
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

This is my final letter as President of the Retired United Pilot's Association. Ron Jersey will be your new President and will be writing this column, starting in September.

As you may have noticed in reading some of my previous letters, my main emphasis has been to keep our membership strong and have you participating by keeping us current through your letters to the *RUPANEWS*. The new Age 65 Rule has certainly thwarted the recruitment of new members and our *Flown West* column is never empty. These have been trying times economically and certainly in regard to United Airlines.

I have visited a number of your luncheon groups (I know I have said this before) and they all have a wonderful time at their gatherings. Most of us were with United at the best of times and it is good to recall those good times together. If you have a luncheon group in your area, I urge you to attend. At least let us know you are still out there by keeping those letters coming.

Thank you for allowing me to be your President for the last two years. Regards, *Larry*

A job well done Larry, and thank you for all your time and effort for our organization! Ed

IT IS AUGUST!!

You know what's coming soon? Sure you do!!

Labor Day, Columbus Day, United Nations Day, Halloween, Day Light Savings Time, Election Day, Veterans Day, Thanksgiving, Winter Solstice, Christmas, New Year's Day

..... *AND THEN*

.....The 2010 RUPA Directory gets mailed

BUT.....It is useless if you don't keep us updated.....RIGHT?

So, by the **November 30, 2009** Deadline

Changed names, (You could be "on the run")

Addresses, (5+4 Zip Codes.....Two addresses? Which one in the Directory?)

Phone number, with area code

Email address; make sure it is correct and legible!

Do it now!!

The deadline is firm!! Changes after that date will not be included. Sorry.

Email or USPS is fine – but do it NOW!!

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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 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

ABOUT THE COVER

The aircraft on the cover is a 1927 Stearman C3B, owned by Larry Tobin. The C3 was a rugged biplane with simple straight wings, a tough undercarriage with oleo shock absorbers and two open cockpits with the pilot in the rear and two side-by-side passenger seats in the front. The C3 was powered by a variety of engines of between 128hp and 225hp, each version having its own designation.

The C3 was built with light commercial applications in mind, including passenger flying and business flights. The C3MB was a special mail-carrying aircraft based on the C3 with the forward cockpit enclosed as a dedicated cargo compartment. This version was operated in 1928 by National Parks Airways on airmail route CAM 26 from Salt Lake City, Utah to Pocatello, Idaho and Great Falls, Montana. Ironically, Larry Tobin's last trip as a 767 Captain for TWA, just prior to his retirement, was a flight from New York to San Francisco. A sad postscript: Larry Tobin's Stearman C3B was destroyed in a crash landing as the pilots were returning home. They were flying over the Columbia River Gorge between Cascade Locks and Hood River when the Stearman's engine quit, believed to be caused by carburetor ice even with full heat on, and Larry was forced to land in a field. The left wings hit trees, destroying the airplane. Luckily, Larry was unhurt.



US Post Office Inaugurates Airmail Service 1918

Getting a message from New York to San Francisco these days is as easy as a click of a mouse. But nearly a century ago, sending a missive across the country was an ordeal that often placed mail carriers in mortal danger in experimental flying machines.

At approximately 11:30 a.m. on May 15, 1918, the U.S. Post Office inaugurated regular airmail service with Curtiss JN-4H biplanes, which flew between Washington, D.C. and New York City with a stop in Philadelphia. It took two more years of dogged effort and experimentation, marred by dozens of crashes and 16 fatalities, for the service to fly the mail all the way across the country. By 1927, the Post Office had nursed the airmail service through its infancy and was ready to hand it off to private companies, like Boeing Air Transport and National Air Transport, which eventually developed into United Airlines. With aircraft like the Boeing 40C and Stearman Speedmail and with pilots like Charles Lindbergh, contract mail carriers laid the foundation for the most expansive national air transportation system in the world.

With major sponsorship from Bill Boeing Jr. and Jeppesen, three pilots departed Long Island's Republic Airport, New York, on September 10, 2008, to commemorate the 90th anniversary of the Postal Service's involvement in airmail delivery. Addison Pemberton piloted today's only flying 1928 Boeing 40C, Larry Tobin in a 1927 Stearman C3B, and Ben Scott in a 1930 Stearman 4E Speedmail. The pilots stopped in the 17 cities that served as layovers and fuel depots for the early airmail pilots. On September 18, 2008 the trio of pilots landed in San Francisco completing their journey which took eight days, 28 hours and 15 stops.

"This airmail anniversary flight of historic biplanes is a compelling display of pilot skills that too often seem



forgotten in an era of autopilots, GPS, and daily flights high above the weather," said Josh Stoff, curator of the Cradle of Aviation museum, which chronicles Long Island's rich aviation history.

Historians are quick to point out that the Post Office's launch of airmail helped jump-start commercial aviation in America, showing airplanes could fly safely across country on a regular basis.

The first-ever experimental airmail flight took place on Long Island in 1911, a 3-mile journey between Garden City Estates and Mineola. The first regularly scheduled intercity US airmail began on May 15, 1918, after Congress appropriated \$100,000 to establish airmail routes.

Using planes on loan from the Army Signal Corps, pilots flew between Washington's Polo Grounds and Belmont Park on Long Island, stopping in Philadelphia on the way. The first transcontinental airmail flight took off Feb. 22, 1921, from Mineola to San Francisco.

SEATTLE GOONEY BIRDS

Eighteen members gathered for lunch at the SeaTac Marriott on 7/16/09. The tables are no longer round but the conversations were just as lively.

After lunch a couple of jokes brought a few chuckles to the group. Another member announced that he had received an unwelcome letter from PBGC adjusting his pension to the downside. That makes two here in our small group. Let's hope there aren't any more.

Everyone seemed to have a good time. In attendance: Gere Pryde, Fred Sindlinger, Eric Malm, Bill Jensen, Jim Barber, Dave Carver, Herb Marks, Neil Johnson, Chuck Westpfahl, Ray Hanson, Bill Stewart, Dick Monroe, Pat Williams, Bill Stoneman, Al Teel, Vince Evans, Ray Hull, and Bill Brett.

ATTENTION:

Current and Former Flight Attendants

The United Airlines Historical Foundation is searching for flight attendant uniforms and accessories, for their collection and distribution to other museums. The uniform team has painstakingly inventoried all the items that are currently in the collection and has prepared a comprehensive list of "missing uniform garments and accessories" that are needed for the donation of a completed collection to each receiving organization.

A list of needed items can be found on the UAHF website <http://www.uahf.org/custom/login.asp> and sign in using the following info: User Name: **ellen** - Password: **church**. The RUPA website (<http://www.rupa.org>) also has the list under [Our Historical Items Wish List](#).

Yes, the list is extensive but we are hopeful you will be able to help us accomplish our goal. Please, check those "goody boxes" full of stuff you just could never bear to part with – and you haven't seen or thought of for the last 20 or 30 years. You know the ones I mean!! Stewardess and Steward items from the 1930's, '40's and pre Jet-Age are really needed and would be especially welcome.

CLEVELAND CRAZIES JULY LUNCHEON

July's luncheon of the Cleveland Crazies was, as many of you have come to expect, more quality than quantity. Only ten of us made it to TJ's in Wooster, but it was a lively session with George Bleyle's Airbus lesson, Ken Wheeler's joke of the month, Bill Christie's stories, and Dick Sanders' "Letter from Grandma". Also attending were Joe Getz, Bill Dilzell, John Cusick, Ed Griffith, and Don Karaiskos, in addition to myself. After the great showing for our 'Mid-summer do' many of the standbys were resting, or at least that is what the excuses were. There were none of the ladies who regularly grace our assemblies and that in its-self took much of the luster from the affair. The next meeting of the Cleveland Crazies will be on August 20th, a Thursday, at TJ's in Wooster.

For those of you who might be interested in country music, in Adamsville ,Ohio on August 30th, a Country Music Show at Roger's Auction Barn at 12:15pm. One of the featured bands will be 'Kenny Wheeler and His Friends Band'. Our own Kenny Wheeler, along with 'Frosty Morning Bluegrass' and 'The Old Dog Band' with Lew Bowers. Be sure and bring a chair.

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The July 15, 2009 luncheon was limited to retirees only. The meeting started out as just a bunch of guys chewing the fat together, some of them consuming adult beverages.

As everyone was being seated we were entertained by several E.K. jokes. We then enjoyed another excellent meal consisting of chicken soup followed by a very tasty salad made of greens covered by small chunks of tomatoes, chicken, chives, eggs, bacon and blue cheese. Dessert was old-fashioned apple pie, strawberries and ice cream.

After dinning we were pleased to have military aviation writer Robert F. Dorr give us details of a WWII aviation fighter group. Mr. Dorr served in the U.S. Air Force in Korea and then spent 24 years as a Foreign Service Officer with the U.S. State Department. He brilliantly described some of the history of the 365th Fighter Group, the "Hell Hawks". This was the title of his recently published book. The presentation was extremely interesting, as well as informative. We learned about some of the very difficult conditions that this fighter group had to endure in bringing about the surrender of Germany after the D-Day invasion.

The attendees were: Al Badrow, Jon Beckett,ay Best, Chet Cassel, Hal Cockerill, Gil Coshland, Gene Couvillion, Dub Crawford, Kevin Dillon, Robert F. Dorr- Guest Speaker, Roy Ellis, Jim Foster, Paul Gilson, Bill Golemon, Bob Goodman, Jack Grooms, Larry Grube, Earl Jackson, Fred Keister, John Linderman, Clyde Luther, Dave Malone, Frank McKenzie, Ed Miller, Pierre Ney, Bill Nolan, Ward O'Brien, Ralph Pasley, Herb Petitt, Bud Ruddy, Bernie Schwartzman, Jack Sodergren, Sim Stidham, Skip Strickler, Wade Weeks and E.K. Williams.

A special thanks to:

Fred Streb, for arranging the luncheon

Herb Petitt for handling phone reservations

Hal Cockerill and Earl Jackson for handling the check-in.

Our next scheduled luncheon will be October 21, 2009, and it will be co-ed.

HAWAIIAN ONO NENE'S RUPA LUNCHEON

It was a stunner of a day over in Lani Kai...nice trades, big wind driven waves, amazing water colors of blue, and sunshine. We missed all who could not come.

In attendance were Diane & Larry Becker, Don Clements, Adele & Dave Crooks, Scotty Scott, Corky & Jim Sorensen, and E.K. Whiting. I was asked to tell what I knew of the Millers, Duke, Janine, and Mike. August will see us somewhere on the southside, on the 12th. Hope to see you there. Aloha, *Jim*

HEALTH ON THE WEB—NY TIMES

A Google search for "cancer" returns 299 million results; narrow that to, say, "prostate cancer" and you still get 12.7 million. It's a vast, bewildering world out there, but here's a look at six of the most interesting and potentially useful online health resources. - *Jascha Hoffman*

Web Site PubMed www.ncbi.nlm.nih.gov/pubmed

Created more than a decade ago by the National Library of Medicine, PubMed includes millions of citations from medical journals dating to the 1950s. Doctors and students have learned to rely on the database to track studies. Patients, on the other hand, may be overwhelmed by the flood of results: more than 500 abstracts crop up when the system translates a naïve query for "causes of bad breath" into "etiology of halitosis." But if you know what you're looking for, and how to make sense of it, PubMed is a power tool without peer. A free log-in allows easier filtering, and a new iPhone application holds the promise of a second opinion right there in the waiting room.

Visualdxhealth.com visualdxhealth.com

The art of diagnosis is subtle. But when it comes to skin conditions, sometimes the answer is right there in front of your eyes. Enter the Skin Disease Finder at visualxhealth.com, a kind of Flickr for bites, boils, cysts, moles, rashes, sores, warts and more — even the hard-to-describe skin infections caused by MRSA. Drawn from an even larger visual library sold by Logical Images in Rochester, this free dermatological atlas will satisfy all but the most fiendish amateur skin detective. You can select a location as precise as scalp, cheek, toenail or “finger webspace,” or you can shoot the moon by clicking on “widespread rash.” Presto, a sort of lineup of skin diseases appears, with instantly recognizable mug shots that enable anyone to tell eczema from rosacea, shingles from ringworm, scabies from psoriasis. The whole thing is certainly more thrilling than a visit to the dermatologist’s office — especially if you don’t have a rash.

San Francisco City Clinic sfcityclinic.org

San Francisco City Clinic, which offers low-cost testing and treatment for sexually transmitted diseases, is also a bracing and realistic source of information. Its front page comes on gently with a little box marked “About You.” This leads to a customized list of diseases one can get as, say, a middle-age transsexual who sleeps with both men and women. For those who would rather see all the risks at once, a handy chart of “S.T.D. basics” catalogs the infections that can be transmitted by nine kinds of sexual activity. Bay Area residents can consult an exhaustive catalog of local resources. For the rest of us there is the clinic’s “Dr. K,” whose advice columns reveal, for example, that two condoms are not better protection than one.

Clinical Trials clinicaltrials.gov

Looking for experimental treatment? With more than 25,000 open trials testing a dizzying variety of new drugs, surgeries and vaccines, this site may have something for everyone. The upside is bargain-priced treatment; inpatient volunteers can be well compensated. The downside is that you may be pumped full of an untested drug with serious effects. (You may get a placebo.) By and large, the trials sponsored by universities and the National Institutes of Health are more likely to be monitored for safety than those offered by private companies.

Patients Like Me patientslikeme.com

If you learned you had a life-changing illness, broadcasting it on the Internet might be the last thing on your mind. But PatientsLikeMe encourages people to do just that. Founded by Ben and James Heywood after their brother Stephen received a diagnosis of Lou Gehrig’s disease, the site is a kind of Facebook for the chronically ill. It holds thousands of profiles of patients living with diseases as diverse as multiple sclerosis, Parkinson’s and H.I.V., with a special section for mood disorders like depression and anxiety. Patients can use slick visual tools to chart their symptoms over time, rate their drugs and treatments, and track their progress against fellow patients with a degree of transparency that borders on the voyeuristic. Users should be aware that the site shares data, stripped of names and other identifying material, with nonprofit groups, research hospitals and pharmaceutical companies.

Mayo Clinic mayoclinic.com

It may be tough to get an appointment at the Mayo Clinic, which for over a century has set the standard for medical care in America. But it’s much easier to consult its encyclopedic site, which may be the most con-

cise source of medical information on the Web. Unlike many other health sites, Mayo writes its own material, with a tone that manages to be both conversational and precise, straightforward and sympathetic. (“Suicide is the act of taking your own life. ... You may think suicide is a solution when, in fact, it’s not.”) The no-nonsense symptom checker, while remarkably simple to use, should probably be kept away from hypochondriacs. (Wheezing and drooling? You may have epiglottitis. Dizzy and stumbling? Might be ataxia.) The site could be easier to navigate, but the guide to ailments is so terse and authoritative that you may find yourself reading it for pleasure.

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Don McDermott was not in attendance for our July 9th luncheon so he asked Doug Bielanski to fill in for him. We had a lot of “early birds” and the kitchen was much faster than normal, so at about 11:30 as Doug was getting our attention, our lunches started to arrive. Doug said there was no new news pertaining to the PBGC. He then discussed the recent accident when an A-330 crashed in the Atlantic Ocean, and the two recent incidents involving A-330 speed and altitude indication anomalies. The first was a TAM Airlines flying from Miami to Sao Paulo on May 21st, and the second was a Northwest Airlines Flying from Hong Kong to Tokyo June 23rd. Then Doug Rankin added that in the NTSB report on the Northwest incident the A-330 was flying at 39,000 feet and entered the cirrus and moderate precipitation. The crew turned the airplane 60 degrees off course to exit the weather. After exiting the weather the autopilot, autothrust and other controls returned to functioning.

After some more discussion and with our lunch in front of us, the following 18 attendees: Rex May, Doug Bielanski, Tom McQueen, Mary McQueen, Denny Fendelander, Russell Maddox, Marv Jeffers, Bob Mosher, Russ Miller, Joyann Moore, Jack Moore, Herb Goodrich, Mike Herriott, Chuck Raphael, Norm Marchment, Trudy Buck, Doug Rankin, Marcene Rankin returned to visiting and eating.

The next Valley luncheon at Mimi’s will be Thursday Sept. 10th. ‘Til then, *Doug & Marcene Rankin*

THE INTREPID AVIATORS OF SOUTHERN OREGON

The Intrepid Aviators of Southern Oregon gathered at the Pony Espresso in Jacksonville on Thursday, the 16th. A quorum was reached with nine of us present, Steve and Leanne Fusco, Dave and Joanne Ellis (Dave, our most senior member in seniority and years, but among the youngest in just being a joy to be around), Michael Bennett, Bob Keasby, Rob Miller, Bill Monfort and Bob Niccolls.

Bill brought a birthday cake as we celebrated Steve's and Bob's b-days. Both on July 10, but I defer to Steve as he leads by 10 years.....interesting in that we discovered this when we flew together on the DC-8 a LONG time ago.

Good food, good sipping, good friends....a nice combination. Our thanks to Bill for thinking of the cake....and....coming from Tampa to do so!

Reminder to all, we gather the third Thursday of each month at the Pony Espresso in Jacksonville, Or. around noon. You can always pick us out...you know, the group with hands waving as if flying and telling (bad?) stories. (I was going to say old group, but perhaps senior would be more appropriate...) Cheers to all,
Bob

SAN DIEGO RUPA LUNCHEON

The San Diego Luncheon is held 2nd Tuesday of each month at 1200 at the San Marcus Country Club.

We had a light turnout this month. Bill Pauling, Phil Whitby, Don Lott and self. After the luncheon Don treated us to boat trip around Lake San Marcus. Don has a waterfront home on the lake. It was enjoyed by all.

Come out and join us next month. I know its hot, but the club is air conditioned. Renew old friends.

Bob Bowman

2009 RIVER CRUISE

Submitted by Rich Bouska

Congratulations to Bruce and Cleve, the new-look *RUPANEWS* is great and our old editor, Jock Savage, would be proud as punch.

Last fall I placed a letter in the "news" asking if any of our members would like to participate in a 10 day European River cruise in the spring of 2009. Maybe it was the economy or the uncertainties of the times but only three members of RUPA opted to go on the cruise; the rest of our party of fourteen consisted of friends and relatives. We had three days in Paris for sightseeing and time to get acclimated to the time difference. We were then off by bus to Trier, Germany where we boarded our boat the River Princess. The boat took us up the Moselle, Rhine, and Main Rivers going through about 60 locks. We made stops at Bernkastel, Koblenz, Rudesheim, Frankfurt, Miltenberg, Würzburg, Bamberg, and Nuremberg Germany. Some of us opted for the extension to Prague, in the Czech Republic. This was in my opinion the best cruise we have ever been on. It's quite possible that we will take another River Cruise in the near future. The small river boats are dynamite, the food is fantastic and every day you dock in the heart of a small village or city, affording you the opportunity to walk into the center of town.

I sent questioners to 65 RUPA members who have participated in cruises in the past asking them where they would like to go in 2010. All the replies are not in yet but you can look for an announcement in the next *RUPANEWS* as to where and when the next RUPA cruise will take place.

United Airlines will be part of industry consolidation one way or another

Kenneth Zenger - Chicago Business Examiner, July 13, 2009

United Airlines continues to be a troubled company. The Chicago-based airline stock is trading at levels indicating bankruptcy may once again be likely. With air travel down due to the economic recession United Airlines finds itself in danger of running out of cash. Cash is exactly what United needs right now with reports of more than \$1.5 billion in debt due early next year. According to analyst Bill Warlick of Fitch Ratings Inc., "They could be in a position where they are in danger of running out of cash." Some experts are publicly stating that United Airlines can survive until the middle of next year unless the economy drastically improves.

So United Airlines is on a trek to failure unless dramatic changes are made. If the economy takes off and business travel rises to previous levels and fuel prices do not rise substantially United will be okay. If this does not happen as described they won't be okay. So with the economic situation of today, United needs a strategy to solve their core issues assuming there will be no economic recovery. The drastic changes that are required for United Airlines to move beyond their current woes are to bring in new leadership that is capable of orchestrating a merger and relieving the company from its excessive debt burden.

United Airlines needs to face the reality that Tilton is not the right CEO for the company. In fact, he may have been the right leader to be at the helm during 2007 when oil prices surged and jet fuel reached historic levels, but when his level of expertise was most crucially needed he failed the company. Being a former oil man, Tilton should have better handled the commodity issues of 2007. He should have had a strategy to hedge oil futures to protect the company from the dynamic shifts in the market. This was Tilton's initial strategic failure and it is still hindering the company today.

According to Mo Garfinkile, CEO of Virginia-based GCW Consulting LLC, who has advised Mr. Tilton and United "the game plan now is to survive." Now the company is possibly headed once again into bankruptcy and seems to be a prime candidate for being liquidated. With the drop in air traffic and strong competitors like Southwest Airlines expanding into the traditional business route and offering lower-priced options, the airline industry will squeeze the weaker players out. The industry is in need of consolidation and if business leaders don't do it through mergers the market will do it through bankruptcy and liquidation. United Airlines will be part of the industry consolidation but they may not survive it.

For more info: Read "Tilton's Troubles" by John Pletz at <http://www.chicagobusiness.com/cgi-bin/article.pl?articleId=32164>

NEW YORK SKYSCRAPER LUNCHEON

This was the 25th anniversary of our retirement luncheons, since Jack Smith started holding them at his Montclair Golf Club around 1984.

Despite threatening weather, we all had a great time, gathering on the lawn of the golf club. We were there to visit old friends, but the barbecue food and desserts were terrific, too.

Joe Kollar and Bob Lawson manned the Welcome Table, collecting enough money for the Skyscrapers to contribute \$600 to the United Airlines Retired Pilots Foundation.

Mike Severson, our designated luncheon photographer, has posted photos to our web album at: <http://picasaweb.google.com/nyskyscrapers/2009SpringLuncheon#>. Click on Slideshow, to view photos better... they're larger there.

The senior statesmen in the crowd were Augie Miller, Ab Rainbow and Ben Conklin Sr.

Widows Winnie Balboni and Joan McIntosh joined us, too.

First-timers were Ted Birke and Joe Holub.

Those who came the furthest were Steve and Geri Scott from Maryland, John Rains from Vermont, Ed Griffith and Bob T. Olsen from Ohio, Ted Birke from northeastern Massachusetts, and our soon-to-be new RUPA President Ron Jersey and his wife Marie from Maine.

Guests included Rip Munger's daughter Kendra, and Ab Rainbow's son Fred.

Lots of raffle prizes were contributed: Winnie Balboni (basket of old miniature liquors and Trader Joe basket), Bill and Lou Jane Bickert (2 books by their son-in-law), Ken Ernst (misc and a bottle of wine), Skip and Billie Fairman (2 baskets of homemade wines and jams), Joe and Cherie Guccione (5 books), Jim Lattimer (bottle of Bushmills Irish Whiskey), Doug Merrick (ride down the beautiful Damariscotta River to the Gulf of Maine on his lobster-style boat), John and Linda Stewart (2 bottles of wine), and Joe Vitelli (\$25 Amex gift certificate).

77 of us attended: Howie Aronson, Winnie Balboni, Bob Beavis, Bill and Lou Jane Bickert, Ted Birke, Roger Bjornberg, Pat Breen, Frank Calderaro, Vince Ciriello, Ben Conklin Jr and Sr, Jan and Patty Conover, Frank Decker, Ron and Betty Denk, Bob Eccles, Wayne Erb, Wes Erbe, Ken Ernst, Skip and Billie Fairman, Bob Falco, Rich Granger, Ed Griffith, Joe and Cherie Guccione, Joe Holub, Dave and Ellie Hoyt, Ron and Marie Jersey, George Kane, Pete and Judy Kohlsaar, Joe Kollar, Jim Lattimer, Bob Lawson, Harry and Jane Lloyd, Hank Lopez-Cepero, Don and Carol Matheson, Joan McIntosh, Chuck Melbourn, Augie and Margaret Miller, Al Mitchell, Bill Muller, Rip Munger and his daughter Kendra, Bob T. Olsen, Dave Ormesher, Tom Purrington, Ab and son Fred Rainbow, John Rains, Ned and Rae Rankin, George Schnell, Steve and Geri Scott, Mike Severson, Irv and Mary Soble, Pete Sofman, John and Linda Stewart, Al Swanson, Watts and Phyllis Waddell, Jay and Kay Weeks, George Williams, and Lyn and Martha Wordell.

Unable to attend and sending their regrets were: Ray Amato, Bob Carey (grandson's graduation), Jim Colligan, Ray Furlan (working), Jim Gardner, Ted Garrity (health issue), Dorothy Gates, Jim Handshaw, Dave Heilbrun, Barney Higgins (wife Marie undergoing a medical procedure), Doug Horne (busy with the local Possum Eating Festival), Koop Koopmann (unable to get out of Denver), Jody Kraly (first granddaughter being born), Walt McNamara, Doug Merrick (golf tournament), Denis O'Malley, Denny Morell (wife sick), Ken Perkins (family commitment), Mike Perry (playing golf in D.C.), Neil O'Malley, Jack Smith (health problem), Jack Traeger (death in the family), Joe Vitelli, and Morrie Wiener.

Please set aside Wednesday, Sept 30th, for our next luncheon, to be held at Hostaria Mazzei, in Portchester, NY, just south of Greenwich, CT. Hope to see you all in the Fall, before the Snowbirds depart for warmer climes.

Pete Sofman, NY Area luncheon coordinator

Fighting cancer on his bike

By Emily Battle

E. K. Williams sent us this article. I'm sure all you troops who were around for the 1985 strike will remember Jamie.

When Lance Armstrong and the rest of the Tour de France field pedaled their way into the Swiss Alps, Spotsylvania resident Jamie Lindsay was off on a long bike ride of his own. Lindsay, 60, spent next week making a 500-mile bike trek across Iowa in an event called the Ragbrai.

Armstrong has made appearances at this event in the past to help raise awareness and money for his foundation, which seeks to give cancer victims inspiration and information to fight the disease. Lindsay says the Lance Armstrong Foundation, through the information it puts out on its live strong.org Web site, played a big role in his own cancer fight.

Three years ago, Lindsay spent most of his time sky-diving. He had worked for 31 years as an international pilot, a captain on Boeing 777s for United Airlines, but he was medically grounded after an eye surgery went awry.

After competing in the sky diving national championships in California in October 2006, Lindsay noticed a pain in his left hip and more fatigue than he was used to. He was living in Arizona at the time to train in his sport, and his doctor told him that at 57, he was simply too old to be jumping out of planes 500 times a year. It was time to chill out. So Lindsay moved back to Spotsylvania and did just that, but it didn't help. His pain got worse.

Lindsay went through weeks of MRIs and repeated visits to his orthopedic surgeon and primary-care doctors, who then sent him to a bone cancer specialist at the Washington Hospital Cancer Center, who sent him to a blood-borne cancer specialist at that hospital, who ordered more tests. On March 27, 2007, Lindsay was told he had stage 4 lymphoma, and had between three and twelve weeks to live.

Lindsay got into a clinical trial at the Washington Hospital Cancer Center that put him on an intense chemotherapy regimen. He underwent six cycles of chemo that each lasted 5 days straight. In between each cycle, he went home for 14 days.

It was during that time at home that Lindsay, who is not married, leaned most heavily on what he was reading on Livestrong.org. The chemicals had left him dehydrated, weak and so forgetful that he would forget to take the medications that were supposed to calm his nausea. "You wonder, am I going to make it through this?" Lindsay said. He'd watch videos on the Livestrong Web site made by survivors. He carried a card with the Lance Armstrong Foundation's "manifesto" on it. One day when he was particularly down, he said three sentences on that card changed his outlook. Over and over again, Lindsay read from the card, "Unity is strength. Knowledge is power. Attitude is everything." "I made a deal with myself: 'You quit whining. You start fighting,'" Lindsay said.

It has been almost 21 months since Lindsay was told his cancer was in remission, news that came six months after his diagnosis, after following up his chemotherapy with radiation treatment at the Cancer Center of Virginia in Spotsylvania County. Lindsay's doctors told him he would need to be especially vigilant for the first three years after he was told he was in remission.

But Lindsay's fight now doesn't end with his own health. You might call him a Livestrong evangelist. His PT Cruiser has the yellow wristband logo affixed to its side, and Lindsay says his goal is to create a "Livestrong Army" in Fredericksburg that would support those living with cancer and raise money to find a cure. That's why he's about to spend seven days on a bike riding across Iowa. He's one of 84 people who are riding as "Team Livestrong," trying to keep the Armstrong Foundation's message visible at the annual race, even though the man himself is on the other side of the Atlantic.

So far, Lindsay and his teammates have raised \$110,000 through their ride for the Lance Armstrong Foundation. He said they hope to get to \$150,000 before the ride starts on Sunday. After that, Lindsay said he hopes to participate in other Livestrong events, maybe make it back to the sky diving national championships and, after he hits that three-year mark, get back in the pilot's seat.

"There's a lot of life ahead," he said.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

While Bill Boeing was pleased with the success of Boeing Air Transport and the Model 40A, he realized a larger airplane was necessary to be competitive with the Ford Tri-motor and other passenger-carrying aircraft. The result was the Boeing "Model 80". The first "80" was delivered to Boeing Air Transport (BAT) in August of 1928 and was immediately put into service on the San Francisco to Chicago CAM 18 route.

The "80" was a Tri-motored biplane accommodating 12 passengers in a heated cabin. It had hot and cold running water, individual passenger reading lamps and leather upholstered seats. Powered by three 425 hp Pratt & Whitney "Wasp" engines, it had a cruising speed of 115 mph with a range of 545 miles and a service ceiling of 14,000 ft. The gross weight was 15,276 pounds.



The pilot and co-pilot sat in a separate forward cabin and were kept informed of changing weather conditions by two-way radio. The plane was soon redesigned to carry 18 passengers and designated the "Model 80A" (photo). The "80A" was powered with three 525 hp Pratt & Whitney "Hornet" engines with a cruising speed of 125 mph and a range of 460 miles. The gross weight was 17,500 pounds.

In the late 1920s and early 1930s, airline passenger travel was primarily the realm of Businessmen, the Rich and the Adventurous. The average person preferred to travel by train, boat or by private automobile.

An airline passenger paid up to \$900 (one-way) to fly across the United States and upon arrival often found it necessary to transfer to a train or car to reach their final destination. Airports were few and often located in relatively remote areas. Worst of all, the airplane cabins lacked sound-proofing. In addition to the noise, vibration was also a problem. One Ford Tri-motor passenger stated that he had to shout to be heard across the aisle and that his glasses kept sliding down his nose the entire flight.

Compiled from *"Boeing, Planemaker to the World"* by Robert Redding & Bill Yenne by *Marvin Berryman*. Photo from the UAHF collection.

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

GOLF BEGINNER

A retiree was given a set of golf clubs by his co-workers. Thinking he'd try the game, he asked the local pro for lessons, explaining that he knew nothing whatever of the game. The pro showed him the stance and swing, and then said "Just hit the ball toward the flag on the first green." The novice teed up and smacked the ball straight down the fairway and onto the green, where it stopped inches from the hole.

"Now what?" the fellow asked the speechless pro.

"Uh... you're supposed to hit the ball into the cup" the pro finally said, after he was able to speak again.

The retiree replied, "Oh great! NOW you tell me!"

THE SAN FRANCISCO BAY-SIDERS' LUNCHEON

The first of the monthly SF Bay-Siders' RUPA Luncheon was a huge success! We met at Harry's Hofbrau in Redwood City on July 14th which turned out to be one of the warmest days of the year. The turnout was excellent on such short notice as we had 42 Ruparians in attendance, and that's not counting the busboys. We were heartened to find, not only the Folders and Stuffers, but many other SF Bay Area RUPA members came to share in the camaraderie. We hope this is a good sign of things to come as more members get the word about our new luncheon group. We had thought that perhaps we should schedule some guest speakers for future meetings, but soon realized that a speaker wouldn't be able to get a word in edgewise with this group.

Attending this ground breaking event were the following usual suspects and some welcome additions:

Floyd & Charlene Alfson, Wally Blaseck, Rich & Georgia Bouska, Gary & Diane Brauch, Ken & Marian Breitschopf, Bob & Roz Clinton, Sam & Billy Cramb, Bob Downs, Bob Ebenhahn, John & Rita Gordon, & their Daughter Linda, Barry & Ginny Hamley, Larry & Lynne Henderson, Karl Kastle, Bob Kibort, Tom Kirby, Dwight Lubich, Bill Madsen, Bruce McLeod, Jan McNaughton, George Mendonca, Don Merucci, Mitch Mitchell, Jay Plank, Walt & Mary Ramseur, Bud Schwartz, Cleve & Rose Spring, John & Dorothy Stefanki (celebrating his 89th birthday), Jerry Terstiege, and Ron Weber.

We have scheduled all future luncheons on the second Tuesday of each month at 11:00am at Harry's Hofbrau, 1909 El Camino Real Redwood City. There's plenty of parking, a full bar, and the dining is cafeteria style with a great menu which you can peruse on the internet at harryshofbrau/menu.com. We hope to see many more members at our next get-together on August 11. Cheers, *Cleve*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

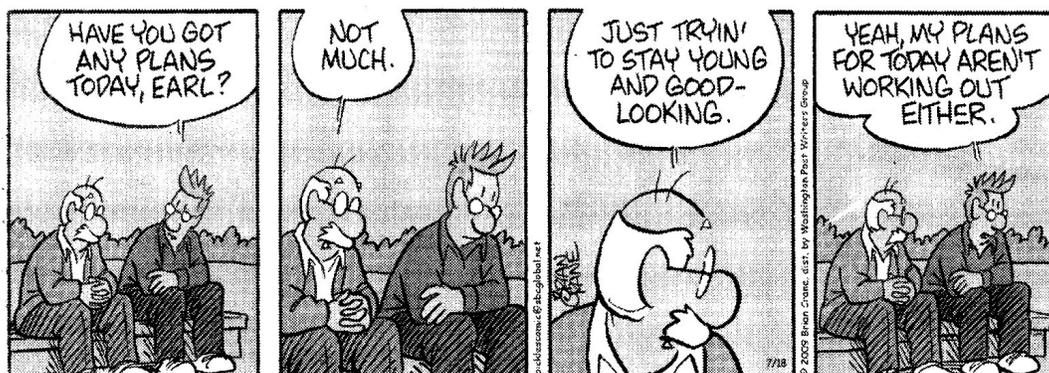
It was very warm, almost hot, in Carmel Valley July 13th! The gaggle gathered at Quail Lodge – at Edgar's – and enjoyed the warmth and camaraderie of another wonderful luncheon. Though our group was small the conversations were lively and informative with generous doses of good humor with just a touch of sarcasm about “the friendly skies” and “blue sky”. Most of our usual suspects were either out-of-town, out-of-state, on the sick list, or were still waiting at the airport for their standby seat! The general consensus of the “recent traveled” was – you aren't going to get where you planned – flights are full and even with forty year seniority – it ain't good enough!

Those attending were our hosts Connie and Beth Ege, Carlos & Judy Quintana, Milt Jines, Jerry Quitney, Paul & Brigitte Olson, and yours' truly!

A good portion of our conversation centered on the canceling of our RUPA convention in Denver (due to a lack of reservations), ideas about future conventions – locale being important, and possible cruises. The prevalent over riding problem is air travel - to get anywhere!

The next planned luncheon will be at *Edgar's at 11:30 on Monday August 10th*! As per usual, I will send an email reminder the Monday before requesting RSVPs. Thanks again to Connie and Beth Ege for hosting our outstanding lunches! *Phyllis Cleveland*

Pickles/Brian Crane



Parking Lot B Colony at LAX

By Dan Weikel July 20, 2009

Buffeted by their industry's turbulence, airline employees save money by living part time in a motor home colony in Parking Lot B at LAX.

For about 15 days a month, Alaska Airlines pilot, Jim Lancaster, lives in a motor home in Parking Lot B near the southernmost runway at Los Angeles International Airport. Every four minutes, a jetliner or turboprop roars in 500 feet above his front door for a landing. The noise is so loud it forces Lancaster to pause during conversations. But he doesn't mind. Lancaster puts up with the smell of jet fuel and screaming engines to save time and money.

The 60-year-old aviator's primary residence is a cottage he shares with his wife overlooking a quiet bay off Puget Sound in Washington State. Living in Lot B while he's on duty means he doesn't have to rent a Los Angeles apartment with other pilots or spend 12 hours a day commuting to and from the Seattle area.

"As kids, we used to ask our parents to take us to the airport to see the planes," Lancaster quipped. "Now I get to live at the airport." He isn't the only one. Lancaster's 2001 Tradewinds sits among 100 trailers and motor homes that form a colony of pilots, mechanics and other airline workers at LAX, the third-busiest airport in the nation. They are citizens of one of the most unusual communities in the United States.

Their turf, just east of the Proud Bird restaurant off Aviation Boulevard, is less than 3,500 feet from the south runway. It is a drab expanse of crumbling gray asphalt, approach lights, chain-link fencing and rows of beige and white RVs -- some battered, others grand. A splash of color comes from the red and white blooms of about a dozen rose bushes along the colony's northern edge.

Many of the residents are separated from spouses, children and significant others for days -- even weeks -- at a time in order to keep their jobs or move up the pyramid of the airline industry. "This is the cost of being a pilot today," said Todd Swenson, 40, a first officer with Alaska Airlines. His wife, Amanda, and 2-year-old son, Noah, live in Fresno, a six-hour commute by car. "I've wanted to be a pilot all my life. It can be awful here. But I have to provide for my family, and I love flying airplanes."

Swenson, who earns about \$70,000 a year, lives across from Lancaster in a 1973 Coachman trailer that belonged to his father. If Lancaster's 38-foot rig with leather furniture is Park Place, Swenson's is Mediterranean Avenue. The 23-foot metal box is as cramped as economy class, with just enough space for a double bed, a television and a La-Z-Boy recliner. There is a galley kitchen and a bathroom about the size of an airliner lavatory. The trailer's windows are blacked out with foil and brown paper bags so Swenson can sleep during the day. To muffle the constant din of aircraft, he bought a white-noise machine -- a small tape player with a recording that sounds like a washing machine. Swenson works out at a nearby 24-Hour Fitness, where he showers to conserve his trailer's limited water supply. Inside the Coachman, the wood paneling and storage cabinets are covered with photos of Amanda and Noah, whom Swenson returns to about 11 days a month. He keeps in touch via a computer webcam.

"When my tires leave the driveway of my house in Fresno," Swenson said, "the only thing I can think about is getting back to my family."

For several years, clusters of RVs were scattered around the airport's parking lots until LAX officials decided to consolidate them in Lot B. Now operating as an organized camp overseen by the airport, it has an unofficial mayor, a code of conduct and residency requirements, including background checks, regular vehicle inspections and proof of employment at an air carrier. "There might be a few other places like this nationally, but I think this is rather unique," said Michael Biagi, who heads the land-use division at Los Angeles World Airports.

Today, the colony has more than 100 residents -- mostly men -- from around the country, including captains, first officers, mechanics, flight attendants, support staff and employees of air cargo companies. There are at least two married couples, who work as flight attendants. About 10 people are on a waiting list.

Lot B's attractiveness is partly the result of the decade-long decline in air travel brought about by the terrorist attacks of Sept. 11, 2001, the outbreak of SARS -- severe acute respiratory syndrome -- in 2003 and the

deepest recession since World War II. Salaries for pilots, mechanics and other airline workers have plummeted. Captains like Lancaster have been demoted to first officer, losing hard-earned seniority and forcing them out of plum assignments at airports close to home. Lancaster, who came to LAX from Seattle about 18 months ago, estimates that his reduction in rank cost him about \$30,000 a year, roughly 20% of his pay.

Rather than quit their jobs or uproot their families for what could be a temporary stint in Los Angeles, workers have settled in Lot B, where the rent is only \$60 a month. "They'd probably be out of a job otherwise," said Doug Rogers, a 62-year-old United Airlines mechanic from Utah, who is the colony's acting mayor. "You can't maintain a household elsewhere and afford a home here in this economic climate. The airline industry is fragile right now. You just don't know what is going to happen." Rogers has lived at LAX for about seven years in a 26-foot camper built on a Ford truck chassis. He and his wife own a house in Stansbury Park, a semi-rural community of 2,500 just north of Salt Lake City.

Rogers' living situation is the product of years of financial difficulties at United, which has gone in and out of bankruptcy proceedings. He lost his assignment at Salt Lake City International Airport, where United closed its maintenance facility a few months after the September 11 attacks. A \$5 pay cut to \$30 an hour, along with the airline's still tenuous future, led to his decision to keep his Stansbury Park house and rent a spot in Lot B, he said. He now works four 10-hour days a week and gets at least three days off to go back to Utah.

There's another advantage to not commuting -- whether by plane or car -- when on duty: Pilots and mechanics can get more rest, mitigating a problem that has plagued airline workers for decades. An ongoing federal investigation indicates that fatigue could have been a factor in the crash of a Colgan Air turboprop that killed 50 people in Buffalo, N.Y., on Feb. 12. The pilot was commuting from Tampa, Fla., to Colgan's base in New Jersey. The copilot had regularly traveled from Seattle.

According to the NTSB, 93 of Colgan's 137 New Jersey-based pilots considered themselves commuters, including 49 who traveled more than 400 miles and 29 who lived more than 1,000 miles away. If not for Lot B or other temporary quarters, the residents would be commuting from Anchorage, Seattle, Indianapolis, Memphis, Minneapolis and Hawaii. Others live in California, but hundreds of miles from LAX.

Rogers said life in the colony has been uneventful except for a period in 2005 when scores of non-airline workers moved in from a camping area at nearby Dockweiler State Beach, which was undergoing renovation. At the time, the airport did not screen potential residents. The new arrivals brought in lawn gnomes, garden furniture and barbecues, which created a party atmosphere and the potential for public disturbances on airport property. A few dumped garbage and human waste on the pavement. Two prostitutes moved in as well, including one in her late 60s with a taste for tight skirts and silver high heels, residents say. Responding to complaints from parking lot tenants and patrons, airport police swept into the eastern area of Lot B, where the RVs are located. They removed the prostitutes and towed about a dozen motor homes and campers with expired registrations. Officials stopped short of closing the site by establishing strict qualifications for residency and prohibiting lawn furniture, outdoor barbecues and parties. "We try to keep a real low profile," said Steve Young, 52, a United Airlines mechanic whose family lives in Twentynine Palms. "We consider living here a privilege."

Since the expulsion of the outsiders, Lot B has been quiet. Most people pass their free time reading, watching movies, shopping for supplies or servicing their RVs. Occasionally, there are bike rides to Dockweiler, about four miles away, or visits to the El Segundo Air Force base hosted by Lancaster, a retired lieutenant colonel.

Because tenants' work schedules vary widely, social gatherings are small and infrequent. It is typical for a few people to organize an impromptu happy hour in one of the larger rigs, such as Lancaster's coach, which is known as the Chateau. It has satellite TV, plush carpeting and walnut-stained cabinetry.

Lancaster's wife, a teacher in Seattle, likes the Chateau as well and occasionally flies down on Friday nights to explore Los Angeles over the weekend. "It's great fun and adventurous," Marlene Lancaster said. But other tenants, like Rogers, can't wait for their days off to escape their cramped RVs.

SFO NORTH BAY RUPA LUNCHEON

Father Don, aka Bob Donegan, our perennial host, took a couple of days off, had some minor surgery on the 30th of May at CPMC in SF, and is home today, the first of July, with 8 tiny bullet holes in his abdomen. Actually a little Laparoscopic surgery to remove his gall bladder and a hernia repair. More than everyone needs to know, but when 34 attendees are asking you questions, well, they needed an answer.



Yours truly, Leon Scarbrough and the lovely Ms Vicky hosted the luncheon, although there wasn't

much to do, and no one saved us a chair, so we ate in the corner by ourselves. Capt Crunch, aka Rick Saber provided an Economy Sized Clicker, from 1985 days, which I used to attract some attention when needed. Funny thing though, the clicker left a mark on my left thumb as if I had voted in Iraq.

A timely medical report was provided by Captain "A Few Extra Pounds" Hise, who explained that the government had spent 2.5 billion proving that all the herbs and spices and magnets that have been so popular over the past gazillion years are totally a waste of money. Duh, didn't we already know that?

The most popular happening was when JR Hastings auctioned off a naked lady in a picture frame advertising Capital Airlines. NO one saw the airplane behind the lovely lady, and you would not believe it, but the only 89'er attending the meeting bought the picture for \$40. Cheap at half the price. George Hise acted as the auctioneer, a talent I didn't know that he possessed. Did a great job. And someone asked what was going to happen to the proceeds, and JR responded, "into my pocket", and the two twenties disappeared. Ms Vicky frowned.

Attending the meeting: Ken & Shirley Corbin, Rick Saber, Bob Gramer, Jules & Sybil Lepkowsky, George "1400 EAA Young Eagle Flights" Mendonca, Jan McNaughton, Tom Grey, Gary & Diane Brauch, Jim Mansfield, Sam & Mickie Orchard, Dan Bargar, Bill Greene, John "SMIF" Baczynski, Buddy & Alice De-Costerd, JR Hastings, Wayne Heyerly, Bill Smith, Barney Hagen, Lee Anderson, Norm DeBack, Bill McGuire, Gorgeous George Hise, Woody Lockhart, John Shaw, Dick Smith, Tom "no dot" & Christine Tighe, and once in a lifetime host, Leon & Ms Vicky Scarbrough.

Golf Quotes

These greens are so fast I have to hold my putter over the ball and hit it with the shadow.
~ *Sam Snead*

I was three over. One over a house, one over a patio, and one over a swimming pool.
~ *George Brett*

Actually, the only time I ever took out a one-iron was to kill a tarantula. And I took a 7 to do that. ~ *Jim Murray*

UNITED AIRLINES DC-7 GEAR-UP LANDING AT LAX

In October 1957, UAL Flight 101, a DC-7, executed a successful gear-up landing at LAX due to a jammed landing gear. Captain Charles C. Dent, who flew west in December, 1994, was in command of the flight. Do any of you know who the other two crew members were?

See Abraham DeLeeuwe's letter in the *LETTERS* section of last month's *RUPANEWS* (July issue) for more information about Captain Charlie Dent.



A VERY COOL GRAMPS

A woman in a grocery store happens upon a grandfather and his poorly behaved 3 year-old grandson.

It's obvious to her that Gramps has his hands full with the child screaming for candy in the candy aisle, cookies in the cookie aisle; same for fruit, cereal and soda in their respective aisles.

Meanwhile, Gramps is working his way around, saying in a controlled voice, "Easy, Albert, we won't be long -- easy, boy."

Another outburst, and she hears Gramps calmly say, "It's okay, Albert, just a couple more minutes and we'll be out of here. Hang in there, boy."

At the checkout, the little terror is throwing items out of the cart, and Gramps again in a controlled voice says, "Albert, Albert, relax buddy, don't get upset. We'll be home in five minutes; stay cool, Albert."

Very impressed, the woman goes outside where Gramps is loading his groceries and the boy into the car.

"You know, sir, it's none of my business, but you were amazing in there. I don't know how you did it. That whole time, you kept your composure, and no matter how loud and disruptive he got, you just calmly kept saying things would be okay. Albert is very lucky to have you as his grandpa."

"Thanks, lady," said Gramps, "I'm Albert -- the little s---'s name is John....."

Johns Hopkins Health Alert

Why Generic Drugs Cost Less

Between 2005 and 2010, brand-name drugs with a market share of about \$100 billion will lose their patent protection. Taking advantage of these generics could save you up to \$5,000 a year in out-of-pocket expenses. Here's what you should know ...

Once the patent for a drug expires, any company can manufacture and sell the drug as long as it proves to the U.S. Food and Drug Administration (FDA) that its generic meets the following criteria:

- The generic drug contains the same active ingredient as the branded product.
- The generic drug is available in the same dosages and is administered in the same way.
- The generic drug is of equal purity and quality.

The generic drug enters the bloodstream as quickly as the brand and results in similar blood levels of the drug.

Because federal regulations stipulate that the generic version of a drug must look different than the branded version, the generic drug will contain different inactive ingredients.

In general, a generic drug costs less than the brand, but how much less depends on a number of factors. Typically, the first generic drug to receive FDA approval is awarded six months of market exclusivity, which means that no other generic drug can enter the market during that time. Because of a lack of competition, the first generic usually sells for 94% of the branded medication -- not much of a cost savings.

But after this half-year period, as the market floods with generic drugs from other companies, the generic drug price begins to drop, often dramatically. For example, with two generic drugs on the market, the price drops to half that of the brand; with five generics it falls to a third and then hovers at a fifth of the brand price once seven or more generics are available.

Generic companies are able to offer the same medication as the branded companies for far less money because they spend little on research, development, and marketing. They do not need to conduct extensive trials to prove a drug's safety and effectiveness.

Taking Advantage of Savings: As more drugs go generic in the coming years, taking advantage of them could make a considerable dent in your drug expenditures, even if you have prescription drug coverage. The copays for generics are usually lower, and some plans require no copay for generic drugs.

To keep abreast of new generic drug approvals, visit www.fda.gov/cder/ogd/approvals. And it also makes sense to comparison shop, because price can vary considerably. Many chain pharmacies and mail-order and Internet drug retailers have websites that list prices. For convenience, check out www.destinationrx.com, a site that compares prices from major online pharmacies. Consumer Reports offers advice on best buys at www.crbestbuydrugs.org. Posted in Prescription Drugs on June 23, 2009

LEAN CUISINE FOR LEAN TIMES!

Leave it to a pilot to think of this to get the most out of his/her flight manual. And who knew hotel clothes irons were good for something besides making dark streaks on white clothes!

INSTRUCTIONS:

Place inverted iron in the JEPP BINDER RINGS. Preheat iron on HIGH for 5 minutes

To steam vegetables, you must put in water and use manual sprayer. It usually takes less than 10 minutes to steam.

Hamburgers, steaks and small pizza can be placed directly on the iron face.

Use ironing board with towel tablecloth if entertaining guests.

Do not use hotel Drinking glasses. Plastic cups may be obtained from galley.

For Cuban Sandwiches obtain another top iron for steaming and pressing.



Enjoy the ride; There is no return ticket

George Carlin's Views on Aging

Do you realize that the only time in our lives when we like to get old is when we're kids? If you're less than 10 years old, you're so excited about aging that you think in fractions.

'How old are you?' 'I'm four and a half!' You're never thirty-six and a half. You're four and a half, going on five! That's the key.

You get into your teens, now they can't hold you back. You jump to the next number, or even a few ahead.

'How old are you?' 'I'm gonna be 16!' You could be 13, but hey, you're gonna be 16! And then the greatest day of your life ! You become 21. Even the words sound like a ceremony. YOU BECOME 21. YESSSS!!!

But then you turn 30. Oooohh, what happened there? Makes you sound like bad milk! He TURNED; we had to throw him out. There's no fun now, you're Just a sour-dumpling. What's wrong? What's changed?

You BECOME 21, you TURN 30, then you're PUSHING 40. Whoa! Put on the brakes, it's all slipping away. Before you know it, you REACH 50 and your dreams are gone.

But wait!!! You MAKE it to 60. You didn't think you would!

So you BECOME 21, TURN 30, PUSH 40, REACH 50 and MAKE it to 60.

You've built up so much speed that you HIT 70! After that it's a day-by-day thing; you HIT Wednesday!

You get into your 80's and every day is a complete cycle; you HIT lunch; you TURN 4:30; you REACH bedtime. And it doesn't end there. Into the 90s, you start going backwards; 'I Was JUST 92.'

Then a strange thing happens. If you make it over 100, you become a little kid again. 'I'm 100 and a half!' May you all make it to a healthy 100 and a half!!

HOW TO STAY YOUNG

1. Throw out nonessential numbers. This includes age, weight and height. Let the doctors worry about them. That is why you pay 'them.'
2. Keep only cheerful friends. The grouches pull you down.
3. Keep learning. Learn more about the computer, crafts, gardening, whatever, even ham radio. Never let the brain idle. 'An idle mind is the devil's workshop.' And the devil's name is Alzheimer's.
4. Enjoy the simple things.
5. Laugh often, long and loud. Laugh until you gasp for breath.
6. The tears happen. Endure, grieve, and move on. The only person, who is with us our entire life, is ourselves. Be ALIVE while you are alive.
7. Surround yourself with what you love , whether it's family, pets, keepsakes, music, plants, hobbies, whatever. Your home is your refuge.
8. Cherish your health: If it is good, preserve it. If it is unstable, improve it. If it is beyond what you can improve, get help.
9. Don't take guilt trips. Take a trip to the mall, even to the next county; to a foreign country but NOT to where the guilt is.
10. Tell the people you love that you love them, at every opportunity.

AND ALWAYS REMEMBER : Life is not measured by the number of breaths we take, but by the moments that take our breath away. And if you don't send this to at least 8 people - who cares? But do share this with someone. We all need to live life to its fullest each day!!

AVIATION TRUISMS

An old pilot is one who can remember when flying was dangerous and sex was safe.

Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins.

Death is just nature's way of telling you to watch your airspeed.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.

As a pilot, only two bad things can happen to you: a. One day you will walk out to the aircraft knowing that it is your last flight. b. One day you will walk out to the aircraft not knowing that it is your last flight.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

About Rules: a. The rules are a good place to hide if you don't have a better idea and the talent to execute it. b. If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he who demands one iota

more is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, He'd have given him more money.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs. -
-- President, DELTA Airlines

In the Alaska bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes, or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.

I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful.

You know they invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

New FAA Motto: We're not happy 'till you're not happy .

LETTERS

ROBERT AHRENS-Belmont, CA

My yearly check-in and I have made it to 85, a good round number. Retired now 27 years. Saw a lot of changes in UAL thru the years from the DC-3 days to the B747.

Still doing volunteer work at local Senior Center preparing and serving 20 to 40 lunches four days a week.

My wife, Virginia, of 65 years passed away Easter morning, April 12, 2009.

Life's new assessment now, what will I do and where will I go.

Will let you next year. Regards, *Bob*

ROSS "RUSTY" AIMER—San Clemente, CA
Dear Bruce and Cleve, A check for the next two years dues is in the mail. Perhaps I am being a little too presumptuous to think I'll be around for the next two years, but at my age I think I'd better pay up now as long as I can still remember to find the check book or better yet, still have \$70 in that check book!

Recently a friend and a former F/O made a comment on the Face Book about me looking better than I did when I was still flying all those all nighters. I told him in fact I almost feel like a new born baby. I'm still begging to be breast fed, make incoherent noises instead of making sense and throw up on myself. I even occasionally soil my diapers! -:)

Seriously folks, It has been five wonderful years since I was fired by the FAA for being too old, but deemed too young to be retired by PBGC and IRS! But over all I am so damn glad I am retired. In fact I was always one of those advocating retirement at 55.

I still hang around with a bunch of active pilots who now hate the job and tell me that United sucks badly! This is very sad. Some of you may have seen the You Tube video of the Alaska pilot who lives in a trailer in the B Lot at LAX. This is what has happened to our beloved profession now days! At least most of us old timers enjoyed the job once the aircraft doors were closed and we were off to a layover in some exotic place like Buffalo!

Lately I feel like I am working much harder than I ever did when I was flying the line and not accomplishing much. So many projects and "honey do's" but so little time in a day! As the result, I have many unfinished projects around the house I never find the time to finish! After 40 years of commercial flying I was hoping for a real retirement so I could hang around at the beach, watch the hard bodies and surf all day. But like most of us, I discovered Glenn Tilton and the big business needed my retirement money more than I did.

Never got through the employment process at Wal-Mart for that coveted greeter's job. (Once they found out about my former union affiliation I was blackballed for life!)

I was too soft to ask the kids for rent money and too old to find a real job I always longed for. A stripper's job at Chip-n-Dale's!

Boeing lowered their standards and offered me a job. I am lucky to find temporary refuge there with a bunch of other former airline dudes who had found themselves in the same predicament as I did. Remember the joke about the flight instructors? I think it went like this: "There are those who can fly, and those who can't end up teaching or in management!"Guess who is in the joke now folks! Since the 787 is not quite ready yet, we do some "incestual training" and get to play in the 777 simulator for now. (We train each other and give each other check rides!)

The other good thing about my new job is when I do occasionally end up in Seattle, I'll get to hang around a bunch of neat old guys. It feels like being on a layover again. We get to go out to eat and drink and tell lies and our employer graciously picks up the tab.

I don't have a plane, a boat or a racing car. Just an old Harley and a surf board. I never liked to travel much. Although I flew internationally most of my airline life. I am lucky to live in the best area and climate in the world and if it wasn't for that pesky curvature of the earth and my old eyes I could perhaps see Hawaii from my back yard!

I hope to be around to talk again in two years. If you don't hear from me and I end up in a home or a westbound flight, spend the rest of my dues money wisely. On wine and weemen and not on airline stocks! *Rusty*

MARGARET BARNARD – Los Angeles, CA
My dear Charlie would have been 88 on 8/8/09. I am doing well, just slowed down quite a bit. My grand niece still lives with me while working on her PhD at UCLA. My children and families are fine, and I see them frequently.

I still miss the Ojai barbeques which gave me a chance to know so many of you. I look forward to the *RUPANEWS* each month and read it cover to cover. Thank you all for your work in getting it out.

Margaret

Good to hear from you Margaret. Many of us also miss the Great Ojai Barbeques that you and Charlie so graciously hosted. Cheers, Cleve

JAMES A BERTELSON—Ivanhoe, IL

Hello, RUPA, Great to see all the familiar names and read their news! Sad reading Flown West. Enjoy the humor.

Two years since being fired, and glad to be gone. All is well here, and will be great when we sell the old house, but everyone knows how that market is.

Life in the age 55+ community is busy. Some golf and tennis, work-out six days a week, softball, poker 10 times per month, biking, taking up chess, reading the classics, Northwestern events, old movies, driving the 1963 Corvette SWC.

Made it to two reunion meals- a RUPA lunch and an old Navy pilots' dinner- on back-to-back days. I must be getting sentimental.

Linda and I are enjoying good health. No meds.

The big news of the year is the birth of our first grandchild. Son Eric and his wife Janie had a son on my half birthday, just so I will remember the date. Mac is our reward for being parents. "Grampa" has to be the most fun title ever. *Jim*

WILLIAM P CAMPBELL—Troy, NC

In late 2007 Brit and Ken Lund placed a phone call to Mary Gage, my wife of 45 years, and me to ask if we would like to take a 17 day trip to Vietnam. Ken and I had already spent one Thanksgiving there flying helicopters, but we decided to spend Thanksgiving of 2008 there.

Three nights in Hanoi - 2 nights in Hue - 2 nights in Hoi An - 2 nights in Nha Trang - 2 nights in Dalat and 3 nights in Saigon.

Our 50 minute plane ride from Danang (half way between Hue and Hoi An) canceled due to weather. Instead, we took a 14 hour bus ride (counting stops) down The Street Without Joy, Route 1.

The ride brought back some memories. We drove by Chu Lai and Larry Wright was gone. We drove by Bong Son and Bob Swain was gone. We drove by Qui Nhon and I was gone but the unrecovered remains of Jerry Clark, a friend and L-19 pilot were still there just 3 miles from our route. His name is on the wall as an MIA. Jim Terrell was not at Tuy Hoa as we completed our bus ride to Nha Trang.

All but Jerry were United pilots. We had another war to fight in 1985. WELCOME HOME.

Dalat and Saigon (Ho Chi Minh City) completed our trip.

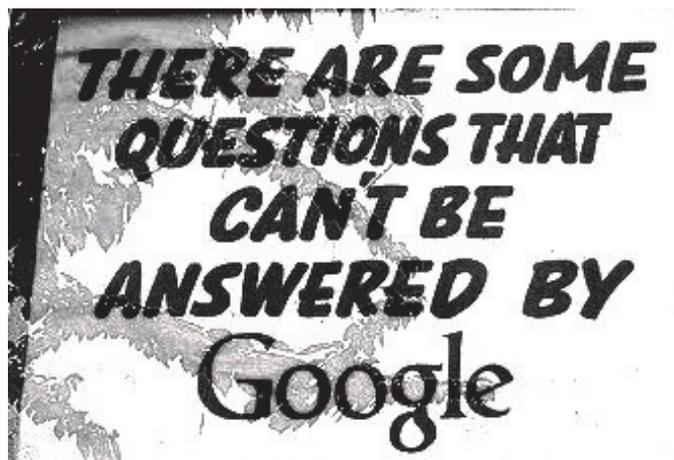
I'm glad Brit and Ken asked us to join them. I seem to sleep better at nights. We were pilots once.

Thanks to all, *Bill*

CLIFFORD W. CHANEY—St. George, UT
Cleve & Bruce, Thank all you nice people for your efforts in putting together this magazine. Not too many I know, but I find all the letters very interesting, and I hope you all find mine interesting also.

This year I will have been retired 31 years, and my goal is to continue flight instructing until I am 100. So, in effect, I have just gotten started. My grandchildren had shown a desire to learn to fly so, when I was 69, I studied and flew from the right seat, which I hadn't done for a long time, and received my instructor's license. I soloed both of them when they were 16 and 17. Since then I have logged over 3,000 hours of instructing in all kind of airplanes

Church signs from United Kingdom



from tail draggers to high performance everything. Some of them really stretch my abilities, but I persevere. I find if I study the problem, with all my heart and soul, I usually can solve it. There have been times I spend a lot of time high speed taxiing to solve it.

To say the least, the grandchildren learned to fly, Ten Eyck LaTourette has been a pilot with UAL for the last 11 plus years, also fly's the F16 for the Colorado Air Guard based in Denver. His sister finished her navy commitment, and is flying for gulfstream, based in savannah.

Son bill, whom some of you might remember, was a baggage handler in LAX, began his flying career with Flying Tigers, and retired after 33 years, 9 years ago. His son Bill, Jr. is a Sr. Captain with SkyWest, and has been with them 23 or 24 years. Ten Eyck's dad is Tom LaTourette, retired on the 400 7 years ago. And that is the way it should be, all your family pilots.

Our dear Phyllis has been busy knitting the most gorgeous sweaters. Outstanding! And I get to go out to the airport most every day. Utah is just the greatest place to fly before noon. After that the wind blows and or it gets hot.

I keep in touch with Steve Fusco, his birthday is in July also, and recently chatted with Jay Plank. He informed me that John Campbell had passed on. His birthday was also in July. John was in the 5th Class of the Boeing School of Aeronautics, and was from Sacramento. I had a FBO at Sacramento in 1940, and John flew in the CPT Program at Brown Aero School in SAC. Also talked to Ed Prose, Dick DeJongh, Val Dial. I'm trying to keep up with some of the people that I knew and also flew with. Not too many left, but that I suppose is the way it goes.

Thanks again fellows, be back with you next year with more stuff.

Happy landings, *Cliff & Phyllis*

LOEL H. CRAWFORD—La Follette, TN

It has been a few years since writing anything. I want to acknowledge and applaud all the great work that the RUPA staff does every month for all of us. THANK YOU!

Over 14 years now since final SYD-LAX with the usual grease job in "Big Bird." Cindy and I still practice grease jobs in the T-34 and "S" model Bo-

nanza. We are both in great shape for the shape we are in. Building a home next to Cibola Mountains in New Mexico at 7000 feet elevation overlooking a lake with high bluffs both sides. Also can see Cindy's 5000 foot dirt/grass runway across the lake from house. Don't fly in to visit us yet as runway is still in a lingering stage of rehabilitation after being dormant for many years. Will require special qualification training plus tapes before using. Kind of a HKG IGS in reverse. Lake house for sale here in Tennessee but we have built a 1000+ sq. ft. home in upper level of hangar here so will have both places.

Kids all well from coast to coast and trying get a seat on UAL to go see them is not good since they have sawed the airplanes used out of TYS in half. Sure would be nice to have a reunion for good old Class #48 from the vintage year of 1961. The days of Bantam Ray and the Brown Shoe War plus Hangar #5 and The Satire Lounge. You had to have been there. You would not want to go there now. Cheers to all of you who remember and to those who don't. *Loeli*, MDW-ORD-CLE-ORD-SFO-ORD-SFO-LAX

ED CUTLER—Denver, CO

Hi, Cleve and Bruce and Ruparians everywhere. With pleasure I report that, even though our old Mother Earth has rolled around the Sun eighty times since I arrived on the planet, I am still able to sit up and take nourishment. And I

am even happier to report that the same is true of my mate, Renee, even though she hasn't achieved the four-score mark yet.

Although I can't do many of the things I once did (like fly airliners, for example), I still fly my old Super Decathlon as I have for the last 25 plus years. My activities with the plane include flying Young Eagles—an EAA-sponsored group that aims to spark aviation interest in youngsters— and Lifeline Pilots missions, providing free transportation to and from medical centers for patients and family members. Both are worthwhile endeavors that also give one an excuse to go flying (if an excuse is necessary). I still do some flight instructing in Bonanzas, Citabrias, etc.

Another activity that occupies some of my time is reading all the gloom-and-doom articles about the state of the airline industry in general and UAL in particular. Alas, this activity causes my tears to dilute my beers... On the bright side, I enjoy—and

look forward to reading—*RUPANEWS* each month, and I congratulate all those devoted members who produce it: A job very well done indeed!

Munches grasses, seniors. Regards, *Ed*

DWIGHT DALEY—Santa Rosa, CA

Thanks to all of you who make the *RUPANEWS* possible. I think this is a new record for me - getting the dues in on time without a summons.



Hard to believe it's coming up on four years since I flew my last 777 trip back to SFO. I've been with NetJets for the past three plus years, and it looks like I'll finally actually retire soon. Like everyone else in the aviation industry, NetJets is cutting back, and they managed to come up with a program of early outs, leaves of absence, and reduced schedules, so that they didn't have to furlough any of their over 3000 pilots. I don't want to say that Warren Buffett might have a better grip on all this than most major airline CEO's, but...what a concept! I'm taking an "early out" and getting pay and benefits 'til 66-plus to do it. It's a good company, and I've enjoyed flying for them as well as meeting an interesting mix of young pilots and other airline retirees who've also been relieved of most of their pensions. That said, the writing on the wall says enough is enough, and if they're going to pay me to stay home and get really good at golf (yeah, right), I'll take it. I'll sure miss going through security and those 2200 simulators, though.

My wife Tina (UA F/A retired '02) continues to do faux painting and stenciling work around Sonoma County, and keeps me out of trouble. Since she gets more from the PBGC than I do, I follow the orders.

Keep up the good work, and the best to all of you out there! - *Dwight and Tina*

MAX FRIEBEL—Puyallup, WA

Hi All, well, the one more year mark slipped past me, and I clocked up another year and took very little interest of it.

This retirement has been hectic and I have been doing my share of traveling. The motor home has taken the place of my airplane, and it was really

tough to watch the airplane leave the home airport. There were a lot of factors that went into the decision to let my flying machine leave. I had owned that airplane for 7 years, and managed to see many great places and fly with some very professional pilots. The new owners have been taking very good care of the airplane and I was invited to be a guest in their home and do some flying in the airplane with her new amphibian floats installed. Had a good time and met some wonderful friends.

I have been keeping track of Jerry and Peg Tote as there Afro Museum in Port Townsend got the final touches. These folks along with the crew of young people have provided the Port Townsend area with something they can be proud of. Some of the workers have been involved with the museum project and have worked there for several years, and there is a definite satisfied smile when they roll out another completed airplane. If you ever make the trip up to Port Townsend, be sure and include a tour of the museum, and take your check book. A donation will make you and the museum staff happy.

On the family scene, all is well. I have my son and his family about 4 blocks away, and manage to spend time with my grandson.

There was a program years ago where airline personnel were able to trade kids during the summer vacations. My son, Mike, had a chance to spend 30 days in Paris with a French family, and Tristan joined us for his vacation. Now if you can believe both of these boys have sons of their own, and Leo will join us about the time you read this, and next summer Sean will join his hosts in the south of France for his international holiday.

I must extend my appreciation to the Folders and Stuffers for their good service over these past years. "Well Done" my good and faithful servants! !!

My best to you and yours for another year! *Max*

(Note from the Sec/Tr. That program was run by an Air Canada pilot's wife, and was sponsored by IFALPA. Our son and daughter went to Sweden, and the son went solo to France, and we had a boy and girl from France, and another, whose dad was DeGaulle's helicopter pilot, and later worked for TAT out of Toulouse, France. The Swede was a pilot for SAS, and we are still in contact with them, and were there last summer in Stockholm, and both their boys are now married with kids, as are ours. Just some trivia. Leon

STEPHAN R. FUSCO - Medford, OR

Eighty five years old, twenty five years retired. Still enjoy flying my RV6 at least once a week, maybe a couple of aileron rolls and a few loops to satisfy my love of flying.

Wife, LeeAnn, keeps busy with her ladies clothing store "ENCORE". We enjoy reasonably good health and a happy life.

Steve SFO-LAX-SFO '51-'84

ROBERT C. GILLETTE—Stone Lake, WI

Just a quick note to say "Hello!" to all of our friends out there.

We still live in our log cabin on the lake. (We're wishing it would rain more, because our lake is about eight feet below its normal level.)

I still fly both the Luscombe and Maule from our backwoods strip (Ident. 14WS) when I find the time. I'm president of the local EAA Chapter, which keeps me busy, but I always find time to fly a bunch of Young Eagles every year. It's great fun to introduce flying to young people. July is annual month for both planes, and if I want to go to Oshkosh, I'd better stop writing, and get started on that project.

Thanks for all of you who keep this organization, and publication going. I love to get the news, and am glad we haven't seen our names on the last couple of pages yet! 'Til next year, *Bob and Judy*
Former LAX -400

TOM C GIPSON – Scottsdale, AZ

Greetings from Arizona, a check for 2 more years plus some extra will be there soon. Thanks for all the dedicated work.

Ginger and I recently completed an amazing 47 day "round the world trip on The Star Alliance. New Zealand, Australia, Singapore, Angkor Wat, Saigon, Hanoi, Bangkok, Chiang Mai, New Dehli, Agra, Jaipur, Frankfurt, Paris, Normandy, Dulles, Phoenix. Staying at the Caravelle Hotel (the tallest building in Saigon in 65-66-67) now dwarfed by tall buildings brought back a flood of memories. The private guides we had were fantastic. Using my old Army maps and photos, they took me to many places of personal interest in what had been Third Corps. Going to Hanoi was like stepping back 60 years to black and white. The North won the war, but the South has definitely won the peace. The Ha-

noi Hilton is still a source of nauseating propaganda. When I questioned the guide about the flight suit with the McCain nametag on it and a lack of bayonet holes or bloodstains he became very defensive, and when I pointed out that McCain is 5'7" and the pristine flight suit was for someone at least 6'4" tall, he terminated the tour. India while sometimes amazing was always depressing.

Staying in a 300+ year old house in Caen with the tour guide and his family was overwhelming. We spent three days on a private tour with the "Dean of Normandy" saw places and things never to be seen on a group tour. The people along the invasion area truly love Americans. When I told our host to keep track of the amount of wine being consumed above and beyond the allotted amount, he replied, "Oh no Tom, you can never drink too much wine in my house."

Well after tasting over 200 different wines around the world, we arrived home unstressed as we purchased real business class tickets on the Star Alliance which made the travel seamless and very special.

'Til next time, best regards to all. *Tom*

SHELL GORDON—Custer, SD

Month late with dues. We have been dealing with the unexpected death of our son-in-law. 51 years old, 25 year veteran of USAF, and very healthy and active. Sinal cancer took him in three months. We have been caring for our daughter and grandchildren. *Shell*

ED GORMAN—Ridgefield, CT

Hi Guys, Another year and now another decade--10 years retired today, June 30, 2009.

Thanks for all the time and effort you all put into keeping RUPA going and getting out the News. Now in color on slick paper---WOW. *Ed*

DAVID HEILBRUN—Huntingdon Valley, PA
Hello all you Tilton fans. From everything that I'm reading, Tilton's leadership and incompetency is leading UAL down the path to liquidation. Where is the BOD? Of course, no matter what happens, he will walk away with millions. What a shame for all that have been associated with United.

On a happier note, Paulette is deeply involved with the Pennsylvania SPCA. We have fostered puppies

and have adopted a Blue Nose Pit Bull, who is by far, the most loving dog that we've ever had.

I'm still on the BOD at the Mana Kai Maui where I was in charge of the 5M renovation which is now complete. We are starting on the infra-structure, and, just like the renovation, this is taking a lot of planning, time and coordination.

We are headed to Ireland this fall with a cruise back on the Queen Mary II.

Knock on wood, we are both in good health. Our best to you all. *David & Paulette*

GARET JENKINS, San Juan Capistrano, CA
I just read the obit for Pete Williams and had to add to the wonderful account of his life. I first met Pete in a Naval Reserve unit in New Orleans where I was trying to augment my G.I. bill income at LSU. He and Tex Pearson convinced me that I should give the airlines a try and since they were with Capital recommended I try them first. That was in 1955 and Jan 3, 1956 I started my career which I owe in a large part to Pete.

He was to be a good friend and neighbor for many years. I gave him his first ride in a jet as I was the only one in the squadron with TV-2 experience and we were transitioning from F4U-4s to jets. He and I went on to fly Cougars together and he was a great pilot, both in jets and Viscounts where I flew copilot for him. The thing that I always was impressed by in him was his absolutely positive attitude on anything he was involved in.

We fished in the Gulf Of Mexico in his 16 foot, single outboard twenty to thirty miles out and when I expressed a bit of concern he assured me he had done it for years and never had a problem. That seemed to be his overall view, he could make anything work that he set out to do and his life affirmed that.

I hadn't seen him and Peggy since the Capital picnic a few years ago and I choose to remember him as he was then, full of life and fun to be around. One can only hope to have as complete a life as he.

Whoever wrote the story on him did a great job and I found out things I hadn't known. *Garet Jenkins*

LEIF M JONASSEN – Westlake Village, CA
Only 2 months late. Doing some travel, LAX seems to be the hardest place to get out of.

Wife Jan, January Jones, played in the World Series of Golf which will play for 13 weeks on WGN starting July 12th. She will probably be on the first two weeks. The golf is played in a Texas hold-em format quite exciting.

I'm still hacking at golf and senior slow pitch softball trying to stay healthy. Thanks, *Leif*

ANDY LAMBERT—Saluda, NC
Dear Cleve, Here's some bucks for two years of RUPANEWS.

Health is good, finances sh—y! Thanks for all the good work. Enjoy reading y'all!
Cheers, *Andy*

ROBERT E LYNCH—San Carlos, CA
Postage check sent last week. I'm a little late this year but better late than not at all.

Fourteen years now since setting the parking brake for the last time. Kathy & I continue to be blessed with good health. Kathy got a clean report on her three year anniversary of being diagnosed with breast cancer. Treatment was successful and since that was finished about a year and a half ago she has been flying a normal schedule, mostly to the Far East and some Frankfurt.

We seem to be stuck in a rut but again this year we enjoyed our annual treks to Carmel and Hawaii. We also enjoyed family visits to Orlando and Dallas. Otherwise, we've stuck close to home so I can't give you one of those exciting travel logs that some of you contribute. We're thinking of doing another trip to Europe in the coming year so maybe next time.

Our kids are all healthy and busy doing their own thing. Our son, Ron, is still flying the 737-800 for Delta based in LAX.

Well, just a year ago I finished my NASA work and, after wrapping up a 13 year project, I finally decided to retire for real. But wouldn't you just know it, a couple of months ago the phone rang again. By the time you read this I will have already signed the paperwork to manage yet another NASA project. This time the position will be with Booz, Allen, Hamilton, Inc., managers of the NASA ASRS (Aviation Safety Reporting System) program. My office will be in the ASRS building which I look forward to in as much as there are a number of retired United Pilots and others working

as ASRS Analysts in the same offices.

This time we will be working with the business jet and rotary wing community to implement some of the same technology we developed for airline flight safety departments. The program will focus on helping the GA industry establish FDM (Flight Data Management) programs for individual GA operators. Should be fun but considerably different than working with the airline industry. Hopefully it will be as enjoyable as the last NASA project.

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!! By the way, I love the new color cover. Very nice.

Good luck and good health to all of you during the next year.

Best regards – **Bob & Kathy**
boblynch@sbcglobal.net.

GEORGE H MATHES – Woodstock, IL
For a pair of UAL retirees (me ORDFO 9/1998, spouse ORDSW 1/2002) we are doing pretty well - all things considered. No serious health or financial issues yet (although I am still gainfully employed for the near term).

Except for the spouse's medical we have pretty much extracted ourselves from anything to do with UAL other than the friendships established over our 30 year careers there. With the youngest son's departure from US Airways we no longer have any relatives in airline employment.

As always, we appreciate the efforts of all the volunteers who keep *RUPANEWS* afloat. Check, plus extra on the way. **George & Jacquie**

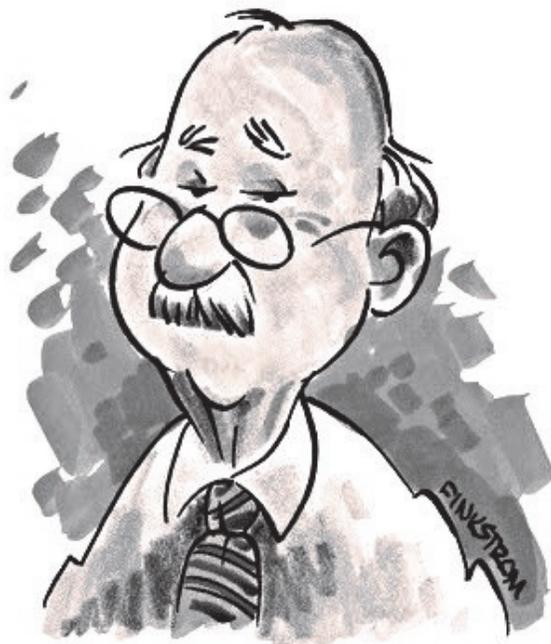
KEN MILLER—Reno, NV
Check sent; I'm 75 this month (yikes!) My recent blood test indicated low Vitamin D even though I spend time in the sun. I take Lipitor and this lowers my cholesterol which is needed in the skin to make Vitamin D from the sun! Crazy!
Thank all you people who devote your free time to make our RUPA magazine viable!
Regards, **Ken** SFO '68-'96

HOWARD MORGAN, JR. – Longmont, CO
Howdy out there. Things are going along well for us here in Longmont CO. You may have seen the re-

ports of the killing of prairie dogs on the Longmont airport recently in the national news. I am the Chairman of the KLMO airport board and fell right in the middle of that fiasco. We were virtually over run with the little varmints and the big hazard was the very large birds hovering over the airport looking for a warm lunch. We have had several near misses [me one of them] and a hit on a Buecker Jungman. We were quietly dealing with the problem when the Boulder PD wackos got involved. It turned ugly but we have since eliminated the problem.

The first cover on the new *RUPANEWS* brought back a fun memory. While waiting for the departure of my trip from SFO to the Pacific, Joe Rozsic came by and asked if I'd like to go do a flyby with him in a 737 and "watch for traffic"!! Sure, I would!!! It was for a large event along SFO Bay where thousands of people were in attendance. 1996, I believe. The USS Abraham Lincoln was anchored in the bay along with hundreds of yachts. We made a pass [500'] over the carrier, pulled up over the Golden Gate Bridge and did a return pass. The picture on the cover is exactly what it would have looked like. And...Thanks for the new look it's great...the next one with the Boeing 40C just came today. My dad

I DON'T DO DRUGS...



I GET THE SAME EFFECT
BY STANDING UP FAST!

and god father, W.J. Addems, were working for UAL when the 40B-4 was new and I'm certain they would have loved to have seen this restoration.

In 2006, we completed the total rebuild of our 1964 Cessna 185 and won a Bronze Lindy at OSH. We just recently completed the total [last nut and bolt] restoration of our Cessna 150M. This will be the 50th anniversary of the Cessna 150 and there will be a big deal at OSH for the occasion. I am planning on flying 89HP to the event and would love to have a repeat on the award for this airplane. If your there..give me a call 303-601-3536 cell.

I have been riding BMW motorcycles for many years now and have an R-90s restoration project on the bench. Last summer, the BMW national group had their convention at Gillette, WY, so I went to see if I could find some parts for the 90s. To my amazement, I received a call on the following Sunday night from a lady saying that I had won the door prize...a 2009 R1200R BMW. It's a hum dinger...seven on board computers....lots of buttons and knobs...large manual...goes like a scalded dog... [Prairie dog]!!

That's pretty much it for now. I hope you all out there are getting active to prevent the further destruction of our great country. It's sad to see what is happening right here and I'm certain in other places. It's got to be a group effort and there are some great minds in this group!!! Go for it..Over, *Howie*

PAT MURPHY—Morrison, CO

It's been a quiet year in Colorado, a year of staying close to home. Last September we planned a trip to Michigan in our 170, but a hurricane, the economy and eighty four miles of cold water convinced us to be content with Wisconsin. We spent a few days at the House-on-the-Rock and then flew back to Fort Dodge, Iowa for Dee's 50th High School reunion. It was a great party, Dee is still the prettiest girl in the class.

In October I flew up to the farm in Dakota for pheasant season, but didn't even take the gun out of the airplane. Thanksgiving and Christmas came around with home made festivities. Then in February we celebrated our 48th wedding anniversary in a cozy cabin at Estes Park, CO, sixty miles from home, but blessed with softly falling snow, quiet nights and daily wildlife visits.

In March, our son Chris and daughter-in-law,

Linda, took Dee for a luxury weekend at the St. Regis in Aspen for her birthday, complete with spa and fine dining. I was allowed to tag along. It was fantastic. Sort of like flying first class, the way it was in the fifties.

May found us on retreat at a monastery back on the West slope of the Rockies. We had our own stone hut, cooked our own meals, made our own beds, hiked a bit, and prayed a bit. Kinda like elk camp without the beer, cussin and card playing.

Memorial day we were invited to an open house fly in at Ellsworth Air Force Base in South Dakota by the South Dakota Pilots Association. There were about a hundred of us light plane types and lots of military, some brand new like the F-22, and some old, like the B-25 and a TBM, similar to what I flew fifty some years ago. We were able to chat with some of the best and brightest of the "New Kids", the B-1 crews and their families. They seemed to like our old airplanes as much as we were impressed by the B-1. These young people are truly remarkable, glad we have them. The Thunderbirds closed the show and the civilians lined up for take off at the middle of that long runway. A bunch of thunderstorms blocked our way home, so we spent another night in Wall.

The second weekend in June, Chris and I flew the 170 out to St. Francis, KS for their annual Steerman fly-in. It was fairly subdued this year, weather and the economy, I would guess. At seven point eight gallons per hour, our old Cessna One Seventy is about as recession resistant as you can get and still fly. We've found that sticking close to home can still be an adventure.

Be good. *Pat* NYC-DEN-SFO '56-91'

DENNEY J. NAROG – Spanaway, WA

I managed to get the check in the mail at least a few days before the expiration date of the *RUPANEWS*, so I consider that one of the more interesting things that's happened this past year. As they say, (whoever "they" is) sometimes no news is good news.

Thanks to all the former folders and stuffers that have been a vital part of delivering the news to all us retirees. Now that your 'job' is headed South, maybe that'll give you folks more opportunity to do the same. *Denney*

ROBERT (BOB) PURYEAR—Davis, CA
Since Bob does not use the computer, nor email, he has asked me to write his annual RUPA letter again.

This has been a big year for us. Bob will be 88 on July 14th, we had our 66th anniversary in June-and we are expecting our first great, great grandchild in "August. That means a great grandchild is having a baby! We surely started something in 1943 when we married on a 3 day layover. 38 years of UAL schedules and 3 kids, 11 grandkids, 12 great grandkids and a great, great on the way.

This is our third year at the University Retirement Community at Davis. It is still the best place for us and we recommend it for those contemplating a move. We feel it the best decision we made for our life style and comfort. Bob still attends the pilot group weekly meeting. It consists of three retired UAL pilots, Bob, Max Rasmussen and Wayne Walker. Also included are a number of ex military pilots (WWII) and a group of ex general aviation pilots. They do a lot of "hangar talk" and exchange interesting pictures, emails etc.

We are both in pretty good physical health. Bob's memory not good, but he is still the same "gentle" man with the crooked smile and white instead of red hair.

We thank all the good men (and their wives) who keep the *RUPANEWS* coming each month. The new color cover is jazzy and adds a lot to the magazine.

The check for dues is in the mail. Thanks and "HI" to all the good friends over the years. I HATE the last page never good news there. **Bob & Norma**, 1943-1981

RAYMOND RETTIG—Sarasota, FL



Ray's family sent this picture to us to commemorate his 80th birthday which was July 8th.

Ray's love for the 737 was such that he would not bid off of it, and he retired as a 737 captain based at O'Hare in 1987.

RICHARD B. SANDERS—Westlake, OH
Egads, a missed deadline. But the miss fueled the content for this note. The revelation came as I scoured the July *RUPANEWS* --- From the Beautiful Boeing 40-C on the cover (My dad was an engineer for the Boeing Company coming to work for them out of College at the time of the production of this gorgeous aircraft) to the luncheon reports with the names of so many individuals I had the privilege of working with in my career. Because of a conflict I had to miss the Cleveland Craziest Mid-summer do at Rich McMakins. The pic of those attending turned out great. To the individual letters where, again, you read the names of colleagues down the years. I count letters in the publication of at least 9 "Craziest". And I see a letter from Gene Hartrich with his kindly mention of George Simmons. To have broken in in '61 with their likes could not have provided a better introduction to a great career with United Airlines. (Hi Gene).

And so I do just like all the rest of you do - - read of the events that have influenced all of our lives through the preceding year. And I generally don't put the publication down until I have finished. I started reading the *RUPANEWS* in 1982 when I was a Flight Manager in CLE and Hank Dykhuis would put a copy on my desk. It was maybe a 6 1/2" by 7" publication filled with the stories of earlier retirees. And look where it has come to now. I see Jock's name mentioned. To Cleve and Bruce and to our Officers and Directors it is obvious you have your colleagues heartfelt gratitude for bringing Jock's vision to fruition. Thanks for the publication and the memories.

For the record, Mary Lou and I are well. Fraternally, **Dick**

ROBERT J SCHMIEDLER—Kansas City, MO
Congrats on the new format on the *RUPANEWS*--its great. Wish I could attend the F&S'ers sessions--where They really folded and stuffed. Melanie and I are doing fine. I've # 87 coming up. Of course Melanie is a lot younger. She keeps kicking--not as high, but I'm still here. **Bob**

DANIEL E SEIPLE – North Canton, OH

I guess that it is time that I send an update. For the last 9 years, we have lived in North Canton, Ohio, about 5 miles from CAK. We have been fortunate enough to have been able to take trips to Europe the last seven years. This year's planned trip had to be cancelled because of a medical adventure that I experienced.

In 1967, I injured my neck & upper back muscles, and have had pain off and on since then, so it didn't surprise me when I began having pain in my right shoulder blade. Chiropractic didn't help like it used to, so when the pain spread to my arm, and began electric tingling, with numbness and weakness in my hand, it was time to see the family Doc. We thought it was a pinched nerve, but when muscle relaxants and pain medication didn't help, x-rays and MRI showed a tumor on my spinal cord where the neck & back join. It scared the hell out of the Doc, and also the Neurosurgeon, who we saw a couple of days later. He said that if I didn't get it off, it would paralyze me. I asked him what he was doing that afternoon, but I was lucky to have the surgery four days later. I was released three days later with a urinary catheter, which was removed five days later, but the next day I was in a raging fever with urinary tract infection. Re-admitted to the hospital for another four days, and a diagnosis of needing a prostate procedure that goes into the front, (yes, that!) puts a device into the prostate, and burns a larger passage through the prostate, using radio frequency waves. This was done about two weeks later, in the Urologist's office. The CIA needs to learn about this procedure. I confessed to training with Bin-Laden, and five bank robberies! It took another three weeks to get success with removing the catheter, and being able to wiz. The Doc was talking in terms of permanent damage to the bladder, and a permanent catheter. Thank heaven that was not the case! I have finished six weeks of physical therapy to strengthen the back muscles that were cut when they removed vertebral bone to gain access to the tumor, (which was benign). I still have weakness and pain that may go away with time. Regardless, I am one lucky guy. Listen to your wife when she badgers you to go to the Doctor! Now I have a neat flat spot between the shoulder blades. For \$5, I will let you feel it! Too bad that the electric feeling in my right hand went away, I was planning to earn some extra money as a faith-healer!

We have since been told by several friends and nurses, that a urinary tract infection is almost guaranteed if you have a catheter for more than about three days. Inquire about preventive antibiotics. Muscle relaxants constipate you, and strong antibiotics cause diarrhea for a couple of months. Maybe I'll see you on the Eiffel tower next May!

Dan

WALTER G. SHERMAN—Orting, WA

The years roll on, it's my 81st, and twenty years into retirement. I still have the recurring dream of someone taking my flight bag by mistake and I'm trying to track it down and make my own trip on time. True frustration until I wake up and realize I don't even have a flight bag any more.

I've just finished reading the July *RUPANEWS* and Gene Hartrich's story about William "Pat" Patterson caught my eye. Now there was a gentleman who not only knew how to run an airline but also who felt indebted to his employees.

There was a co-pilot in SFO whose wife contacted Polio and was confined to an iron lung. He wanted to move her to Los Angeles for specialized treatment and went to his flight manager to see how much it would cost to charter a DC3 and configure it to accommodate her iron lung. His manager went to SFO Mgr. Bill Williams who immediately contacted Bill Patterson. A DC3 was taken out of service and converted within days for the flight to LA at no cost to the pilot. When the pilot's wife was comfortably resting in LA, Mr. Patterson arrived and requested to talk with the pilot. He said that he knew how expensive the treatment was and that he had taken the liberty of looking into the pilot's bank account. He said that a deposit had been made and when that was used up there would be more.

To this pilot and those of us who knew the story, it was this kind of action, not just meaningless words that bonded us to the company. In those days it was fun to fly because it was more than just a job. It's too bad that things changed so drastically after he left. *Walt*

STEVE STEPHENSON—Sonoma, CA

Cleve and Bruce...got my *RUPANEWS* today...wonderful issue...no classmates in the obits. I wasn't in there either. In fact, I feel pretty good for a 1927 model. My first Ford was of that vintage, and it ran pretty good. Had to go up especially

steep grades in reverse on account of slipping low band, but I guess that is off the subject.

Anyhow, the check is in the mail to Leon (he got me to Sonoma 39+ years ago) with a little extra for whatever is needed. Beer maybe?

Keep up the good work. *Steve*

FRANK L. SWAIM—Birmingham, AL

Dear Bruce and Cleve- The month of August will be my 94th year on planet earth. One more year and I will be retired as long as I flew for United Air Lines (35 yrs)

Not a lot to tell that would be of interest to the gang but I did want to get a letter in just in case there are still a couple who would remember me.

I had a delightful phone call from Capt. Art Littlefield recently. He was one of a group in an ATR Upgrading operation that I conducted at Midway in the early 1940's. He was the top pilot in a group of six. Had a great career with UAL, and now living in California. It's nice to be remembered after 60 plus years.

No traveling with us except to the Doctor and Pharmacy. Evelyn's memory has deteriorated a great deal the past year. Also has trouble walking. Personally, I have no complaints. Still no glasses or hearing aids but sure have slowed down. Being a 24/7 care giver does slow one down. Am trying desperately to keep her out of a nursing home. We have considerable domestic assistance which helps a lot.

I hope the News can keep coming. It's enjoyable to read all the letters even though I don't know all the writers. Several names are still familiar.

Hoping to send you a letter in 2010 and I wish you and the staff all the best.

Sincerely and fraternally, *Frank* CHI-DEN-LAX
1940-1975

OLIVIA TANNER—San Juan Capistrano, CA
Enclosed, please find my check for \$35, due in August.

There are very few names that I recognize but it is nice to read the news that you print and to hear from other pilots.

I've not been traveling much this year as I injured my foot in Bangkok and then just lately I've had knee surgery! So-being numbered among the handicapped, I've been putting my "home time" to

work redecorating. A project I love doing.

Next month I will be flying to Minnesota as a grandson will be getting married. If everything goes well I plan on taking my daughter Kathy to Bangkok as she didn't get to go last year.

To those I know - I send my best. Thank you for your work in putting together the RUPA Publication. *Olivia*

MURRAY WARREN—Lake Worth, FL

I am a little late as usual. 19 years since the last airline flight. Worked for a few years for a small flight school and start up airline until it failed when financing for pilots dried up. Since then I trying to keep busy, doing things that really don't matter too much. Started a woodworking hobby a few years ago and that keeps me occupied for most of the day. Play at golf now and then. Had a few health problems but managed to keep on going.

I enjoy reading the *RUPANEWS* except for the next to last page. Too many of my old friends wind up there. The news about United and what has happened to a once great airline also gets me down. So many pilots spent so much time trying to make it better and to realize it was all in vain is frustrating.

Still enjoy living in Florida and have a daughter that lives close by that provided me with a new grandson. I guess that's the things in life that really matter. *Murray*

BILL D WELLBORN—Gettysburg, PA

I haven't written for a couple of years. Things have been somewhat unsettled here.

We lost our middle son in Sept. of 07. It was not unexpected, he had been in ill health for many years, but no matter how much you think you are ready for something like that you are really not ready.

My wife had a major heart attack the end of Nov. 08 and is slowly on the mend. Just as a warning for anyone this might happen to, I took her to the emergency room with chest pains and she was diagnosed with acute bronchitis and sent home, this was followed a few hours later by a major heart attack. Moral, get a second opinion!

Things are slowly getting back to normal. I have to take Sarah to the Dr. quite often but we did manage a motor home trip to Pensacola for a couple of weeks in the spring. Fortunately I remain in good

health and still manage to ride my motorcycle some and spend a little time at the pistol range, also some bicycle riding, kayaking, and fishing.

Really enjoyed the article on the Grand Canyon midair. Check in the mail.

Thanks to all of you who keep us together. **Bill** MIA
DCA CLE ORD DEN DCA 1964-1993

M. GENE WHITE—Hudson, OH

Thanks for the great job you do in keeping us informed about changes at UAL and updated on old friends.

Another birthday is coming so I had to renew my Ohio drivers license. I took one look and almost had a heart attack right there. It was all bordered in PINK. I told them that I didn't want to walk around with a PINK drivers license but they said that that was the new format and I couldn't do anything about it. WHAT A STATE!!

I am happy to say that our health is good and I am still able to spend a good amount of time with the grand kids. I did lose both parents last year and this was a wake up call for me. Probate is not a nice thing to experience.

We bought a ticket on UAL when I was on vacation. My father became ill and I had to return home early. I wanted to use the ticket from ORD to CLE prior to the scheduled date and UAL wanted more to change it than the original ticket cost. We were able to get home on a pass. I called United and told them that I would not be using that portion of the ticket and got quite a surprise. They gave me the full refund with no questions asked. Thankfully there are a few good people still working there.

Gene- DCA, CLE, ORD

E.K. WILLIAMS, JR – Round Hill, VA
Greetings to all from the foot of the Blue Ridge Mountains in Northern Virginia.

Here I am facing another birthday and relishing the prospects of my very own Personal New Year. Looking forward to fishing Yakutat, Alaska with my Son and Bernie Schwartzman, x-country travel by car, October DCA Coed Luncheon, fishing Hatteras, hunting in the Appalachians and a Christmas bus tour. That will be followed by Christmas, New Year, shoveling snow, Income Tax time and back to Hatteras after the April DCA Coed Luncheon. Sprinkled in there, Gary Cook's Leesburg Breakfast, Dave Malone's Manassas Breakfast and Earl Jack-

son's Boys Night Out in Hagerstown.

Hey, that looks just like the last twelve months! Worked this past year so I have no thought that it will not work in My New Year '09-'10. **E.K.** '66-'97 DCA, SFO, ORD, CLE, ORD, DCA, JFK, DCA, ORD, HNL - (you had to look quickly to catch a glimpse)

IN MEMORIAM

JAMES MICHAEL BRADY

James M. Brady (aka "Diamond Jim" Brady) died Monday, July 13 in his home after a brave and valiant 10 year struggle with cancer. His strength and courage were remarkable. He was 77 years old.



Jim was born in Poughkeepsie, NY and lived in Palisades before moving to Manasquan, NJ at the age of 12. He graduated from Manasquan High School in 1949 and received an Associate degree from Monmouth College.

Jim was a veteran aviator of the United States Navy, a First Lieutenant in the United States Marine Corp, and a member of the Air National Guard. He started his career as an airline pilot for Mohawk and Capital Airlines. He finished his flying days as a DC-10 Captain for United Airlines and retired with 38 years of service.

Jim's hobbies included genealogy, coin detecting and "puttering" about the yard, especially with his fish pond. He also loved spending time at the Manasquan Inlet. One of Jim's greatest gifts was his ability to make everyone laugh, and he kept his sense of humor until his final day.

Jim is survived by his wife of 46 years, Elizabeth "Betsey" Brady, three daughters and three grandchildren. Jim was predeceased by his beloved son, Matthew P. Brady, in 2003. After his son's death, he loved to drive Matthew's Mitsubishi around town, with the stereo cranked up, listening to his music. Betsey and Jim met in their early days when she was a flight attendant for Capital Airlines.

Some of the Brady family's most memorable times include their many trips on UAL to Hawaii, when flight attendants wore muumuus and the upstairs cabin in the 747 was their own private lounge. Jim

especially loved Maui, and one of his favorite sayings was "No Rain, No Rainbows", which adorns his son's headstone.

The family asks that those wishing to honor Jim's memory consider donating to Johns Hopkins Kimmel Cancer Center, One Charles Center, 100 North Charles Street, Suite 234, Baltimore, MD 21201 or to the Juvenile Diabetes Research Foundation, 740 Broad Street, Suite 4, Shrewsbury, NJ 07702.

Condolences and memories can be emailed to www.orenderfamilyhome.com.

LORENE METHENY KNIGHT

Lorene Metheny Knight, wife of William "Bill" Knight, (UAL 1939), passed away on February 1, 2009, after a short illness. Lorene and Bill were married in 1941. *Katie Knight Maiuri*

ALLAN G. MAY

Allan May of Cape Coral passed away peacefully at home on Friday, surrounded by his family. Al had fought a courageous battle with various medical issues for the past three years. Through it all, he maintained his hope, his graciousness, and his sense of humor.

Al was born in Toronto May 18, 1929 and always wanted to be a pilot since the age of 2. Following his dream, he began flying at 15. His professional flying career included Trans Canada (Air Canada today), a private corporate pilot, the youngest Captain flying materials in the arctic for the construction of the DEW line, and for Capitol/United Airlines, where he retired as a captain after 34 years.

He will be sorely missed by Joan, his wife of 50 years. He is also survived by a son, two daughters and four grandchildren.

Memorial services were held at Faith Presbyterian Church in Cape Coral July 21st. Memorials may be made to Hope Hospice at 9470 Health Park Cir., Fort Myers, FL 33908 in memory of Al.

WILLIAM L. PARKER, JR.

William Lloyd Parker, Jr died on March 7, 2009. With Hospice help, I was able to keep him home. He was alert and kept his senses to the end.

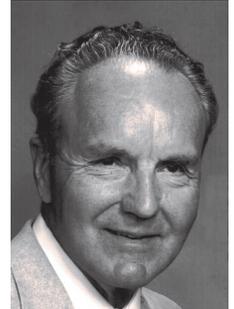
According to his wishes, he was cremated and there were no special services. We enjoyed hiking and the many preserves in Kane County, and in his

memory I have purchased a bench to be placed in Dick Young Forest Preserve (Nelson Lake), Batavia.

He flew his entire career in Chicago, ORD. Sincerely, *Marietta F. Parker*, Elburn, IL

LESLIE H. SHEA

Leslie Harland Shea, born September 11, 1927 in Minot, North Dakota flew west June 7, 2009 in Kennewick, Washington.



Leslie was five years old when his parents moved from Roseglen, North Dakota to Missoula, Montana in 1933. As a youngster, Leslie thrived on hiking, camping, swimming, ice skating, hunting and school activities in and around Missoula.

In June 1943 the Shea family settled in Hanford, Washington, a community for construction personnel for the Manhattan Project.

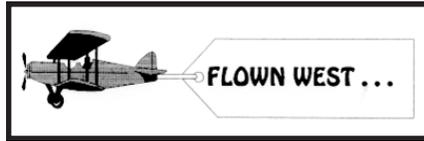
Leslie loved his country and served in the U.S. Navy during the last part of WWII, and later saw duty during the Korean War. Prior to joining the Navy, Les attended Columbia High School in Richland and played football for the Beavers. Les graduated from Pasco High School.

In the spring of 1953, Leslie began a 34 ½ year career as a pilot for United Airlines. He flew more than 22,000 hours while domiciled in Chicago, Denver, San Francisco and Seattle. His love for aircraft included flying gliders in many locations throughout the world.

Les greatly enjoyed hiking, biking, canoeing, hunting and photography throughout the United States and many foreign countries. He was very active in Boy Scouts as a youth and later as an adult leader. Perhaps his greatest thrill and challenge was sailing his Thunderbird Class sailboat in races on Puget Sound and through the Inland Passage to Alaska.

Since retiring from United Airlines in 1987, Les and Doris have lived in the Tri-Cities, Sun City, Arizona and temporarily wherever their travel trailer, tent, sailboat, cruise ship or other accommodations were available.

He is survived by his wife of nearly 60 years, Doris, two daughters, two sons, a brother and many grandchildren and great-grandchildren.



LAWRENCE A. MUZINICH	May 03, 2009
DEWAYNE M. CONLEY	May 05, 2009
DAVID H. JONES	May 05, 2009
*DAVID N. HYDORN	May 16, 2009
*JAMES E. WREN	May 28, 2009
*ROBERT CHAMBERLAIN	July 04, 2009
JAMES M. BRADY	July 13, 2009
ALLEN G. MAY	July 17, 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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PERIODICALS



RUPANEWS
P.O. Box 400
Vineburg, CA 95487-0400

RUPANEWS Deadline: August 19, 2009

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Horny Toad* - 623-566-8188
Tucson (January)—*Tucson Country Club*

California

Dana Point CA (3rd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691
Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908
Los Angeles South Bay (2nd Thursday, Even Months)—*Hacienda Hotel* - 310-821-6207
Monterey Peninsula (2nd Monday)—*Golden Tee or as announced* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-723-9008
San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

Denver Good Ol' Boys (3rd Tuesday)—*11:30am American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr)—*Mariner Sands CC* - 772-286-6667
S.E. Florida Gold Coast (2nd Wednesday, October thru April)—*Pompano Elk's Club*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002
McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—*Warsaw Inn* - 815-459-5314

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175
Reno's Biggest Little Group (3rd Wednesday)—*Macaroni Grill* - 775-250-2672

New York

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ*: rupapetesoman@optonline.net
New York Skyscrapers (October)—*Hostaria Mazzei, Portchester, NY*"

Ohio

Cleveland Crazyies (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*Westwood CC* - 540-338-4574