us who have certainly earned the right to our opinions about the war and we can state them any way we please, short of fist fights, but only at the bar before the meeting starts, and once the meetings starts, "absolutely no politics, religion, etc. or we will destroy the organization." Everyone agrees and is quite happy with the policy. That is what the *RUPANEWS* policy should be!

I understand some members' disinterest with gallbladders, ingrown toenails and apple pie, and sometimes I feel the same way, but then I run across a nice update from an old friend, squadron mate, fellow ALPA Council 34 volunteer from the days when ALPA actually was out to help the pilots and retirees, or just a flying friend, and that brings a smile to my face. Yes I was, and am, very pissed with ALPA, and I felt a lack of empathy from the *RUPANEWS* for those of us who were screwed and I somehow associated RUPA with ALPA for a while - I don't think I was the only one who felt that way! But I now think that some of the RUPA President's articles, etc., have tried to clarify and support RUPA's position on the stolen pensions - we shall see if it helps. Anyway, what I started to say, many words ago, is that I just rejoined RUPA and may even submit a birthday update this year, after a 5 year hiatus. *Harry*

CLIPPING UNION'S WINGS

United-Aer Lingus plan to outsource pilots' on overseas flights

By Julie Johnsson, *Chicago Tribune*, March 16, 2009

By Julie Johnsson | *Tribune* reporter March 16, 2009 United Airlines is preparing to outsource some international flying, a move likely to spark an uproar as the carrier opens contract talks with its pilots April 9.

Other U.S. carriers and their unions are closely watching a venture being created by Chicago-based United and Aer Lingus that will use non-union crews on new flights from Washington-Dulles International Airport to Madrid, set to begin in March 2010. The carriers plan to add service to two other cities in 2011.

United will provide marketing muscle to the partnership as well as passengers from Dulles, its second-largest hub. The Irish carrier will contribute three new Airbus A330 jets to the Europe-based venture and recruit pilots who aren't employees of either airline to fly them.

If the venture is successful, it could be a model for other carriers to outsource trans-Atlantic flying, cutting labor costs and potentially undermining unionized pilots, a group with the greatest clout over airline operations, analysts said. It also could encourage United to seek broader partnerships with larger European players, such as Germany's Lufthansa. Some aviation observers question how such potentially contentious and structurally awkward arrangements are financially feasible.

"It's hard to imagine how this makes money," said aviation consultant Robert Mann. He described the labor issues it raises as "incendiary" to airline workers.

The venture also raises questions about safety, since it's unclear who would regulate an airline not based in the home country of a parent carrier. U.S. limits on foreign ownership would not apply either, because the partnership would be based overseas.

"The regulatory framework isn't as airtight as it should be on these issues," said Brian Havel, associate dean and director of the international Aviation Law Institute at DePaul University's College of Law. "It's an entirely unintended and brilliant consequence of Open Skies," a 2008 trade agreement that allows European and U.S. carriers to offer international flights between those regions.

United thinks the model is viable and will expand its global reach.

"Madrid is a market we would not be able to serve on our own," United spokeswoman Jean Medina said. She dismissed any suggestion that under qualified pilots would be at the controls of the flights. She said, "We and all of our partners meet or exceed all FAA requirements for flying commercial aircraft." The nation's No. 3 carrier also won't rule out exploring similar partnerships with other European carriers. "We will continue to look for opportunities to profitably expand our international network using our own aircraft as well as through code-sharing arrangements," Medina said.

United's pilots have the contractual right to handle its flying. But one exception to this rule, negotiated during United's three-year bankruptcy, applies to joint ventures formed by United and Star Alliance partners, such as Aer Lingus.

United's pilots union is furious with the setup and has formed an alliance with counterparts at Aer Lingus to fight it. "It's a major slap to employees," said Jay Heppner, a Boeing 777 captain for United and spokesman for the Air Line Pilots Association.

Major airlines worldwide outsource flying to smaller cities to regional carriers, which tend to hire pilots at the beginning of their careers to fly turbo-props or jets with fewer than 100 seats.

And British Airways last year spun off OpenSkies, a subsidiary that uses new hires rather than unionized employees to man its all-business-class flights between New York and Paris and Amsterdam.

American Airlines pilots, who also are embroiled in contract talks, are watching the new ventures with concern.

"It does look like carriers are probing at ways to get around unionized pilots on their seniority lists," said Gregg Overman, spokesman for the union. "Clearly, we have huge problems with that."

DON SWIFT—Monument, CO

Many thanks to all the volunteers who put together my "must read" every month. The time and work expended is very much appreciated.

I don't recognize too many of the names in the newsletter anymore but I guess that coincides with the fact that I seem to be sending out more sympathy cards than birthday cards this last couple of years. Happy to report that I escaped the incinerator again this past year and that the body parts are still working in unison most of the time. Can see fine – no glasses – losing my hearing but don't care too much for what most people say.

Not much travel this past year. Spent last June and July getting lit up by a radiation oncologist (Tomo Therapy) and being supershot (HDRT) a couple of times in August.

Kept my sanity and humour by fishing in between sessions and I think it worked!

My kids gave me a license plate frame for my 75th birthday that says Fish Fear Me and Women Want Me. This made me feel good because they recognized my fantasies. I put it on my Fishmobile, which I take to various Colorado rivers to rip lips. The comments that I get from my fellow fisherman are a bit too raunchy to put in the newsletter but you can use your imagination!

Earl in the Pickles cartoon in the funny papers has become my role model now. Did not know that I had a twin. Barry Edward and I could easily be the two old farts in the strip. Read it – you will enjoy it. T'aint easy being me.

The checks in the mail with a wee dollop extra for whatever use you can make of it.

Take good care everyone – hope to see you at the MileHi convention later this year. Cheers, *Don*

BOB AND JACKIE TINSLEY—Titusville, FL

A little late for my birthday month. Now retired for 17 years. Enjoyed Rudy Mazander's letter about flying with Phil Bennett, who had bombed his hometown. It reminded me of an experience I had flying with ORD CVL captain, the late Ed Jordan. Back in the sixties, UAL hired a whole bunch of German nationals as flight attendants (stewardesses). They were classic blond, blue-eyed

beauties. One of them brought us coffee one day. I, the S/O, asked her what city had she come from. "Hamburg," she said. I asked her if she was old enough to remember the bombings. She remembered, and told me a little about the horrors of those days. Ed looked over his shoulder, and said, "I remember Hamburg." Yes, he had bombed it.

Regarding the article about restoration of B727 N7001: (Balls One in Navy talk.) It was already an old aircraft when UAL acquired it. I took it on a turnaround from ORD to Dayton. I made an announcement to the peeps about since Dayton was the cradle of aviation, they might be interested that they were aboard the first 727 ever made by Boeing, and how it was still flying after all these years, etc. An F/A came to the cockpit to tell me the passengers were terrified.

On the return flight, I waited until after a grease-job arrival at ORD, to make the same announcement. The F/A came forward to say the passengers were delighted. So, timing is everything!

Now it's time for me to express my gratitude to all the RUPA volunteers for a great job. Jackie and I are mostly okay, except for her serious case of COPD. I guess our traveling days are over. Our oldest daughter comes over several days a week to do housekeeping and take care of her mom. I'm a lucky guy! *Bob*

GUS TUIT—Greenbank, WA

That time of the year again. Hoping this one is better than last!

Laura had a heart attack last Sept. that resulted in a 4-way bypass & mitral valve repair. Don & Donna Brown kept me company for about 8 hours while surgery was underway. Surgery went good, but recovery very slow. She spent about 5 weeks in critical care & rehab & the whole process was good for a scare. Didn't hear her speak or open eyes for about 10 days. Mystery! Thankfully all's okay now.

Didn't do much traveling last year. Was the first time in about 20 years that we didn't get to visit family nor friends in Florida. Made a trip to Mich., IL & MO to visit family & son & family from IL. Then they came out to visit us on Whidbey Is.

Also, the first time in 51 years that I didn't get to see my newhire buddy Del Gartner. Am sending a pic of a strange looking UAL 737. My DELL scanner doesn't want to work with a newer HP computer, so I'll send it snail mail with dues & a little extra. We landed at Kahalui, Maui in July '79 and on touchdown our youngest son said, "Hey Dad, there's a United "mini pig"". I remarked something to the effect that it couldn't be. Well, there it was in UAL colors with Aloha on the fuselage & United on the vertical stabilizer. My slide file says it was N9129. I hope the airline name on the tail doesn't follow the fate of the name on the fuselage, but I wouldn't bet against it.

It's good to get the *RUPANEWS* every month, and thanks to all the guys and gals who get it together and sent!! Best to all, *Gus*

KENNETH H. WHEELER—Zanesville, OH

The end of April will finish twelve years of retirement and eagerly anticipating the years to come. Last September we celebrated our 52nd anniversary. Still two kids, three grandkids and three great grand daughters.

Still singing barbershop [since 1966] and fronting a country music band every Thursday at various nursing homes. Last December I was awarded Barbershopper of the Year for the Zanesville chapter, quite an honor.

Nancy finished having cataract surgery on both eyes, very successful. Now has her driver's license with no restrictions, for the first time ever. She had worn glasses since age nine.

At some point I became the official joke teller at the monthly meetings of the Cleveland Crazies. Small group, easily pleased. They are so busy yelling at our Grand Poobah, Rich McMakin that they let my poor efforts slide by.

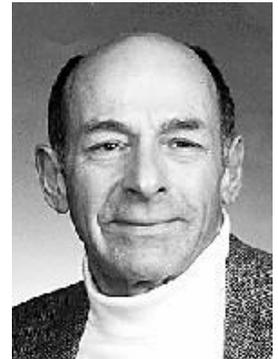
No use complaining about the economy, the company or our health issues. Does no good and nobody cares anyway.

God has been very good to us and life is great. I lost a brother to ALS last May, just my baby brother and me left, but Nancy still has both her sisters. Keep the faith and nose up in turns. Hummmmmmbly, *Ken*

IN MEMORIAM

WILLIAM M. COROTIS

William M. Corotis, 80, Eugene, OR, flew west March 4, 2009. He retired as a Captain after 35 years of service with United Airlines. He served in the U.S. Air Force from 1950 to 1952, and the Air National Guard, from 1952 to 1962.



CARL A. "CAL" FORSLIN

My good friend for over 54 years flew his final flight on October 23rd last year. He passed away peacefully at his daughter, Tracy's, home in Folsom, CA, in the presence of his family. He is also survived by his sons, Brent and Brian. His wife Sharon preceded him in death in January 2007.

Cal and I joined the RCAF in September, 1954 in London, Ontario and went through OTS and then Flight Training Schools together, first on Harvards in Alberta and then the T33 in Manitoba. We then took different career paths and reconnected with UAL in 1966, and, both retired on the B747 out of SFO.

Cal was born in Kenora, Ontario September 30, 1935 and was brought up in Red Lake, which is the Norseman capital of the world. It was here where his love affair for flying began, watching these workhorses operate into the far north.

After receiving his wings in the RCAF he went to Training Command and instructed on the Harvard for two years and then went to Maritime Command in BC flying the P2V Neptune. His last tour of duty was in El Arish, Egypt on the United Nations #115 ATU Peacekeeping Mission, flying DeHaviland Caribous.

Cal joined UAL in the summer of 1964, spent a couple of years in ORD, and then went to SFO where he was based until retirement in September 1995. He flew the B727, the DC 10, and the B747 with United.

Cal put a whole new meaning into the expression Quiet Birdman! He was as low keyed as anyone I have ever met, with a great dry sense of humor. He was very professional and well respected by the crews who had the privilege to fly with him.

He was a true friend and he is missed.

Don Swift

JOHN R. (JACK) HANSON

Remembering Capt. Jack at his vital best, family members include two sons, J.R. Hanson II (Rick) and Rick's wife Sherron, son C. Rowland Hanson, his wife Mary, grandchildren Vanessa, Liberty, Corey Christie and her daughter, granddaughter Samantha, great grandson Kyle, great grandchildren Liam and Gwen, and Jack's wife Shirley. Eldest son Hamor Ronnie Hanson preceded his father, as did the children's grandmother Betty. Fly-by of the century was a Travelair open cockpit biplane which then headed for Catalina Island to scatter Capt. Jack's ashes, accompanied by a Stearman, then turned around and made another fly-by at the Memorial site, Portofino Inn at Redondo.

Jack flew for United before leading an active retirement, which led to comments regarding his versatility and what airline pilots do after they hang up their company hats. Some of them actually enjoyed the mandatory retirement at age 60, but then there's Jack Hanson. He retired from UAL in 1977 after 35 years and almost 30,000 flying hours.

He really missed flying the 747s, but hadn't flown a light plane since the Waco UPF-7 he learned to fly in the Civilian Pilot Training Program at the University of Illinois where he earned his degree in Engineering/Metallurgy and famously took out a telephone pole with iced-up lines with the Waco. So, after "retiring", he checked out in a Cessna 421 and flew for Sun Realty for a while, shuttling personnel to company offices in California. There wasn't enough flying time for him, so he checked out in a V35 Bonanza and the Part 135 air taxi qualifications. For about a year, he flew the V-tailers almost anywhere.

Both capable and affable, "Smilin' Jack" flew strictly by the numbers without seeming to. You would have flown with him anywhere.

A real estate broker for more than 35 years, he founded his own company with his wife Shirley. Jack was proud that the Retired United Pilots Association had members' names engraved on a huge free-form setting at the Smithsonian Institution's Annex at Dulles Airport, near Washington D. C. where it is convenient to take a jitney bus on a five-minute sojourn on a layover to view the tribute to the United pilots.

Jack enjoyed amazing good health throughout his life with nothing more than having his tonsils out while in college, a fitness buff who worked out with weights and various routines, but life's trickeries finally caught up with him at age 91 years. When you see a con trail, it's probably Jack hitching a ride. *SJA*

WILLIAM L. (BILL) THOMAS

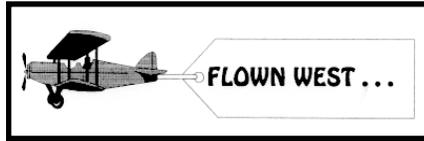
Sorry to inform you of Bill's passing on Jan. 7, 2009. For those of you who knew Captain Bill Thomas, you know what a kind and fine gentleman he was. - He was also my boss as Director of Flight Operations in LAXFO, and the best boss - ever. He was also a good friend, big brother, and advisor, and if you ever needed a shoulder, he was there, too.

His management style was smooth, easy and fair - he always wanted to hear both sides before making any decisions. He had the ability to make you do and be your best - you didn't want to disappoint him 'cause you worked with him and not for him - very subtle, very effective and unique management style.

Bill transferred from DENTK to LAXFO where he retired. Before he arrived I spoke with his former secretary in TK. She was most unhappy losing him, but said I couldn't find a better boss - and he was handsome with a great sense of humor. She was, Oh, so right! Then I met his wife, Pug (I call her Lucky Pug), and his family. So much love and strong family bonds. They are quite special, - as he was. I feel very honored and privileged to have known and worked with him.

He will be sorely missed - but so well remembered.

Donette LAXFO



Carl A. "Cal" Forslin	Oct. 23, 2008
*Charles J. Barclay	Dec. 21, 2008
William L. "Bill" Thomas	Jan. 07, 2009
Rickey J. Szymanski	Jan. 09, 2009
Owen V. Hafer	Jan. 21, 2009
John R. (Jack) Hanson	Feb. 2009
*Jack W. Nevergall	Feb. 10, 2009
Robert Hennessy	Feb. 13, 2009
*Paul Miller	Feb. 28, 2009
Timothy O'Donnell	Feb. 21, 2009
William M. Corotis	Mar. 04, 2009

** denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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



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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*