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# rupanews



**Journal of the Retired United Pilots Association**



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## PRESIDENT'S LETTER

As the end of 2009 approaches, we can look back at a few highs and lows in the aviation industry. The biggest high would be the great job Capt. Sullenberger and his crew did saving the lives of all their passengers. The lows include the crash of the commuter jet near Buffalo due to icing and inexperience, and the over-fly of Minneapolis due to inattention.

We can also look back upon a high and a low for our RUPA group. The high would be the continuing popularity of the local luncheons. We even have had a few inquiries about starting additional lunch groups. The low would be our diminishing participation in our national events. Being personally involved in planning our bi-annual convention in Denver this past year, I was very disappointed over the low sign up and our subsequent cancellation.

With regard to future land conventions, I am going to take a page from the RUAEA convention committee handbook. When they decide on a city to have their convention, their local group is assigned the task of organizing the event. Because I attended the RUAEA convention in Phoenix this past May, I witnessed the great job the Local Phoenix group did. With this in mind, I am asking that any local group coordinator who wants to volunteer their group to handle the legwork that is necessary to contact me. If I do not receive any response by early 2010, I will petition the BOD to either change the by-laws to eliminate the requirement to hold a bi-annual convention or that we consider holding our convention in conjunction with RUAEA. Since their conventions are held in May ending on the Sunday of Memorial Day weekend, it would probably require buying an airline ticket. Since flying standby has become more of a hassle than a benefit, it has become necessary to purchase tickets if you have to be somewhere at a designated time (such as a cruise). If I may speak for the BOD, we all wish you a very happy holiday season and a prosperous new year.

Aloha, *Ron*

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### A "Letter from the Editor(s)"

Cleve and I would like to thank all who have been so complimentary of our efforts with RUPANEWS. Nice to feel we may be doing something right!

Hard to believe, but Cleve, Leon and I make plans for the Christmas and New Year Holidays, too. Yep, we are retirees just like you. Families, too! This year, with three months notice of a "deadline" for changes to the dedicated *Directory* database and no January issue of RUPANEWS to get out, we *will* have the Holiday season *almost* free of RUPA "work."

By the time you read this, the 2010 RUPA Directory will have been sent to the printer for a mailing date in early January. Sorry, it's too late for any insertions, deletions or changes. If the Directory is wrong when you get it, remember, *you* had lots of time to ensure that *we* had your correct information. If you find an error, just ask Leon to make a change.

MAC computer users!! Please!! - just type the letter as an email message! If you must use the "*iWork*" word processor, please convert your attachment in MS Word Document format before you attach it. "*iWork*" is totally incompatible with a non-Apple PC - it says so on their site! You *HAVE* to do it on your end - we can't.

On behalf of my colleagues, my best to you and yours over the Holidays, and do have a great 2010! *Bruce*

***Do not send money here, letters only, please***

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**RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

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

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## COVER STORY: THE AÉROSPATIALE-BAC CONCORDE SST

Concord was big, fast & beautiful. There is a huge amount of information available in printed library material and on the internet about Concorde.

The following facts have been condensed and had a lot of extra “numbers” removed:

General Specifications:

Crew: 3 (pilot, co-pilot, and flight engineer) Capacity: 92–120 passengers - (128 “all Coach”)

Max taxi: 412,000 pounds MT/O: 408,000 lb ZFW: 203,000 MLdGW: 245,000 lb

Maximum fuel load: 210,940 pounds (95,680 kg)

Powerplant: 4× Rolls-Royce/SNECMA Olympus 593 Mk 610 afterburning turbojets.



Dry thrust: 32,000 lbf each. Thrust with afterburner: 38,050 lbf each. (*Not really a whole lot! B*)

The aircraft used afterburners only at take-off and through the transonic regime between Mach 0.95 and Mach 1.7. The engine/airframe combination was capable of reaching Mach 2 without A/B, but it was found that it burned more fuel that way, since the aircraft spent much longer flying in the high-drag transonic regime.

Performance:

Maximum speed: Mach 2.2 (1318 kts, 1,450 mph, 2,330 km/h) Cruise speed: Mach 2.02 (1200 kts, 1,320 mph)

Range: 3,900 nmi (4,500 mi, 7,250 km)

Service ceiling: 60,000 ft (18,300 m) Limited by decompression emergency procedures/equipment.

Maximum *nose tip* temperature: 260F (127C)

Referred to as Total Temp (Tmo) in the FAA Type Certificate. The nose tip was the “hot spot” on the A/C in flight. That temp limited the speed to M 2.2 in standard conditions. The limit was because of the all aluminum construction.

Because there is so much more statistical information available to the curious, from here on I will offer only interesting (to me) and the less well known about our cover subject. I reserve the right to jump erratically from “snippet to snippet” – the “flatulence” of an (aging) undisciplined mind. ☺

The aircraft remains an icon of aviation history. In the United Kingdom, at least, the type is known as “Concorde” rather than “*the* Concorde” or “*a* Concorde” to distinguish it from the dictionary definition of the word. However, French grammar requires “*les* Concorde” to ensure it is recognized as the airplane - a proper noun - rather than a French dictionary description of “concorde.”

The prototype Concorde flew in 1969 (France with 001 and then the UK with 002). Based on the design and successful test flights, initial non-binding orders totaled 100+. The two prototypes did a “World Tour” in 1971 and 1972, resulting in “firm” air carrier orders for over 70. The reality of sonic booms, take-off noise, pollution, the 1973 oil crisis, airline economics and a multitude of other factors led to eventual cancellation of all but the scaled back Air France and British Air orders, both subsidized by their respective governments. Thus, only 20 were built, 2 prototypes, 2 preproduction and 16 production aircraft. The first 2 production aircraft were not used in commercial service. Production models finally entered commercial service with British Air and Air France in 1976. Sadly, the only crash of Concorde in 2000, and the economic aftermath of 9/11 resulted in cessation of commercial service in November 2003.

You could buy one for USD \$46 million in 1977 - the development costs were “contained” at 6 times the projected amount. Not bad, considering there were two not particularly amiable governments involved, speaking in different languages, and for a while, unable to even agree on how to spell the name! I will leave that as we don’t discuss politics in *RUPANEWS*!

Crew contracts, bidding, etc are of interest to our readers. If memory serves me well, the UAL/APLA “crowd” was aghast with disbelief when the type was first opened for bidding by BA crews, because senior-

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ity did NOT prevail! On an internet site about Concorde pilots, I came across the following: An F/O bidding the equipment was frozen in the seat for 5 years. Those bidding Captain had a 10 year freeze in the equipment. Most F/O's remained in the equipment to bid Captain – I did not see stated relief from the 10 year Captain freeze, but only a comment that with British Air having a mandatory 55 yr old retirement age, many Captains failed to reach the end of their 10 year freeze. (The article did not mention “pass-over pay!!” – try getting that one past ALPA! At least in our days!) Crew transition training was scheduled for six months. (Imagine if you can: The Gotham, Charley Brown's, The Carriage Inn, Steak & Sirloin, Cherry Creek – “Shotgun Willie's” – even Boyle's – **6 MONTHS? HELP!!**)

There are a couple of interesting side stories relating to airframe thermal heating at the higher Mach numbers. First, there was a limitation on exterior paint - Concorde had to be painted with a special highly reflecting white paint to avoid overheating the aluminum structure in “supercruise” at and above Mach 2. In 1996, however, Air France briefly “redecorated” a single Concorde in a predominantly-blue livery (with the exception of the wings) as part of a promotional deal with Pepsi Cola. Air France was advised to remain at Mach 2 for no more than 20 minutes at a time, with no restrictions under M 1.7.

“Supercruise” – in case you are wondering – it is defined as the ability to maintain supersonic flight without the use of afterburners. They may be used to attain the supersonic regime.

Second, heat generated as Concorde traveled supersonically would extend the fuselage length by almost 1 foot. This was most noticeable to the crew by a gap that opened up on the flight deck between the flight engineer's console and the bulkhead. On all Concorde supersonic retirement flights, the flight engineers placed their hats in this gap before it cooled, where the hats remain to this day. In the Seattle Museum of Flight's Concorde a protruding cap was cut off by a thief, leaving a part behind. (An amnesty led to the severed cap being returned.)

Soon after Concorde began flying, a Concorde "B" model was designed with slightly larger fuel capacity and slightly larger wings with leading edge slats to improve aerodynamic performance at all speeds and featuring more powerful engines with sound deadening and without the fuel-hungry and noisy reheat. This would have given 500 mi additional range even with greater payload, and would have made new commercial routes possible. This was cancelled due to poor sales of Concorde.

The high altitude at which Concorde cruised required consideration of radiation exposure. Passengers received almost twice the exposure as those traveling on a conventional long-haul flight. But the proportionally reduced flight time proved to have less exposure than a conventional flight over the same *distance*. Just in case there was unusual solar activity, the flight deck had a radiometer and a rate of decrease of radiation level indicator. If the level was too high, Concorde descended to below 47,000 feet (14,000 m). The rate of decrease indicator showed if further descent was necessary to decrease exposure time.

Although Concorde was a technological marvel when introduced into service in the 1970s, 30 years later its cockpit, cluttered with analogue dials and switches, looked dated. With no competition, there was no commercial pressure to upgrade Concorde with enhanced avionics or passenger comfort, as occurred in other airliners of the same vintage, for example the Boeing 747.

Due to the high speeds at which Concorde traveled, large forces were applied to the aircraft structure during banks and turns thus causing twisting and distortion of the aircraft's structure. This was resolved by the neutralization of the outboard elevons at high speeds. Only the innermost elevons, which are attached to the strongest area of the wings, are active at high speed.

Additionally, the narrow fuselage meant that the aircraft flexed more, particularly during takeoff. Pilots were able to look back down the cabin and see this occurring, but it was less visible from most of the passengers' viewpoints. The cabins of both Air France and British Airways featured lavatories and bulkheads mid-way down the cabin to reduce the appearance of the "long tube effect" to passengers in the aft of the aircraft. Concorde had a few “firsts”, not including point-to-point speed records. It pioneered the following technologies:

Double-delta (ogee/ogival) shaped wings (defined as: leading edge curves from point of nose to wing tip.)

Variable inlet ramps controlled by digital computers.

Supercruise capability.

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Thrust-by-wire engines, predecessor of today's Full Authority Digital Electronic Controlled engines.  
Droop-nose section for improved visibility in landing. (it was 12.5°)  
Mach 2.04 supercruise (supersonic drag minimum, turbojets are more efficient at high speed)  
Mainly aluminum construction for low weight and conventional manufacture (higher speeds would have ruled out aluminum)  
Full-regime autopilot and autothrottle allowing "hands off" control of the aircraft from climbout to landing.  
Fully electrically controlled *analogue* fly-by-wire flight controls systems.  
Multifunction flight control surfaces.  
High-pressure hydraulic system of 4,000 psi for lighter hydraulic systems components.  
Fully electrically controlled analogue brake-by-wire system.  
Pitch trim by shifting fuel around the fuselage for centre-of-gravity control.  
Lack of Auxiliary power unit relying on the fact that Concorde will be used for services to big airports, where a ground air start cart would be available. (*Ground air-conditioning?? Ed*)  
The Concorde program's legacy is the experience gained in design and manufacture which later became the basis of the Airbus consortium.

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## DECEMBER CRUISE NEWS

Continued interest in the Mediterranean Cruise is evident in the fact that several cabins were booked this month. As of this writing, we now have forty seven cabins booked. They are not all by RUPA members, the majority are, but the list also includes friends and families of members. Twenty-nine cabins are booked for the full twenty days of the cruise. In addition, thirteen cabins are booked for the first ten days of the cruise and seven cabins are booked for the second ten days of the cruise. So you can see, no matter which portion of the cruise you book, you will have plenty of friendly faces to keep you company, but you have to book early to assure the cabin of your choice.

As mentioned in last month's issue of the *RUPANEWS*, I will continue to highlight two or three of the port cities along the route of our cruise in each issue of the *RUPANEWS*. Santorini Greece is the next stop after Katakolona Greece, (which was covered in the last issue). Santorini is a small, circular archipelago of volcanic islands located in the southern Aegean Sea, about 120 miles southeast from Greece's mainland. It is essentially what remains of one of the largest volcanic eruptions in recorded history, destroying the earliest settlements on what was formerly a single island, and leading to the creation of the current geological caldera. It has one of the most spectacular landscapes in all of Greece and possibly the world. The traditional villages of the island, built on tall cliffs, offer breathtaking views over the submerged volcano. The lively colors of the white houses and blue painted windows contrast stunningly against the black volcanic rocks rising from the sea. This is the scenery that keeps inspiring artists and visitors alike.

Kusadasi Turkey is the next stop of this cruise. It is reputed to be one of the most attractive cities of the Aegean. It is the port city for Ephesus, which is now six miles inland due to silting of the ancient port. Ephesus, which was one of the principals of ancient times, was established as a port city, and used to be the most important commercial center in the region with its strategic location, an important religious center of early Christianity and today, Ephesus is an important archaeological site. The history of Ephesus goes back to 3000 BC. It is the most beautiful and best-preserved Roman city in the Mediterranean region. During Roman times, it was the second largest city in the world behind Rome itself. Today, Ephesus is considered one of the great outdoor museums of Turkey, and maybe, in the entire world. The city itself and the ruins are all on the sides of a fertile valley. The extensive ruins including the theatre, the library and the gymnasium, create the special atmosphere that is Ephesus.

Feel free to pass this information on to your family and friends as they are all welcome to join us. If you are a single traveler and want to avoid the single supplement, let us know and maybe we can get you in touch with another single to share a cabin.

Tour information above taken from several Google sites.

Submitted by *Rich Bouska* 925-443-4339 [rbouska1@comcast.net](mailto:rbouska1@comcast.net)

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# 2010 RUPA Roman Empire Cruise

**\*\*\*\*\*There are 3 itineraries\*\*\*\*\***

**1<sup>st</sup> 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 8, 2010**  
*Depart Civitavecchia (Rome) with stops at; Dubrovnik, Croatia; Corfu, Katakolon, & Santorini, Greece;  
Kusadasi (Ephesus) Turkey; Piraeus (Athens), Greece; Messina, and Civitavecchia (Rome) Italy*

\*\*\*\*\*

**2<sup>nd</sup> 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 18, 2010**  
*Dept Rome; Livorno (Florence), Italy; Monte Carlo, Monaco; Barcelona, and Palma de Mallorca, Spain;  
Carthage/Tunis (LaGoulette), Tunisia; Trapani, Naples, Civitavecchia (Rome) Italy*

\*\*\*\*\*

All prices are for double occupancy and include the \$260 port charges and fees imposed by the cruise line  
1<sup>st</sup> 10 day cruise taxes are \$78 per person, are not included and are additional  
2<sup>nd</sup> 10 day cruise taxes are \$108 per person, are not included and are additional

### Cabin prices are the same for both 10 day cruises

Inside Cabin	from \$1,499 per person
Outside Cabin	from \$1,599 per person
Verandah	from \$2,249 per person
Suite	from \$2,907 per person
Deluxe Suite	from \$3,849 per person

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### **The 3<sup>rd</sup> itinerary combines both 10 day cruises into a 20 day cruise**

All prices are for double occupancy and include the \$520 port charges and fees imposed by the cruise line  
20 day cruise taxes are \$164 per person, are not included and are additional

### Cabin prices for the 20 day cruise

Inside Cabin	from \$2,499 per person
Outside Cabin	from \$2,799 per person
Verandah	from \$3,699 per person
Suite	from \$4,899 per person
Deluxe Suite	from \$6,299 per person

\*\*\*\*\*

All cabins are subject to availability. Rates are subject to change until booked. If a lower rate becomes available we will rebook at that rate. A deposit of \$300 per person for the 10 day cruise and \$425.00 per person for the 20 day cruise is due at the time of booking and is fully refundable until 25 June 2010. If you want verandah cabins, it is important to book early, as they are the first to sell out.

\*\*\*\*\*

**Send all correspondence to:**

**Jerry Poulin**

**Jerry's Travel Service**

**36 Mark Bradford Drive, Holden, MA 01520**

**1-800-309-2023 access code #33**

**1-508-829-3068**

**gpsp@aol.com**

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**Check out deck plans and staterooms on the Internet**

**www.hollandamerica.com, Click on Holland America Cruises, ms Noordam, ms Noordam Deck Plans**

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## **Captain Al Haynes Honored by the NTSB**

On November 12, retired United Captain Alfred Haynes was honored as the first recipient of the Joseph T. Nall Award, presented at a ceremony in Washington, D.C., by the National Transportation Safety Board's Bar Association. SVP-Operations Joe Kolshak represented United during the ceremony. The award recognizes those individuals who have made significant contributions to aviation and transportation safety.

Captain Haynes was recognized for his incredible efforts in saving 184 lives when Flight 232 crash landed in Sioux City, Iowa, twenty years ago. One hundred twelve people lost their lives in the crash, which occurred on July 19, 1989, and 184 survived. It was Captain Haynes' incredible airmanship that not only brought Flight 232 back to earth but actually put the nose wheel on the runway centerline, which is still nearly incomprehensible given the severe loss of systems in that event.

In addition to Joe Kolshak, VP-Flight Operations Howard Attarian and SVP-Safety, Security, Quality and Environment Michael Quiello attended the award ceremony in Washington. Speaking on behalf of United, Joe noted that Captain Haynes always praised the quick and total response by air traffic control, combined with our intense cockpit and cabin crew training, the coordinated communications training among ground units and the proper use of available facilities.

Joe also emphasized that, beyond the multiple factors involved in the incident, it was the captain's leadership and exemplary airmanship that resulted in the outcome. "Your actions have set a standard at United Airlines and for the entire aviation industry," Joe said. "On behalf of United and our pilot organization, I want to thank you for all that you've done and congratulate you on this well-deserved honor."

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## **FOR ALL THE OHIO CLEVELAND CRAZIES**

Cleve, thanks for all the work you all do. If your group worked for United, we might be a successful airline. Have you ever thought about offering your services?

Anyway on to a happier subject. This is for all the Cleveland Crazyies. Those of us who spent the duration of the CLE domicile in Medina, OH., we had a reunion of our own. Specifically the Rustic Hills edition of the CLE domicile. We met in SRQ and there were seven couples. I will try to do this by seniority. I could include ages for everyone, but then they would no longer be my friends. First, Duane & Janet Harrison, Don & Betty-Jo Muldoon, George & Veronica Johnson, Merv & Eleanor Billings, Jim & Gayle Rudisill, Ralph & Sharon Ridge, and finally ourselves Jay and Bev Cochran. We even had a rep from British Airways, Mike Muggerridge.

He has been a friend of all of us since we first met in Ohio. We also had two civilian friends with us who had walked the picket line with us in 1985. We spent four days together and consumed lots of delicious food served at the Muldoon's, Billing's, Lawrence's, and Mike Muggerridge's, all of whom live in SRQ. Did I mention we had a few drinks also. Golf was played, sailing was sailed, (whatever, I'm a golfer), and the women shopped. Friends, that is what it's all about. *Jay*

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## **DANA POINT OCTOBER LUNCHEON**

Rain passed through fast and left the harbor in beautiful sunlight and our group of "Pelicans" were ready for a good lunch and some great service.

The guys were ensconced under the blue umbrellas and were into visiting and ordering their drinks when I arrived with Woody and Mal ...and it was still well before 1200. (Maybe we will have to move up are starting time?)

Roll call brought on Deck : Rusty Aimer, Park Ames, Mal Brown, Bruce Dunkle, John Grant, Woody Grover, Rudy Haluza, Jack Healy, Rick Hoefler, Al Hooper, Ed Judd, Bob McGowan, Bill Rollin, Bill Stewart, Ted Simmons and Joe Udovch.

Joe brought two family guests Carynn and Cathy Udovch. Carynn was lucky enough to just have won a Nissan CUBE at car show in San Diego.

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Woody and Mal made the journey from SAN. Being ex navy people they quickly got in conversation with other ex navy types. Some of the conversation seemed quite interesting so I asked Woody to send me an E-mail condensed version of what was said, so that I could put it in RUPA.

Woody wrote: I recently attended a reunion of VFAW 3 , a Navy squadron I was privileged to be a part of in the early 1960's. It was the only Navy squadron operationally attached to USAF and NORAD (North American Air Defense Command). The Air Force needed air defense for the SW United States and didn't have a base close enough so the Navy filled the gap. We also defended the US from Castro s crop dusters during the Cuban crisis, out of Key West. We flew the Douglas F4D Skyray, an all-weather interceptor. Almost all of us were experienced second tour (or more) pilots with the exception of a few "nuggets" (newly designated Naval Aviators) that the Air Force insisted we have. Our squadron usually won top honors in competitive games against top Air Force squadrons and they sought to try to level the field (to no avail), because these "nuggets" were tops in their classes; one of them was Dan Pederson, the first CO of Top Gun and later commanded the USS Reagan. Another early member of the squadron was a gentleman known as "The Grey Eagle" - he eventually qualified in 38 Naval aircraft and had 434 traps aboard straight deck aircraft carriers (as opposed to the easier angle deck carriers), his whole career being accident free.

Two members of the squadron (Jim Bell and Moon Mullins) were POWs for many years in N. Viet Nam. They were also in VF141, my first squadron. Ken Corica, a fellow UAL retired pilot, was also in VFAW 3. It was a great pleasure to see so many old friends again... *Woody*

Rusty mentioned that the 787 Project at Boeing was not going very well. He had a job with Boeing in training (Not the Dreamliner) as a Simulator Instructor. Recently, he finds himself laid off.

A lot of talk on Healthcare. A concern with where United's health care program is going after 2010 as well as, where the new Federal Health Care will end up.

On a lighter moment as Rick gave a brief recounter of his visit to a Suma wrestler encounter. Seems they had very good seats...read front row, but Rick and his group found the VIP seats a little to close to the action. Talk to Rick for the full story. Best to all, *Ted*

#### **DANA POINT RUPA NOVEMBER LUNCHEON**

We had a beautiful day to be at the Dana Harbor, Parking was limited close in to the Restaurant. Renovation are starting to happen. The parking area was getting a make over (should be all done by our Dec. 15th Lunch, at least this area)

Never the less, the group once again got an early start and some hung around for a couple of hours. Surprising, no one seemed to having any "spirited" drinks...still the conversations down the long table were quite spirited! Management was ready with lots of help and food and drinks were quickly served up...with lots of refills on Ice Tea, Diet Cokes, and Raspberry Tea (sounds good). I think a lot us have an eye on their diets. Still we ran up a \$340 bill.

On Deck today were: Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, Bruce Dunkle, Ron Dye, John Grant, Jim Grosswiler, Rudy Halluza, Jack Healy, Rick Hoefler, Al Hooper, Ed Judd, Rudy Loftin, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Bill Stewart, Ted Simmons, Joe Udovch and George Webster.

Quite a bit of talk on the Pacific War, touching on the "past that never was: the Planned Allied invasion in World War II", the O.C. Register and a good article on that massive invasion. Along that same line Newt Gingrich and W.R. Forstchen teamed up to write what ifs in "Days of Infamy", in which there was a 3rd wave attack on Pearl Harbor as well as a prolong Battleship bombing and Carriers engaging. Quite an interesting book.

A service was held at the Lutheran church in Laguna Woods on November 7, for Jerry Grubaugh. Several of our group were able to attend. Jerry (Dec 27,1925) was a good friend and contemporary of Ed Krieger.

Lee Beck called saying he was coming and bringing Frank Cowles, (age 92). Frank lives in Laguna Woods. However on Tuesday Frank was feeling sick. They will try for next month. Carlos checks in on Tony Testa

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weekly and brings him flying magazines. Carlos also is staying busy with his grand kids in north San Diego. Next month meeting Tuesday Dec 15th. Hopefully just before the rains come...o well they do have a very comfortable inside dinning area at the Wind and Sea! Next meeting 3rd Tues the 15th of Dec. Have a great Xmas, *Ted*

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## **Bob Crandall on the Aviation Industry**

Robert L. Crandall and Kevin P. Mitchell

In the 31 years that have elapsed since the U.S. airline industry was deregulated, the industry has lurched from crisis to crisis, and its performance has declined by virtually every measure. Year after year the industry's financial situation grows more desperate, it provides fewer good jobs, its employee relations worsen, its customer service deteriorates and its international competitiveness declines.

While airlines in other countries have had substantial and continuing difficulties, it is clear that America's carriers have declined more precipitously.

Fortunately, the unhappy state of the industry is now attracting some political attention, and Secretary of Transportation Ray LaHood has announced formation of "The Federal Advisory Committee on the Future of Aviation." Hopefully, the new group will come up with a keener analysis and more successful proposals than 1993's "Commission to Ensure a Strong and Competitive Airline Industry."

In the run up to the creation of the new committee, Secretary LaHood has invited stakeholders to suggest the five most pressing problems facing the industry. In our judgment, the single most important problem is that the United States has never had an adequately debated and coherent national air transportation policy. To put it another way, we have never bothered to put together what corporate America would call a mission statement or, in simple terms, a definition of the air transportation goals of public policy.

Just what is it we want the airline industry to do? Since 1978, we have behaved as if we want nothing other than the lowest possible fares, and if that is so, we might plausibly claim success. But is that really the case? Are we interested in having a financially sustainable air transportation system and in keeping small and mid-size communities connected to the rest of the country and the world? Do we want our airlines to provide the public with good customer service on modern and optimally maintained fleets? Should our airlines provide well-paid jobs and a secure career for the men and women who service the public at airports, and fly and maintain the aircraft we travel on? Do we want U.S. carriers good enough to compete on the world stage? Do we want to minimize both fuel usage and carbon emissions?

If the answers to those questions are yes, then we need to develop public policy objectives and a framework for effective analysis free of ideological convictions about the virtues of unregulated competition and regulatory oversight.

It should not take a tragedy in Buffalo to teach us that regional airlines that pay pilots very little and do nothing to assure adequate pilot rest are following a business model inconsistent with optimal safety. Nor do we need much analysis to know that sending sophisticated aircraft to lower-wage countries to be overhauled by workers whose backgrounds cannot be verified, who are not tested for drugs and alcohol, who rely on pictures in manufacturers' manuals because they cannot read detailed English instructions and whose oversight by FAA is uneven or non-existent, will not produce optimum maintenance outcomes.

We urge Secretary LaHood to allocate the first two months of the new committee's efforts to debating and forging consensus around transportation and air transportation public policy objectives. We think it is essential that the committee's sessions be open to the press so the public can judge for itself the wisdom of the objectives being decided on.

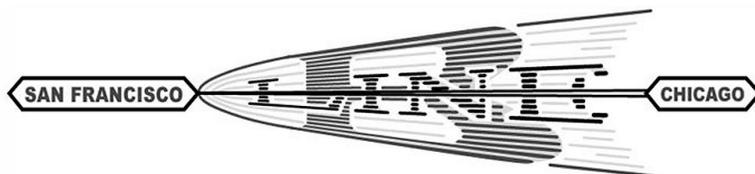
Let's take advantage of the attention being focused on this key industry to reshape its future in a way that strengthens our economy, benefits our workforce, improves the airline customer experience and enhances our position in international aviation.

*Robert L. Crandall is the former Chairman and CEO of American Airlines; Kevin P. Mitchell is Chairman of the Business Travel Coalition.*



# United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



Westbound – (read down)			Closed cabin Boeing planes (Central Time)	Eastbound – (read up)		
Daily	Daily X	Miles		Miles	Daily	Daily X
9.30 a.m.	8.00 p.m.	0	Lv. . . . . Chicago . . . . . Ar.	2030	6.00 p.m.	6.00 a.m.
11.45 a.m.	10.15 p.m.	202	Lv. . . . . Iowa City . . . . . Ar.	1828	*3.00 p.m.	*3.00 a.m.
1.00 p.m.*	11.30 p.m.	303	Lv. . . . . Des Moines . . . . . Ar.	1727	2.00 p.m.	2.00 a.m.
2.10 p.m.	12.30 a.m.	433	Ar. . . . . Omaha . . . . . Lv.	1597	1.00 p.m.	1.00 a.m.
2.30 p.m.	1.00 a.m.	433	Lv. . . . . Omaha . . . . . Ar.	1597	12.40 p.m.	12.30 a.m.
3.00 p.m.*	1.30 a.m.	481	Lv. . . . . Lincoln . . . . . Ar.	1549	12.05 p.m.*	*12.05 a.m.
5.00 p.m.	3.15 a.m.	701	Ar. . . . . North Platte . . . . . Lv.	1329	*11.00 a.m.	11.00 p.m.
(Mountain Time)						
4.15 p.m.	2.30 a.m.	701	Lv. . . . . North Platte . . . . . Ar.	1329	*9.45 a.m.	9.45 p.m.
6.15 p.m.	4.30 a.m.	917	Ar. . . . . Cheyenne . . . . . Lv.	1113	7.45 a.m.	7.45 p.m.
6.30 p.m.	4.45 a.m.	917	Lv. . . . . Cheyenne . . . . . Ar.	1113	7.30 a.m.	7.30 p.m.
9.00 p.m.	7.15 a.m.	1176	Lv. . . . . Rock Springs . . . . . Ar.	854	*6.00 a.m.	*6.00 p.m.
11.00 p.m.	9.30 a.m.	1176	Ar. . . . . Salt Lake City . . . . . Lv.	692	4.00 a.m.	4.00 p.m.
(Pacific Time)						
10.30 p.m.	9.00 a.m.	1338	Lv. . . . . Salt Lake City . . . . . Ar.	692	2.30 a.m.	2.30 p.m.
12.30 p.m.	11.00 a.m.	1570	Lv. . . . . Elko . . . . . Ar.	460	12.30 a.m.	12.30 p.m.
2.45 a.m.	1.15 p.m.	1839	Ar. . . . . Reno . . . . . Lv.	191	10.15 p.m.	10.15 a.m.
3.00 a.m.	1.30 p.m.	1839	Lv. . . . . Reno . . . . . Ar.	191	10.00 p.m.	10.00 a.m.
4.00 a.m.	2.30 p.m.	1950	Lv. . . . . Sacramento . . . . . Ar.	80	8.50 p.m.	8.50 a.m.
6.00 a.m.	4.30 p.m.	2030	Ar. Oakland-San Fran. Lv.	0	8.00 p.m.	8.00 a.m.

\* Planes stop only to accept or discharge passengers.

Note: Mail planes flown on schedule in columns marked "X" carry passengers when mail loads permit. On the 9:30 a.m. schedule from Chicago and 8:00 p.m. schedule from Oakland Airport eight-ton tri-engined passenger transports are flown. San Francisco passengers on Boeing System lines board and leave planes at Oakland airport on the east side of San Francisco Bay.

By 1931, the Post Office Dept. authorized 2 round-trip flights a day over the Chicago - San Francisco route. One flight was flown with Boeing 80A tri-motored aircraft. Although designed for eighteen passengers, weight restrictions imposed by the volume of air-mail limited the number of passengers to eight on the Chicago - Salt Lake City leg and to twelve on the Salt Lake City - San Francisco leg. The mail loads westbound were lightened and loads eastbound were increased at Salt Lake City, where "feeder lines" connected with the transcontinental route.

The second daily flight was flown with single-engine Boeing 40Bs and 95 mail-planes. Both the tri-motors and the single-engined planes were alternated at the Cheyenne Maintenance Base, the operating headquarters of BAT.

After 20 hours of flight-time all planes were given a detailed inspection at Cheyenne. This was in addition to the daily examinations after flight legs. The engines were overhauled at approximately 200 hours and planes were overhauled after approximately 1000 hours of flight-time.

Boeing company-doctors determined that pilots tired quickly at high altitudes and recommended flying at the lowest altitude consistent with safety. Pilots were limited to a maximum of four flight hours a day and about 70 hours per month, with one day of rest between runs. The doctors believed that exercise was a cure for this "air-staleness" and found that the majority of BAT pilots preferred to play golf for exercise. It was not uncommon to see a pilot carrying his golf clubs onboard his flight.

The "BeeLine" logo was chosen from submissions by BAT employees. The 1931 Boeing Air Transport, Inc. schedule and the article text are excerpted from the June, 1931 issue of *Aviation* magazine - Denver Public Library collection. *Marvin Berryman*

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## THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The October 21, 2009, co-ed luncheon was held at the Westwood Country Club in Vienna, Virginia.

We enjoyed another great meal consisting of a salad followed by a sliced steak with mashed potatoes and asparagus. Dessert was cake and pudding garnished with strawberries and blackberries.

Following lunch, Mr. Bob O'Roark with The Dulles Airport Authority gave us a very interesting briefing about the expansion efforts and overall improvement of Dulles Airport. Mr. O'Roark had been employed by United Airlines for 38 years. He was in charge of UAL Ground Facilities at IAD. After leaving UAL he has worked for the Airport Authority for the past 8 years. The lecture was extremely interesting, as well as informative. Mr. O'Roark also mentioned that United has plans to build a huge hangar that will hold two 747s side by side for maintenance.

The attendees present were: Paul & Lineke Andes, Jon & Meredith Beckett, John & Linda Cerisano, Hal Cockerill, Gary Cook, Gil & Pat Coshland, Gene Couvillion, Bill & Carolyn Davis, Ed & Peg Duffy, Paul & Pat Gilson, Jerry Goebel, Bill Golemon, Barbara Hays, Peter Hays, Earl Jackson, Fred Keister, John D. & Nize King, Clyde & Claudette Luther, Lew Meyer, Ed & Dolores Miller, Truman & Kathy Miller, Bill & Edna Nolan, Ward & Barbara O'Brien, Bob O'Roark, Ralph Pasley, Herb & Laura Pettit, Bud & Theresa Ruddy, Bill & Gayle Salisbury, Bernie & Bonnie Schwartzman, Paul & Louise Tucker, Betty & E.K. Williams.

A special thanks to:

E.K. Williams, for his hard work in supervising the quarterly event.

Fred Streb, for arranging the luncheon.

Jerry Goebel, for handling phone reservations and arrangement.

Gary Cook, Hal Cockerill and Earl Jackson for handling the check-in at the front desk.

Teresa Ruddy for the interesting and very pretty flower arrangements.

Our next scheduled stag luncheon will be January 20, 2010.

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## TUCSON RUPA LUNCHEON INVITATION

The annual Tucson area luncheon will be held on January 26th, 2010, at the Tucson Country Club. All retirees and spouses are invited to attend as are widows of retired pilots, single pilots, you get the idea. If you are reading this you are invited to attend. In fact, if you have friends who might not be receiving this but you think might enjoy being included, call them and then either send me an email or call me. New this year we will have members of RUAEA coming to the luncheon as well so this is will be a great opportunity to meet some new Tucson area retirees, not just retired pilots and their spouses.

We will have two speakers from Chicago who will be talking about your retiree benefits and answering your questions. In addition, Tom Harmon, United's Tucson Station Manager, and a member of his staff will also be available to answer any of your "local" questions. We expect that our guests will be prepared to answer questions about our PBGC benefits, our health care questions, the travel benefits for retirees and or spouses, ZED fares, Companion passes, off line travel requirements, - you get the idea.

The luncheon at the Tucson Country Club will start with a no host bar about 11:15 with lunch served at noon. The speakers should start about 12:30 and we always plan to finish not later than 1:30. The cost will be the same as last year, \$17.00 pp (including tax and tip) and will include your choice of two menu items, dessert, and beverages such as coffee, tea, and iced tea. If you have a special dietary request or requirement please let me know and I will do my best to accommodate you. If you need directions to the Country Club please contact me and I'll send them to you. It is not too hard to find.

So, if you are anywhere in the Tucson area, or even in the Phoenix area, and you might like to attend please call me soon (Randy Ryan) at 520-797-3912 or, better yet, if you can, send an email to me at randyryan40@msn.com. I will put you on the list of people to be contacted concerning the luncheon and I WILL NOT release the names to anyone.

We hope to see you in January and remember, bring your appetites and your questions! *Randy*

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## Captain Ralph S. Johnson, at 103

I haven't been to the Roadrunners luncheons lately. It is a long drive from Ahwatukee to Carefree. And my mentor, Captain Ralph S. Johnson, at 103, isn't up to going any more. His wife of 73 years, Ruth Bond Johnson, has Gone West at age 97.

Ralph Johnson, United's first Chief Test Pilot, is legendary for all the things he accomplished in his storied career beginning with the Army Air Service in 1930. Ralph left the Army after two years to begin his quest to become a pilot for the fledgling airlines. He became a pilot for the Ball Brother's Muncie Aviation based out of Muncie, Indiana flying a Sikorski S-39 back and forth to the Chicago Worlds Fair. One day he happened to park near where a National Air Transport Ford Tri-Motor was parked. Johnson found himself in a conversation with the notable Walt Addems, chief pilot of NAT. Ralph mentioned that he would like to get on with the airlines. Addems then pointed towards the ungainly looking S-39 and asked: "did you fly that thing in here?" Johnson replied in the affirmative. Addems said, well if you can fly that thing, you should be able to fly for us. That was the beginning of Johnson's airline career. It was 1933.



Following Walt Addems welcome to NAT, Ralph became a "mate" flying co-pilot on the Ford Tri-Motor. He didn't have much to do with the flying since the captains were all former WWI pilots who resented being forced to fly with co-pilots. Ralph's duties were to crank down the baggage bin which amounted to cut-outs in the bottom of the wings. These were the days before the steward and stewardess, so Ralph would hand out the box lunches to the passengers sitting in the wicker seats in the cabin.

Ralph's engineering mind was quickly working on creating better procedures to recommend along with specific duties for the "mates." Soon he would be called upon to join the flight test department.

He lived thru numerous flights which proved fatal to a number of his friends and colleagues. Especially, those flying the old Tri-Motor Fords and Boeing 247's through "Hell Stretch" a particularly hazardous area of the Alleghenies aptly referred to as "The Pilots Graveyard!" Again, it was the losses that motivated Johnson to invent and innovate through his career to improve aviation safety.

By 1934 he was a captain and soon after that chief test pilot for the newly organized United Air Lines. Based in Cheyenne, Johnson quickly gained an industry-wide reputation for results.

I found the piece on the DC-5 very interesting and thought you might like, as Paul Harvey used to say, "The Rest of the Story!" United Airlines loaned chief test pilot, Ralph Johnson to Douglas Aircraft to resolve some issues with the ubiquitous DC-3. Ralph accomplished several engineering modifications to the -3 such as stainless steel firewalls, alcohol propeller and windshield de-icing, visual slope indicator, improved braking, enclosed the manual loop antenna, and most important of all, the stabilized approach. The latter being the greatest change to the industry since December 17, 1903. Prior to Ralph having developed the stabilized approach, landing accidents were common place. Each pilot seemingly would develop his own technique with few actual procedures followed. Ralph proved his concept and recorded it then spent years coaxing other flight departments, including United, to adopt this life saving innovation. As performance capabilities improved with larger - faster aircraft, it became apparent to Ralph that standardized flight operations would be essential to get a handle on the degradation of air safety. Using a DC-3 he proved, through a series of filmed flight tests, that the stabilized approach would be the answer to standardizing approach procedures that would work in any weather, good or bad. This would be called the All Weather Flight Methods. Now it is simply called The Stabilized Approach.

Few knew that Ralph was one of the primary engineering test pilots for the DC-5. Ralph grew to love the airplanes handling characteristics. Sadly, the DC-5 program was dropped by Douglas due to internal company politics and not due to performance issues. I thought it interesting that one of the few built was bought

by Bill Boeing to be his personal aircraft. Earlier, in 1934, Boeing had purchased another Douglas airplane for his personal use as well. The Douglas Dolphin, "Rover," was an amphibious aircraft that was later transferred to the Army Air Corps as a C-21 and flown out of Albrook Army Airfield, Panama. One fellow I flew with at the old Frontier Airlines, Captain Bert Hall, flew the DC-5 on many occasions when he was in the Navy during WWII. It seems that everyone who flew the aircraft loved it. Ah, politics!

United moved its maintenance and flight test to San Francisco in 1947. Ralph decided to remain in Cheyenne effectively retiring just as the new pressurized DC-6's were coming on the scene. That is when he began his general aviation career. A true "Octogenarian," he flew converted WWII bombers fighting forest fires and fire ants until his late 80's finally retiring to sunny Arizona.

One month prior to Ralph's 102<sup>nd</sup> birthday his Alma Mater, Purdue University, flew him to West Lafayette, Indiana in a corporate jet. There they bestowed upon him a Doctorate in Aeronautical Engineering. Frances Cordova, the university president, stated that this was for Ralph's tremendous contribution to the aviation sciences. No where on the degree does it say "Honorary." Submitted by *Billy Walker*



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### DENVER GOOD OL' BOYS – NOVEMBER 2009

The November meeting of DEN Good ol' Boys occurred on a delightful late fall day, and a good turnout resulted. The snow two days previously probably played a part, as there was sufficient snow that lost balls would have been the order of the day.

The bell sounded somewhere around noon and the trenchermen lined up for the buffet, which seemed to meet with general approval. There were reportedly seconds for those so inclined.

Following the obligatory attempt at humor, the assembly were queried about reports of infirmities or final flight west, with none being reported. Stanley Boehm offered to rescue the scribe with a joke that met with general approval.

A notice was given reminding everyone that the December meeting will be one of our 'spouses invited' meetings and those are usually a high point of our social season.

The meeting wound down and adjourned at a suitable hour.

Those in attendance included: Rick Bebee, Ralph Ridge, Mack Connelley, Jim Popejoy, Sam O'Daniel, Herb Geifer, Tom Hess, Curly Baker, Phil Spicer, Dave Murtha, Ed Riehl, Bernie Stoecker, Dean Readmond, Bill Hanson, Hud Dean, Bill Hoygaard, Gary Gore, Maury Mahoney, Al Dorsey, Dick Shipman, Tom Johnson, Al Snook, Casey Walker, Denis Getman, Jack Davis, Bob Blessin, Ken Ewing, John Thielen, Rex Bales, Jim Nist, David Horwitz, Jim Adair, Duane Searle, Cliff Lawson, Stanley Boehm, Russell Ward, Susan Hytinen, Ed Cutler, Barry Edward, A.J. Hartzler, and the scribe and coordinator *Ted Wilkinson*.

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### HAWAIIAN ONO NENE'S RUPA LUNCHEON

Under threatening skys, and for Oahu chilly temperatures, we were warm and cozy at lunch in the dining room of the Mid Pac Country club Wednesday the 11<sup>th</sup> (Veterans Day).

In attendance were: Diane & Larry Becker, Janet Yukio, Emily & Monic Ishikawa, Susie & Tom Lassaso (first time back since retirement in 99), Corky & Jim Sorensen, and EK Whiting.

Larry Becker will coordinate Lunches from now on as Corky and I are moving to Texas.

Mahalo and Aloha, *Jim Sorensen*

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## LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Twenty of us met at Mimi's for lunch on November 12, 2009. They were: Herb Goodrich, Jack Moore, Joyann Moore, Tom McQueen, Mary J. McQueen, Trudy Ann Buck, Norm Marchment, Walt Tyler, Dick Unander, Gene Biscailuz, Doug Bielanski, Larry Lutz, Mike Herriott, Rex May, Don McDermott, Nate Hall, Kent O'Brien, Dave Park, Doug & Marcene Rankin.

At 11:30 Don McDermott turned the podium over to Rex May who reminded us of the LAX Christmas luncheon on December 10th at the Hacienda Hotel. He went on to say that he received information from RUPA headquarters regarding obituary notices. He was told don't send an obit if the deceased is not a member of RUPA for the *RUPANEWS* will not print it. (*Nonmembers names will be printed in the Flown West list. Ed*) Don said that The Company does not inform RUPA of any members who have "flown west".

Don asked Doug Bielanski to update us on pension news and Doug said there was still nothing new from the PBGC. Doug also said that it appears that all United employees, including pilots, will be getting new uniforms.

Dick Unander said that the place where Bob Mosher lives at University Village was almost in "Lockdown" because 80 of the residents had the flu.

Don McDermott said there were some changes in the MEC and then there was open discussion on that subject. He also said that President Obama wants to change the Railway Labor Act in such a way as to prevent Mediation going on and on for months or years.

Dave Park of the Ventura QB Hangar told about the "Quiet Birdmen" annual Bar-B-Q and air show at the Broom Ranch which is located near Point Mugu Naval Air Station. The next one, in June of 2010, may be the last one to be held there. He said if you are interested in attending contact a QB member for an invitation.

In September we initiated adding a little extra to the cost of our lunch in order to have a 50/50 raffle, and this month's lucky winner was Trudy Ann Buck.

Our next lunch at Mimi's will be Thursday, January 14th. Til then, *Doug & Marcene*

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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Monday November 9<sup>th</sup> was cool, and even though Edgar's patio was inviting, the group elected to eat inside! I wasn't able to join "the group" but was one table over at my employer's monthly office staff meeting and lunch. While I longed to be with my flying buddies, sometimes you just have to "dance with them that brung ya"! (A monthly pay check is also highly motivating!)

Those observed to be present were regulars Carlos & Judy Quintana, Jon & Jane Rowbottom, Milt Jines, Barrie & Sharon Nelson, Diane Ellis, Robert & Mary Gifford and host Pete Walmsley.

By the time you read this our catered Christmas Luncheon at the Monterey Peninsula Country Club's "Beach House" will have occurred. Carlos and Judy Quintana have graciously offered to host and arranged all the details for, what can't help to be, a wonderful luncheon and afternoon with friends!

Our next luncheon will be Monday January 11<sup>th</sup>, 2010 at Edgar's at Quail Lodge. The Lodge at Quail is closing (sign of the times) but we have been assured that Edgar's and the golf course will remain open!

Many extended thanks to the staff at *RUPANEWS* for their consistent and excellent magazine! Great job!!!

*Happy Holidays to All! Clear Skies and Tail Winds in 2010! - Phyllis Cleveland*

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## SAN DEIGO RUPA LUNCHEON

We held our luncheon on the second Tuesday of the month, November 11, 2009 at the San Marcus CC at 1200. There were six people present: Attending, Bill Pauling, Paul Whitby, Don Trunick and snowbirds Rhoda & Brad Green from Telluride CO.

We usually have the dining room pretty much to ourselves so there is plenty of space for more. We would love to see some more old friends. Next month wives are invited. *Bob Bowman*

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## S.E. FLORIDA GOLD COAST RUPA LUNCHEON

Today was our second monthly RUPA LUNCHEON of the Gold Coast Retired Pilots. Judging from the turnout (we had 25) most of the Snow Birds, or as FL residents like to be called, Sun Birds, are back. We had one long table and one small table, so conversation was kept to small groups. Dick Bodner passed around his sheet of Jokes, but announcements were out of the question. We expect a little faster service next month, and perhaps a little more informal seating.

Attending today were: Dave Dryer (from Punta Gorda), Bill Lancaster, Lyn Wordell, Stan Blaschke, Murray Warren, Ham Oldham, Jimmy Carter, Peter Gallant, Ed DeChant, Paul Livingway, Dave Peat, Bob Beavis, Chuck Smith, Mike Warde, Dick Bodner, Warren Hepler, Walt Kimmey & Sid Sigwald (from Martin County), Jim Morehead (back from Australia and the far east), Art Jackson, Jerry Bradley, Ed Wheeler, Jim Jemeson, Terry Lewis and myself.. See everybody second Wednesday next month at the Pompano Beach Elks Club. Your Humble Scribe, *Ned Rankin*

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

An unusual number of call-ins, (unable to attend), reduced the November 4, 2009 meeting considerably, yet the group enjoyed a good lunch, and good conversations. It was noted that most of the group that customarily sits at the table with the nook, were absent...and the decibel levels were lower.....we may begin to offer a choice of seating...rowdy or non-rowdy!

A moment of silence was held in memory of those that had recently "Flown West", Tom Bredis, Ken Trahan, and Clay Golden. A "get well soon" card was signed and sent to recovering Lee Wood, with best wishes from the group! George Hise was among the missing, but his health report was forwarded...a recent government study shows that the use of copper bracelets. etc in treating arthritis, was no more effective than a placebo ..... tax dollars at work! Speculation over the anticipated "announcement" rumored to be coming from UAUA soon was high ..... some felt a new world-wide schedule adjustment was coming, due to management's failure to anticipate Daylight Savings Time. The display board had several pictures from the B-737 retirement flight, LAX-SFO, courtesy of John Croft in EUG...Thanks, John! The NWA "overflight" brought out several recollections of other similar incidents over the years, and how to prevent it.

A poll of those attending showed support for, once again this year, donating toys for the USMC "Toys For Tots" at our December gathering. The toys should be new, and unwrapped. Last year's donations were very welcome by the Santa Rosa recruiting station. Donations are totally voluntary!

Attending: Tom and Joyce Grey, Ken and Shirley Corbin, Jules Lepkowsky, Barney Hagen, Gardner Bride, J.R. Hastings, Don Madson, Jim Mansfield, Bill Greene, Bill McGuire, Bob Grammer, Bob and Doris Donegan.

**Re: Bob Stanton, Don Schiltz, John Croft.**

A quorum was in attendance at TJ's in Creswell, OR for a great lunch and grand conversations plus a cute and attentive server who hung on every word of MYS (master yarn spinner) Stanton. Prayers were offered for the main group then meeting in SFO. (Significant comments were made about those attendees and even more comments about those who were not present.) Topics covered ranged from the historic hi-jack attempt of the EUG-SFO Guppy under the command of Hal Bryan (and the struggle between S/O Tom Grey and the 15 yr old girl hijacker) to the repeat of the "follow me" tug for Lee Wood (story with picture) with many verbal side trips around the US guided by the MYS and his sidekick.

The finale was a tour of the Schiltz filbert farm, narrated and demonstrated by Don, of the equipment needed for "pickin' and cleanin'" the nuts. The MYS and I elected to depart the field lest the machinery become uncontrollable when sensing our presence. Can you imagine a Kubota diesel tractor with 32 gears and a glass cockpit? How many gears did the Diesel 8 have?

These minutes may be forwarded at the discretion of our Father Don who art in SFO.

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## SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

It was a beautiful, clear fall day on November 10<sup>th</sup> for the S.F. Bay-Sider's RUPA Luncheon at Harry's Hofbrau in Redwood City. We were pleased to welcome some "first timers", JB & Sandy Cockrell and Bob Norris, along with the regulars for a very good turnout.

Although we convene around 11:00am for "Meet & Greet", since Harry's is cafeteria style there is no definite "sit down" time so late comers are easily accommodated and the hot food is always hot.

We acknowledged, with sadness, the passing of Capt. Tom Bredis.

Rich Bouska, who is now on the BOD of the United Airlines Historical Foundation, reported on his recent trip to Denver and gave us an update on what is happening with the foundation.

In attendance were: Bob Ahrens, Floyd & Charlene Alfson, Jo Bernard, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billy Cramb, Bob Downs, Rich Erhardt, Carol Gillett, John & Rita Gordon, Dick & Jeri Johnson, Tom Kirby, Bob Lawrence, Bob McAfee, Bessie McEachern, George Mendonca, Jay Plank, Cleve & Rose Spring, John & Dorothy Stefanki, Jerry Terstiege, Gene & Carol Walter, Ron Weber, Al Wilcox.

We meet 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](http://harryshofbrau/menu.com). We hope to see many more members at our next get-together on December 8th.

Cheers and Happy Holidays to all!!! *Rose*

## —S.E. FLORIDA TREASURE COAST SUNBIRDS—

The first meeting of the new Season for the Treasure Coast RUPA Sunbirds was held at The Mariner Sands Country Club in Stuart, FL on Tuesday, Nov. 10th. The turnout was a little smaller than normal since many of our Regulars were either traveling or have not returned to So. FL as yet. However, in spite of our number, there was no shortage of noise, good conversation, old stories to be told (again), and many terrific appetites as well as lots of really good food to choose from off of the PHANTASTIC Buffet at Cap't. Jim Dowd's (our Host) Club.

Those in attendance were: Paul Andes, Dick Baese, Jack Boisseau, Vince Consigli, Jim Dowd, Clay Grant, Skip LaRocque, Andy Lambert, Bob Langevin, Bill Northup, Ted Osinski, John Pinter, Sid Sigwald and Dick Starita.

Jim Dowd made a few administrative and FYI type announcements and a GR8 time was had by all. We would like to take this opportunity to invite all interested UAL pilots who live (or happen to be) in the Treasure Coast area at the time of our meetings to join us. Our meetings are USUALLY held on the second (2nd) Tuesday of each month at 11:30AM at The Mariner Sands CC in So. Stuart, FL. For more details, you can contact Jim Dowd at: [FlyJim1@aol.com](mailto:FlyJim1@aol.com) or call him at 772-286-6667.

Our December meeting date will be on Tuesday, Dec. 15th, 2009 at Mariner Sands. **You'll note that this is the 3rd Tuesday in December as opposed to the 2nd** (which is mentioned above and is our USUAL meeting date). This is a ONE TIME EXCEPTION since Jim Dowd (our Host) will be having Surgery in early December and needs the extra week to recover and regain some strength for our monthly event. (NOTE to

JIM: getting OLD is a B----.....ain't it? ) The cost of the lunch is \$13.00 which includes a TERRIFIC Buffet with MANY SELECTIONS, tax and tip.

We'd also like to take this opportunity to wish all of you and your families a Merry Christmas and a Happy New Year too. We hope that you had a Happy, Healthy and Safe Thanksgiving as well and that we'll see you at our Luncheon on December 15th. Respectfully Submitted by, *Bob Langevin*

## SW FLORIDA RUPA NOVEMBER LUNCHEON

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Twenty-three members turned out for the first meeting of the new season. The weather was warm and windy as hurricane Ida swept up the gulf, but remained well to the west.

The meeting started on a sad note as we held a moment of silence for three of our members who have flown west since our last meeting. Duncan Fleming, Al May and Tom Willman. They will be missed but not forgotten!

The Olive Garden did an outstanding job of taking care of our repast. A 50-50 drawing was held and two members cashed in, so to speak. Neil Bretthauer briefed the group about the ins and outs of investing in airline stock. Basically no matter what the economic condition, whether the economy is going up or down, airline stock goes down.

Our next meeting will be January 11, 2010 at the Fort Myers Olive Garden. Stop by if you are in the area.

Attending today: Wallis Alvs, Neil Bretthauer, Will & Sara Collins, Norb Cudnowski, Rip Curtiss, Jim David, James & Laurie Druyor, Wes & Sallie Leighton, Harry & Marvis Long, Faith Osborn, Don Sullivan, Jim Sutton, Mamie Thompson, Ellis VanAlstine, Earl Walsh, Ray & Twila White and your hosts Gary & Janice Crittenden.

From all of us at SW FL, may you enjoy the coming holidays! *Gary*

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## How Retirees Can Spend Enough, but Not Too Much

By RON LIEBER Published: August 28, 2009

When you retire, you'll probably want to visit your grandchildren more than once each year. Perhaps you'll aim to give money each month to charity or your religious congregation.

The amount you have saved will clearly matter a great deal in whether you can do these things. But so will your portfolio withdrawal rate - the percentage of your assets that you take out each year to pay your expenses. You want it to be high enough to afford fun and generosity but low enough that you have little risk of running out of money.

Until a few years ago, the standard advice was that 4 percent or 4.5 percent was about the best you could do. So if you had \$500,000 in savings, 4 percent would give you about \$20,000 in your first year of retirement to augment Social Security and any other income. Then, you could give yourself a raise each year based on inflation. At 3 percent inflation, you'd end up with \$20,600 in the second year of retirement and so on from there. More recently, however, several studies have suggested that withdrawing 5 percent or even 6 percent was possible - and still prudent. Retirees rejoiced. And then the stock market fell to pieces.

In the wake of the carnage, people who hope to retire anytime soon will probably be starting with a kitty smaller than they had expected just a few years ago. So an extra percentage point on the withdrawal rate matters even more than it might have in 2007. It could be the difference between traveling to see family or not, or it could determine when you get to retire in the first place. But could it also lead you on a path toward ruin? This week, I went back to two of the researchers who had come up with the more generous formulas to see whether they're sticking by them. Not only are they staying the course, but one is telling his clients that they can take out as much as 6 percent of their money during the next year. How can they justify something like this after the year we've just had?

**Setting a Rate:** Here's one big reason to be suspicious about applying that same 4.5 percent withdrawal rate to all people, no matter when they retire: Should a person who had the bad luck to retire in March 2009, at the stock market's recent bottom, spend 4.5 percent of, say, \$350,000, or could they spend a bit more? After all, people who retired a year or two earlier with the same portfolio, before the bulk of the stock market's decline, might have started with 4.5 percent of \$550,000 (and taken inflation-adjusted raises each year from that initial amount until they died).

It didn't seem right to Michael E. Kitces, a financial planner and director of research at Pinnacle Advisory Group in Columbia, Md. He said he was uncomfortable with all the decisions made based on "the day you

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happen to come into my office and the balance on that day." In fact, he started looking into this before the market collapsed, and his research ended up suiting the conditions of the last year perfectly. He tried to figure out whether one could estimate how much better or worse stock market returns might be in the years after big declines and whether the answer might allow for a more generous initial withdrawal rate. What he concluded was that the overall market's price-earnings ratio - taking the current price for the Standard & Poor's 500-stock index divided by the average inflation-adjusted earnings for the past 10 years before the date of withdrawal - was predictive enough to produce guidelines. Then he came up with the following suggestions for a portfolio of 60 percent stocks and 40 percent bonds meant to last through 30 years of retirement. If the ratio was above 20, indicating that stocks were overvalued, then a 4.5 percent withdrawal rate was prudent given that the stock market was likely to fall. But if it was between 12 and 20 (the historical median is roughly 15.5), a 5 percent rate was safe, tested against every historical period for which data was available. And if it was under 12 - a level it almost got to earlier this year - a rate of 5.5 percent would work. The most recent figure was 17.67, which suggests a 5 percent withdrawal rate for current retirees. It had been above 20 until October 2008.

Mr. Kitces gets his ratios from a set of data that the Yale professor Robert Shiller creates and stores on Yale's Web site, at <http://bit.ly/3gexz>. I've provided a link to that data (Mr. Kitces uses column K in the Excel spreadsheet there) and to all of the other research in this column in the online version of this story.

**Making Adjustments:** Jonathan Guyton, a financial planner with Cornerstone Wealth Advisors in Edina, MN, looked at the 4.5 percent baseline and asked a different question: Couldn't it be a whole lot higher if a client was willing to forgo the annual inflation raise when conditions called for a bit of thrift? And if so, under what conditions would that happen - and would people be willing to, in effect, cut their own retirement paycheck?

It didn't take Mr. Guyton long to find out. Two studies he worked on in 2004 and 2006 led him to the following conclusions about a portfolio meant to last 40 years: Using Mr. Kitces's research to establish a baseline initial withdrawal rate of up to 5.5 percent (or 5 percent given valuations at the moment), the initial withdrawal rate could rise another whole percentage point, to 6.5 percent, if at least 65 percent of the money was in a variety of stocks, as long as the owner followed a few rules.

First, if the portfolio lost money in any given year, there would be no raise at all for inflation. And if the size of the withdrawal, in dollars, in any year amounted to an actual percentage rate of the remaining portfolio that was at least 20 percent more than the initial withdrawal rate, retirees would have to take a 10 percent cut in their annual allowance that year. Then, the increase for inflation would build on that new base the following year. While Mr. Guyton also put a "prosperity" rule into place that allowed for a 10 percent increase in particularly good years, 2008 tested his "capital preservation" rule first. So he cut his clients' withdrawals by 10 percent.

How did they take it? "Many of them said, 'Really, that's all?'" he recalled. "Keep in mind how dire things seemed." Others blanched, noting that they had played by the rules and didn't cause the financial crisis. But they came around when Mr. Guyton gave them a good talking to. "For us to maintain the same degree of long-term financial security for you that you said you wanted, this is what you need to do," he told them. "It's a system. And the great thing about a policy is that it leaves no doubt about what you are supposed to do." Another cut of 10 percent might severely hurt their purchasing power, but the stock market's performance since March suggests that it won't be necessary in the coming months.

**The Real World:** The actual execution of these strategies requires a bit more work. You need to figure out what stocks and bonds should make up your investments in the first place, for instance, and how best to minimize taxes when you sell each year.

All this together seems complicated enough to suggest to a cynic that it's just a ruse to keep a client coming back each year for costly checkups. That said, surviving retirement without a big pension that never runs out isn't easy, and paying a bit of money each year in exchange for help in prudently raising your withdrawal rate by 20 percent does not strike me as completely insane.

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Retirees also have to wonder whether the market will behave in the future as it has in the past. Or whether retirees can realistically stick to a strict budget. "Even if you tell me that spending fluctuates a bit here and there, we still have to start somewhere," said Mr. Kitces. "What on earth is your alternative? Are you not going to give any spending recommendations whatsoever?"

Mr. Guyton solves this issue for clients who can afford it by carving out a separate discretionary fund. Retirees can spend that money on anything, but once it's gone, it's gone, unless they manage to replenish it out of their regular annual withdrawal.

There are still plenty of retirees and advisers who will balk at what appears to be outsize aggressiveness, whatever the studies indicate. To them, Mr. Guyton suggests an entirely different consideration.

"The only problem is you run out of money? I don't buy that," he said. "For a lot of people who lock in on a 4 percent figure, it's a formula for regret. They get 15 years in and look back at all of the things they didn't do. And now their health is gone."

## THE FINAL TOUCHDOWN

By Dutch Redfield – 1916-2008

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

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

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

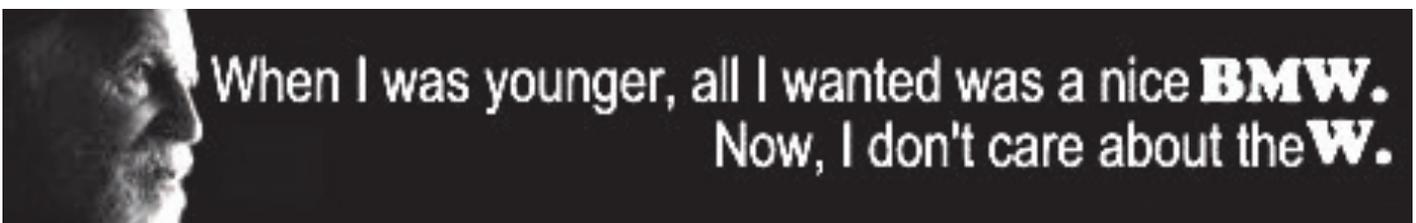
Whatever, for this final glide, I ask only for an open cockpit, so I can, however briefly, savor for the last time the feels of flight, as biplane wings forward of me exquisitely frame and record the slowly changing, tilting scenes as I maneuver and silently bank and glide onto what I have long known will be my very final approach.

Please, no helmet, so old ears can best sense vital changes in speed, relayed through the lovely sounds of whistling inter-plane struts and wires, and so cheeks and bared head can best read changing air-flows swirling behind the cockpit's tiny windshield.

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

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

Dutch Redfield passed away in his sleep on November 13, 2008.



# LETTERS

**CURLY BAKER**—Aurora, CO

Enclosed dues money, etc.

Not much change here, retired almost 29 years, celebrated our 70th anniversary in May, great party that the kids arranged.

Meet with some of the older pilots at Good Ole Boys monthly, and have coffee once a week with seniors near where we live. *Curly*

**VERN BALDESHWILER**—Cheyenne, WY

Howdy, My wife, Paula, and I took a trip to France to visit Normandy, something I have wanted to do for a long time. We visited all the invasion beaches and the American Cemeteries. It's easy to shed a tear when you visit those cemeteries. They say that generals don't cry—well this one did.

Then we rounded out our journey through history by again visiting the WWII Memorial in D.C. on our way home. One thing for sure, if every American could do that tour, this would be a better country!

Been busy keeping up my two-acre yard. Good exercise and it keeps me "out" of the streets and "off the bars. I do have an extra activity as president of the Parish Council at St. Mary's Cathedral here in Cheyenne. We just built and opened a new 10 million dollar Catholic Grade School and demolished the old one, then traded that city block to the state as it was next to the state capitol. Growing government needs room, right?

We are now in the middle of another 10 million dollar project renovating our 100 year old Cathedral. Planning on having a fancy 'new' Cathedral for its 100<sup>th</sup> anniversary. Along with all that, Green Bay, Wisconsin, "stole" our Bishop. We now have a new Bishop coming for the Diocese of Cheyenne, which covers the entire state of Wyoming. We are planning a big Inauguration event for him.

With all this religious work maybe I'll get a star or two in my "halo". Could sure use it! Thanks again to all who keep the *RUPANEWS* coming.

*Vern*

**JOHN BIEGER**—Boca Raton, FL

First in order, Betty, my wife of 64 years died peacefully on October 29, 2008.

I have had cancer since 1997, with radiation, Lu-pron with eventual admission to Hospice since I refused chemo. Just prior to the hospice adventure, I spent 15 days in the hospital for intense treatments for an infection which was unspecified but severe. Upon release from the hospital, I have enjoyed improved health and cancer condition is to be determined.

Forbes has a recent article which features cancer remissions following intense treatments for severe infections. Speculation is that the immune system is stimulated by separate intense treatments. Who knows.

Who would have thought that I'd even live to 88. Keep the blue side up. *John*

**LARRY BLACK**, Seymour, TN

October, my birthday month, is coming to a close; and I'm behind as usual on a lot of things, mainly, my RUPA letter. Hats off to those of you putting together the magazine. I know what you're up against since I've become deeply involved with writing articles for our RV Club magazine.

The last fourteen years have gone so fast, it's scary. Since retiring, I've avoided air travel even though I have travel privileges on UAL and Delta. I just don't want the harassment and uncertainty. My wife and I travel about 10,000 miles per year in our RV. We set our own schedule, eat our own food, and sleep in our own bed. What more can you want? Being in a national RV Club over the years, we have made friends with many people from all over the country. Part of the enjoyment of this lifestyle is traveling to different parts of the country and renewing friendships. It's much better than a family reunion where you have to be careful what you say. We've been to both Alaska and Nova Scotia twice.

My wife, Kay, and I celebrated our 50th wedding anniversary this past June. I surprised her by showing up wearing a Navy white uniform like the one I wore during our wedding. She was shocked. Now I know what Old Navy really looks like.

Communicating today with email certainly has made it very easy to stay in touch. My best to all the retirees and may your good health prevail.

*Larry* Kailari80633@yahoo.com

**RAY BOWMAN** – Littleton, CO

Guess it is time to get the “what did you do this summer” letter out to the wonderful editors of this great newsletter.

In October and February each year, I go to Waveland Mississippi to help with the rebuilding after Katrina. Waveland was where Katrina made land fall. I take the motor home, and they have set up a nice place to park. It is directly across Beach Blvd. from the Gulf of Mexico, a very nice view, as I park so that the view is the best. They supply us with 30 amp electrical hookup, and also a dialup telephone hook up, so is very nice. The work though is a bit different each time. The first time we went, put down Pergo flooring in a house, then another time, wired the house circuit breaker panel, and wired that house for TV and phone cables too. Then another time we were finishing up a house, and hung three fan/light combinations. Took three of us all morning to figure out how to do it, then the other two were very easy to do. All in all there have been 86 houses finished, and only about 720 to go. The biggest impediment to recovery there is the local, state, and federal governments. I could go on about this, but there is a limit of 2,000 pages on these reports, so will cut this part short.

The trips take me away from one of my very favorite things to do, and that is working with the students in the 8<sup>th</sup> through the 10<sup>th</sup> grade in a program called AVID, (Advancement Via Individual Determination). It is a mentoring program that motivates students to get their grades up, and attend the college of their choice. The students come from two sources, one is the group that tests high, but is not performing well, and the other group is students who will be the first in their family to go to college. Usually we work with five students to each facilitator in a seminar situation. We discuss their class work, and motivate them to continue to college. (You Californians could be aware of this program, as it started there, and is very prevalent in that state.) On average, we spend about seven hours a week in classes with them. It is fun to see the students grow as they move from seventh grade (the first grade of the program) till they are in the tenth grade. I’ve really enjoyed the program, and get a lot more out of it than the kids do, I’m sure. (If that program is available in your school district, check it out!)

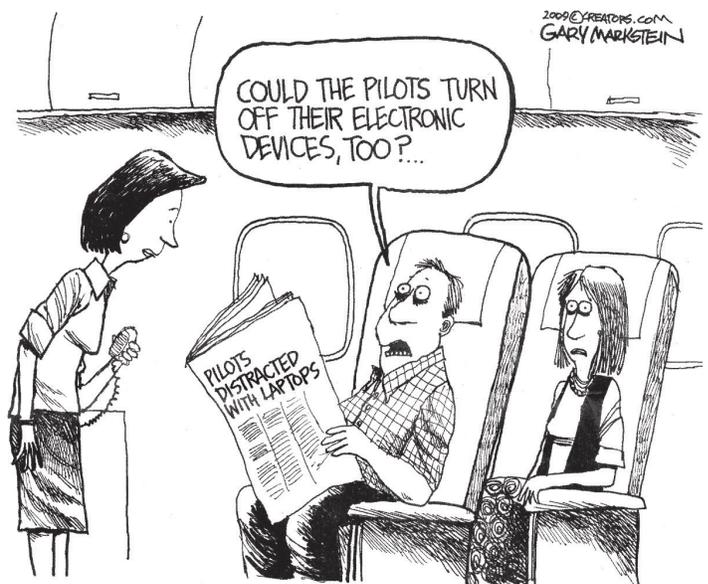
This summer, we decided that we’d traveled a lot

around the country, so we stayed right here in Colorado. Spent a week in the Ouray area in July, and found the flowers to be magnificent. Took about a million photos of mountains and flowers. We stayed at the KOA in Ouray, our site was just across from the open area for the tents. Each night there was a youth group of some kind there. Was fun watching them get up early in the morning, and try to get moving.

Actually I lied. We did travel a bit. Took our oldest grandson to an Elderhostel Intergenerational program in Potosi, Missouri. The location was the YMCA of the Ozarks. We spent five days there, swimming, climbing rocks, horseback riding, canoeing, kayaking, shooting rifles and bow and arrows, along with some campfire things too. One evening there was a program with the non-poisonous snakes of the area. (I didn’t stay for that program!!) And one evening there was a great display of the rocks of the area, some of which glowed under dark lamps. After the program was over, we traveled up to St. Louis, and did the arch thing.

One thing we’ve noticed is that a lot of the campgrounds have Wi-Fi for us to use. Some charge for it, and some offer it as part of the package. But, in any case, it’s nice to have that available to keep in touch with the family. Also, lots of them are mimicking the motels, and offering either a free continental breakfast, or a full breakfast for a little cost.

Again, special thanks to the folks who put the magazine together. It is neat to see what people are doing in their “old age” and how long many of us are living. *Ray*



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**ERLE BRITTON**—Mesa, AZ

As I start this, there seems to be a lot of "round figure" numbers in mind, -85 years old, 25 years since I blocked my last trip at DEN, 65 years married to the same very great lady. There are a LOT of things that have "slipped" my memory, but the best thing is I have a truck-load of fond memories of wonderful adventures over those years. Life has been very good to me and I am really grateful for it.

We sold our place in NW Montana this fall after enjoying 20 summers there. For those who like to golf, very moderate climate at a reasonable attitude (3T), huge beautiful natural lake, mountains on the horizon 20 or 30 miles away, and friendly considerate small-town people, this is the place. With a "valley pass" that cost around \$40 per person, we could play 10 courses once for \$10. The unlimited membership at our home 27 hole course was \$640 20 years ago, and was \$850 last summer. 60 miles N of Missoula on Flathead Lake. It was a VERY difficult decision to "pull out", but several medical problems, most age related, left us very little choice. We have been in our home here in Mesa 16 years, and it is very comfortable, open to the golf course on 2 sides, and it will accommodate any handicap equipment we might need.

At the moment, I have 2 bad knees, 18 months of sciatica in the right leg, hip and lower back that has not responded yet to any treatment at Mayo. I can not stand over a few minutes or walk more than 50 yards without "attention getting" pain. The good part is that I am essentially pain free sitting or lying down. It has sure wrecked my square dancing and golf! However, I sure don't have to look around very far to see a lot of my contemporaries in a lot worse shape and more pain. Thank God, Neva is perking along pretty darn good, with some allergies and asthma that she controls O.K.

I know this is a bit early, but I seem to be behind on everything else! Ha!

My thanks to all you guys who keep RUPA alive and kicking. *Erle*

**BUCK BUCHANAN**—Loveland, CO  
1949 1985 DEN

Many of you can attest that Russ Wright was a super gentleman and a super pilot. He will be 94 years old in November.

Russ isn't doing very well right now. He is in a rehab unit and is a little confused. His daughter, Chris, an RN,

looks after him very well.

If you want, I suggest sending cards with a nice picture - he might not understand poems and such.

You can send cards to:

Russ Wright  
2695 Alkire St  
Golden, CO 80401-1620

Thanks, *Buck*

**BOB CROWELL**—Aurora, CO

Dear Ruparians, Sometimes I wonder why no one wants to tell about the interesting times they have had flying. No, I haven't been drinking before flying, but you might be interested in the time I taxied into a ditch thereby causing the airplane to nose over, breaking the prop, and I was mandated to pay \$50 (that's approximately \$700 in today's prices) for changing the prop without a mechanic's license. Or the time I found it necessary to go outside the airplane in flight without an autopilot, copilot, or even a passenger on board. Now, I've told you, now it's your turn to tell me some hair raising stories; I won't bore you with details.

Marj and I are still up and about, and occasionally drive close to 400 miles on a fishing trip.

I was recently trying to figure how long I have worked, and how many jobs I have had during my sojourn on earth. It goes something like this: 15 years farming, 20 years in the Naval Reserve, 21 years with United, and 22 years as a realtor. You will probably come out somewhere close if you try to figure it all out. At any rate, I am not ready to retire.

However, things have really changed during the past couple of years. During the time when the Government saw, in their wisdom, to bail out one of the largest of the mortgage companies, have taken over at least one other large mortgage company. Instead of putting the best to good use from their taken-over companies, they proceeded to double the documents required for a small loan, resulting in 4 times as much work for the Realtors. In the case of a 203 (k) Streamlined (fix up) loan, they took \$11,000 and put it into escrow to pay for the fix up. As long as they were demanding documentation never heard of before, we have produced. But now they cannot (or will not) provide a portion of the Repair Escrow to the contractor as per agreement and according to the law. After causing a 2 month delay in closing the property, they are now 3 weeks

overdue, after closing, in making the first payment to the contractor. But remember, they are now nurtured by the Government. Instead of their failure, this mortgage company is doing their best to cause all private industry associated with or doing business with them to fail.

Despite the government -run ball of spaghetti mentioned in the paragraphs above, I am not ready to quit.

Once again, I appreciate all of you RUPA people who give us so much support! **Bob**

**RICKY DAVIDSON** - Colorado Springs, CO  
Hi to everyone!!! We moved to Colorado Springs a few years ago, designed and had our home built. We think we did a great job and were fortunate to have a great builder so we are sitting pretty in the Black Forest leading the good life. All four kids live in Colorado, and not to long ago our 6th grandchild arrived.

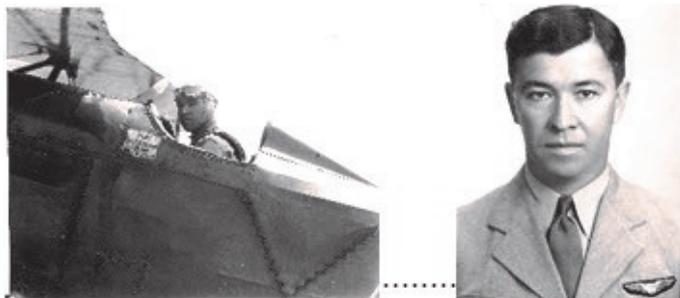
Our local airport is less than 15 minutes away and is very convenient. We have a good sized hangar but it has gotten pretty crowded for the Mooney. It's amazing how the toys can accumulate. We enjoy flying around with the Colorado Pilots Association and their various activities. We also participate with a Wednesday lunch group that covers mostly Colorado. Yesterday we flew northwest from Colorado Springs to Kremmling. It was a beautiful day with only wisps of clouds and a few lenticulars. Flying over Lake Dillon and Silverthorne looking at the ski slopes of Breckenridge and Loveland was magnificent. Then flying a GPS WAAS approach into Kremmling was interesting. Below 1,000 feet AGL on the GPS Glide Slope we were getting "Terrain, Terrain, Terrain" from the Terrain Warning function. I do think I would have been a little nervous if we had been in IFR conditions but instead it was great fun.

Our primary activity seems to be traveling in one form or another. The mountain states are great for wandering around in the motor home. We did a couple of cruises, one from Florida through the Panama Canal to Ecuador, then a wonderful week in Peru including Machu Picchu and the Uros Islands on Lake Titicaca. Then we cruised from Santiago, Chile around the Cape to Buenos Aires and remained a few days. We enjoyed Mexico for a month on a couple of trips. We had fantastic

weather last month in Seattle during an Air Force squadron reunion. We are looking forward to the RUPA med cruise next year.

Linda and I have been fairly active in Square Dancing even attending state and national conventions.

I would now like to make a plug for my daughter and my Dad!!! Some of you may remember Floyd Davidson. He started with a United predecessor in 1932 and was domiciled in Cheyenne, Oakland and San Francisco. It was my sixth birthday when we moved from Oakland over to the San Francisco Peninsula as they moved the base to SFO. My Dad collected many stories from the early days in the airline and air mail business and he always said he wanted to publish them but he never got around to it. Many of those stories would not be politically correct in our current society but I think they had more fun than we did. I started with United in 1964 and my brother, Barry, came on shortly before our Dad retired in 1966. My Dad liked to remind us that it took two of us to replace him. My daughter, Tamara, is a third generation Davidson with United and has been a Flight Attendant for 14 years. She recently compiled, edited, and published my Dad's stories in a small book entitled, *AVIATION PIONEERS*, A Collection of Stories from the First Air-mail Pilots, Flight Attendants, and Passengers. It is some fun history, a fast fast read and even has a few pictures. It is a paperback and inexpensive. That means cheap--good for pilots!! I think many of you would enjoy it.



For those who would be interested the book it is available from AMAZON.COM. Go to BOOKS, then click on FLOYD DAVIDSON OR TAMARA DAVIDSON, and it will pop up.

I am thankful for all the dedicated volunteers that keep RUPA going and keep us informed. I don't know how they find enough time to do it all. Good Luck to all of us!!! **Ricky**

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**JAMES T. DAVIS** - Cupertino, CA

It's that time of year again when our news and dues are necessary to keep the *RUPANEWS* coming. Since the topic of the hour seems to be healthcare, I'd like to add some comments on the subject.

First, thank you all for the sharing of your health experiences and the frequent inclusion of "so-called" experts' advice. When I was still flying I acted as the Council 34 Aero medical Coordinator and was part of the three-man (Tom Cornell and Bill Spear were the other members) MEC Employee Assistance Committee which pioneered the concept of sharing medical information in the interest of early treatment. Since those early days of developing trust between the company and pilots, I have subscribed to a number of health bulletins and I must admit that now, one of the real problems is information overload. I am finding the real challenge is to "take what you can use and leave the rest" — a little saying I picked up from the AA program. An example of too much information is the latest Mayo Clinic bulletin whose headlines read "Pancreatic Cancer: The Deadliest Cancer." After reading the symptoms I found myself wondering if the fatigue my 80+ years had laid on my frame could be pancreatic cancer, or could it be the prostate cancer I had treated with radioactive seeds ten years ago was not in remission? So, best not to get too involved in self-diagnosis, lest we drive ourselves crazy.

Each ten year period seems to usher in a new challenge. Our newest challenge arrived in the form of a breast cancer diagnosis for my wife, Barbara, in February 2009. After some ups and downs, it was finally determined that she is early stage, she has had surgery (including reconstructive), and received a relatively easy treatment regimen. We are feeling blessed and grateful.

We did learn two things during this process — information that might be useful to others. One is that when a woman is asked to return for more photos after a suspicious mammogram, the second set of pictures may miss the thing entirely, leading to a false assumption that all is well. Because of this, Barbara lost a year between 2008 and 2009; treatment should have begun in January, 2008. Secondly, however imperfect the mammogram technology is, it is still essential. The type of tumor Barbara had would not have been detected either by clinical or self-examination. So, mammograms are

absolutely essential. In Barbara's case, either a six month follow-up or an MRI (expensive) would have minimized the delay. To lessen the chance of missing a suspicious growth detected on the initial mammogram, choosing to have the MRI should assure the best diagnosis. The problem is that most women, when given the "all-clear", are just anxious to leave. In the meantime, the medical care that Barbara has received from the Palo Alto Medical Foundation doctors under the Secure Horizons Medical Plan has been excellent. Let's hope United survives to fund this option, and that when the bureaucrats in Washington get through providing "affordable health care" to all, we won't all find ourselves worse off.

A few other thoughts about the question posed recently regarding a closer affiliation with RUAEA: I have subscribed to their monthly newsletter for the past five years and though I find the *RUPANEWS* a much more entertaining publication, I find that RUAEA bent to be much more positive in its editorial comments. They seem to be trying to work with the current management vs. just damning them and including only negative articles as our pilots' magazine seems to be inclined. After all, we were trained as pilots to see what's wrong so criticism comes naturally. Many of the RUAEA members are former managers and think of UAL as *their* airline, as do many of us who date back to a period prior to the 1985 pilots' strike. In retrospect, that period after 1985 in our pilot/management relationships now looks more like a test of wills between the Dubinski-ites and the Ferris-ites, with only the Lazard Freres-ites benefiting. As I write this, Bruce Wasserstein, the CEO of L-F has just passed away of an irregular heartbeat at age 61, so he now faces the ultimate judgment regarding his deal-making. Over the past year a multitude of the investment bankers have had their excesses exposed so let us hope they too may receive their just rewards. Does anyone remember Barry Marlin — our own personal Bernard Madoff? Then, if my memory serves me correctly, there was F. Lee Bailey, the legal whiz who, after advising the air traffic controllers out of their jobs, came up with the advice/suggestion that the UAL pilots should "buy United." I'm sure all of these talented advisors, Wasserstein, Bailey, and even our own ALPA advisors (Goldstein) were handsomely rewarded at United Airlines' expense, regardless of how the

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deals worked out. We pilots do tend to gravitate toward deals that are “too good to be true.”

Again, in retrospect, Mr. Wasserstein, along with his colleague – Joseph Perella, according to the account of his take-over attempts in the October 15, 2009 Wall Street Journal: “were in the trenches of nearly every major take-over battle of the 1980s.” Indeed, he was an advisor to Texaco in their ill-fated attempt to take over Getty Oil which ended up in Texaco’s going bankrupt and merging with Standard Oil of California, leaving Texaco CEO Glenn Tilton without a job. Gee, thanks, Bruce.

I must admit we were a spoiled bunch of pilots from the W. A. Patterson beginnings until 1985 with annual flight operations dinners, the best medical and engineering departments in the industry. Add to that flying the best equipment under the best contracts that set industry standard it now appears that in an attempt to preserve our image as the ALPA’s leading airline, we over-reached, to the detriment of UAL as we fought the battle against the “B” scale and 2-men cockpits. Other airline pilot groups, including our American brethren who were not even a part of the ALPA, cheered us on with “Go get ‘em United!” and “You’ve got to hold the line!” while other ALPA pilot groups shirked their duties, giving us lip service only.

Sorry to end this on such a revisionist history note but sometimes it gives one additional perspective to see the part of the problem we own.

One last bit of nostalgia: a local paper on 10/14 announced Walter Blaseck’s passing. As I scanned this obit, the name Blaseck caught my eye but at first didn’t register. Then it occurred to me that this was “Wally” (our United Airline Pilots’ softball team’s irascible manager). He kept urging us on in a belief that if we gave it our all, we could end up with a trophy for our mantelpiece. Needless to say, it never happened but Wally never gave up trying. Included among the would-be “Boys of Summer” on Wally’s team were Ed Pogue, Don Wein, Rusty Miller, Lloyd Price, John Vulcanoff, Bob Rutherford, Gene Tritt, Ken Ellis, and myself. I am sure I left someone out but surprised myself that I could remember as many as I did. At the time, back in the early 60’s, I had purchased a one hundred year old house and was in the process of digging a basement under it. Frequently, when game time arrived, I was so tired from digging and pouring cement that I

hoped that I would not get a hit so I wouldn’t have to run to first. We pilots do get ourselves into all sorts of untenable positions, searching for bargains/airline discounts.

It’s now October 23, 2009 and the big news on the front page of the Wall Street Journal is about Northwest Flight 188. I am tempted to send an e-mail to the Editor saying there isn’t an airline pilot alive who hasn’t been advised by a SELCAL or another aircraft in the vicinity to change to a new frequency after having gotten out of range of the previous frequency, for whatever reason. Frankly, it has been amazing to me that with the turmoil in the airline industry and the jeopardy the employees feel for their livelihood, there aren’t more attention lapses. Captain Chesley Sullenberger has been an excellent spokesman for how stressful this uncertainty is on all aspects of their lives. Having been a young co-pilot who had just received a notice (it read in part, “We can see no need for your services in the foreseeable future”) of being furloughed the same day (September 19, 1958) our third child was born, I can relate to the possibility that air crews can be distracted by personal affairs beyond their control. I can remember during one of those trips I flew during the period before the furlough actually took effect, telling the captain that I didn’t think I should fly my leg because of the state of mind I was in. If I remember correctly, the captain was Jack Leonard, who obliged my request, probably wondering, “What’s wrong with this guy?”

I’ll close with the old joke about the conversation between a bartender and one of his patrons.

Patron: Who’s that guy over in the corner slumped over the table?

Bartender: That’s an airline pilot.

Patron: How can you tell? He doesn’t have a uniform on.

Bartender: Every once in a while, he rises up and says, “Is that for us?”

Keep the blue side up. *Jim*

**RICH DEVRIES**—Forreston, IL

Eleven years ago today, on Oct. 27th I flew my last trip. Where has time gone?

I guess it has been my childhood dreams come true, as my dream was to operate heavy equipment. I was able to do that except I didn’t know my heavy

equipment was going to get off the ground.

In eleven years of retirement, my boyhood dreams have come true again, as I've just finished digging the second lake on the farm with heavy equipment that doesn't get off the ground. It seems I have just finished my second career, as my dozer is now for sale, and other rented and borrowed equipment has been returned to the owners.

Now after I finish helping my cousin with the harvest, we will be headed south for the winter to continue doing volunteer work as we have for the past 11 years. Our first stop on the way to Florida will be to see our new (and first) great grandchild in Virginia. Now we live in our heavy equipment in the winter, a Monaco Dynasty motor home.

We don't fly much anymore. We did fly non-stop from Chicago to Seoul, South Korea on Asian this spring for our grandson H.S. graduation.

*Rich & Evelyn*

**BILL GARRETT** - Coral Springs, FL

In my 33 years as a pilot with United Airlines this is how I want to be remembered:

One evening as the crew arrived at the Brazilian airport for the flight home I was accosted by a tall, well dressed man accompanied by a pretty wife and two crying blonde daughters. "Do you speak English?", he asked. "Fairly well", I replied. He proceeded to tell me his tale of woe with the little girls sniveling behind him. He had checked with United before he bought the girls a puppy. He had gotten all the required shots and paperwork. Now he was at the airport on his way home with his family and new puppy. It was on this occasion that United told

him they would not transport the dog because it was not the requisite eight weeks old. I told him to come with me and we proceeded to operations. I had not gone to law school three years to be thwarted by such a simple problem. I explained to the Brazilian staff that all would be simple and legal if only the man signed a release and waiver exonerating United from any responsibility and liability in the matter. The Brazilians were not impressed with my legal training. They refused to ship the puppy. I was getting frustrated. I empathized with the man as I was a father, a dog owner and I was the CAPTAIN. Finally I said, "Here's the deal. We are going to give this man an invoice for his kennel and a dead dog. We are going to transport a kennel and a dead dog. When he picks up the kennel and dead dog in Miami, he will have gotten what he paid for. If the dog comes to life in route, that's not our problem". Everyone was satisfied, papers were signed and the man left. I went to the mundane task of transporting 250 passengers over two continents. As the crew cleared customs the next morning, I was again accosted by the man and his family including the puppy. The girls were still crying, but this time they were tears of joy. There were hugs and sloppy kisses galore. The flight attendants had no clue why I had suddenly gotten so popular.

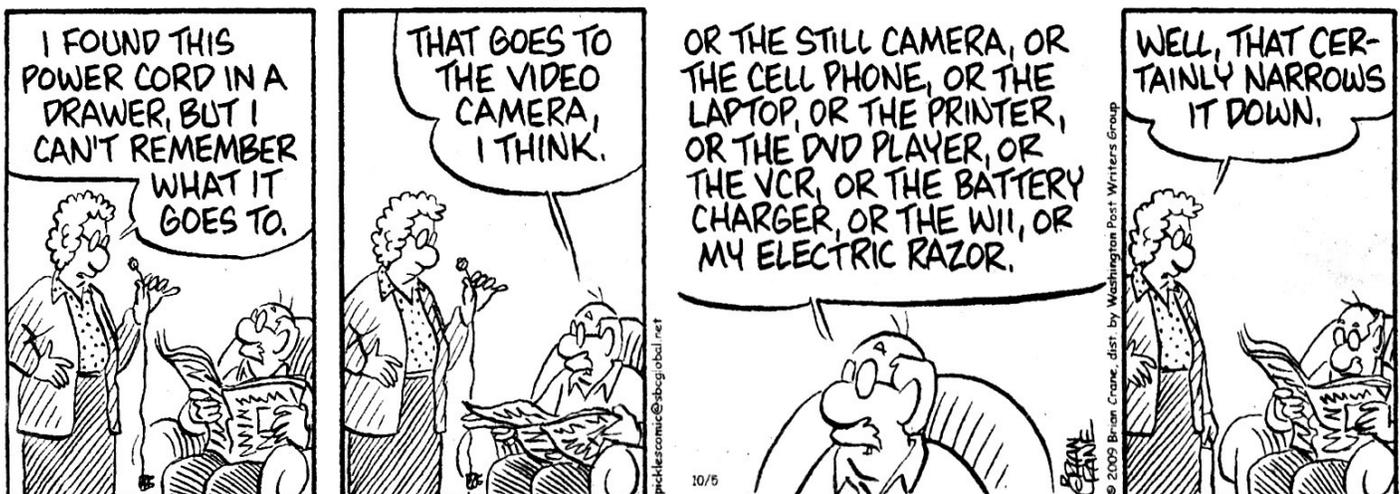
I have never been more proud of being a United Captain. *Bill*

**RICHARD GOUDEY**—Port Orange, FL

Greetings from Florida!

First I would like to say thanks to all that help to

## Pickles/Brian Crane



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produce the *RUPANEWS*. I really enjoy reading what's happening with all the interesting folks I flew with over 32 years on the line. That said, here's what's happening with the Old Goud:

Sold our wonderful boat several years ago, thankfully before the economic turndown, then got into a motorhome for two years and now have also sold that. Have decided to spend the summers at a small private lake in northern PA where my Dad and Grandfather had cottages and I grew up hunting woodchucks. Very relaxing and my wife doesn't have to cook as the 24 cottages employ a cook and waitstaff so the living is easy. (and no diesel fuel required).

Speaking of fuel, they have just discovered 4-5 Trillion cubic feet of natural gas under this area of Susquehanna County making many of the local farmers very well off indeed (lots of barns are getting new roofs and paint which is wonderful as this was one of the poorest counties in PA before the Marcellus Shale Gas was discovered. Our lake has leased all of our several hundred acres and we're hopeful that horizontal drilling will bring some royalties our way.

My oldest son, Britt, is still flying cargo in Alaska. Several of his companies DC-6's are ex UAL and ex USAF Mats C-118's still going strong after all these years. I got the serial numbers from him this year and sure enough my log book shows having flown a few of them myself in the early 60's.....they took out the superchargers as they don't go too high and they have GPS if you can imagine that! I remember Navigators with celestial and pressure pattern, BMEP and cabin heater emergency procedures. Wow!!! They haul cargo and mail all over AK and charter work on the North Slope. He had a charter to St. Georges in the Pribilof Islands and the mayor took a long lens photo of the DC-6 just as the nose wheel lifted off and the flame from the exhaust stacks is amazing even in daylight. Long live the round engines!

Will attend my 50th reunion of my Navy Preflight Class next March in Pensacola. Regretted missing the VR-3 reunion last September as have heard it was good. Next year would like to attend a NY Skyscrapers Lunch if possible....the pictures were great of the recent one...and wasn't that Larry Gardner in the photos???

Think that about does it for now.

Best to all former JFK, EWR, LGA, ORD, LAX, DCA and SFO pilots and all others whom I have had the privilege of knowing, *Dick*

**H. DAVID HARRIS**—Crystal Lake, IL  
Hello fellow RUPA members; 2009 was a very fine year for the Harris's. After the Super Bowl in February, we left cold and snowy Crystal Lake, IL in our motor home for the warmer climate of Austin, TX. March 1st we motored over to Gold Canyon Resort just east of Phoenix. Capt Lyle and Judy Burhans put us on to the resort and we had a fine time relaxing and visiting with them there until April.

Our son-in-law had two cars entered in the Indianapolis 500 and I offered to help for the month of May. Not used to working full days or taking orders from anyone except my wife for so long it took some getting used to. It was a wonderful experience. On race day I handled the pit board out on the track just about 12 inches from the race cars flashing by at 220 mph. What a view! They still use pit boards for radio back-up and to help signal count downs to pit stops, etc.

June was the 30th anniversary of the only dead heat in the history of Road America, Elkhart Lake, WI. Some of you might remember retired 747 Capt Dave Smith, he was also involved in that event. Five of us crossed the finish line just inches apart. The track honored us with a full page article in the program plus an ego boosting autograph session attended by a bunch of old timers like us and curious present day racers. We were amazed at how it seemed like only last week the racing memories were so clear. Oh, to be young again! Might still get back into a race car yet, it was a large part of our lives in the 70's and 80's.

October marked the 45<sup>th</sup> wedding anniversary for Kathy and me. Our children, Jill and John, their spouses, and all 6 grandkids are healthy and keep us busy being proud grandparents. So far our health is normal and good for our age as the doctors like to say.

Keep up the fine work at RUPA. Enjoy Wednesday morning breakfasts with the retired United group here and chewing over the events of the week. I always look forward to reading the RUPA Journal as soon as it arrives. Starting to really appreciate how neat a job we all had.

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I see United 767 Capt. Silk Washington got into a load of trouble in London. He flew F/O for me and I found him to be a charismatic and accomplished guy. Another round of answering questions and defending the profession is in store for us. *David*

**“AJ” HARTZLER**—Parker, CO

All these years sending annual dues and still no time to write much in the way of our updates! As happens to most of us from time-to-time—except our “free” time in between events seems to get shorter and events more frequent and prolonged and multiply like gremlins.

We have not really been able to plan anything for many years. My last journey was Denver—Houston (UAL 737 both ways) with our granddaughter, Faith, to pick up three wonderful Lhasa Apso pups. They loved the flight back to Denver! Anyhow, thank the Lord, we’re still moving our bodies.

We enjoy the good jokes and stories in the *RUPANEWS* and attending the Denver “Good ol’ Boys” luncheons when we can.

Maybe, when I can get our computers running without internet worms, viruses, etc., we can send more that might be of interest to some of you.

Meanwhile, the Good Lord bless you all! *AJ*

**JACK HEALY**—Laguna Woods, CA

My 89th has come and gone and now I'm looking forward to my 90th birthday in June.

All is well with Margaret and myself these days. Our only traveling is to visit are our children across the states.

Wishing you all good luck flying stand-by during the holidays. *Jack*

**HANK HEINTZ**—Denver, CO

Hi Gang, I've had the envelope addressed since April-but time flies too-especially when you approach 86.

Anyhow, please sign me up for a couple years--whatever. Always welcome the Journal. *Hank*

**DEKE HOLMAN**—Napa, CA

Just had my 85<sup>th</sup> birthday and I am still vertical. Our health is fair and life is great.

Went to Kona to our time share, played golf, did a little sight seeing, and had a great time. Used a reduced rate ticket on UAL because afraid to try a pass. The Flight

Attendants were great in spite of the working conditions. Went to Charlottesville, VA for my grandson's wedding and visited family.

Still working 2 days a week at Silver Oak winery, playing golf 2 days a week and flying my Eagle.

Looks like I will get another bionic knee before the year is out and I am ready.

Another great year at EAA Airventure, my 33<sup>rd</sup> year. Thanks to everyone for the RUPANEWS. *Deke*

**LARRY HORTON** - Daytona Beach, FL

Check to Leon...Letter to you. The time has past all too fast since I slowly retarded the throttles and started down from high altitude for the last time.

That was 19 years ago.

Since shortly after retirement, I have been fortunate to live in a fly-in community surrounded by fellow retired United pilots and other friends who, like me, continue to enjoy flying. We regularly get together to fly somewhere for breakfast or lunch to maintain proficiency in flying and in eating.

Both my wife and I have been blessed with good health in retirement and still enjoy traveling. She also enjoys tennis but will take a break to fly any place any time with me. We also regularly take road trips in our motor home. Some short, some extended, but we can always find new places to visit and enjoy. Life is good!

Thanks to those who make the magazine possible.

Our best to all, *Larry & Janet*

**BOB HUNTLEY**—Huntley, IL

Woke up Sat morning to 1" of snow. We are on Siskiwit Lake, Cornucopia, Wisconsin. 4 south of Lake Superior. Just as far north in Wisconsin as you can get.

Today we have 9 good months of snow mobiling and 3 poor months. We drive home tomorrow in more snow: until we get at least mid state.

*Tom & Barb*, and fool cat *Kitty*

**JESSE JERNIGAN** – Owasso, OK

Big 82 this year. Down sized to a sport cruiser so I still get to defy gravity. And still get a thrill when the wheels leave the ground.

Retired in 87 but still get calls at night from the crew desk. I spend a lot of time looking for my flight bag, then just try and find the gate, do not fly much then I wake up.

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I feel so lucky to have flown the line with two "used to be great" airlines. Capital in 1951 and United in 1961, DC-3 to 747 and lots in between. The Capital pilots are getting fewer each year.

The new format of RUPA is great I read cover to cover. One nice thing about having a birthday in November is that I can wish every one a very Merry Christmas.

And thanks to all who keep RUPA going. Check is in the Mail. *Jesse* captjess80@yahoo.com

**GEORGE W. JOHNSON**—Seattle, WA

Hi Cleve, Dues are in the mail.

Another good year. Number one son finally married in February, Grandkids getting older, wife getting better looking, still saving lives.

To keep the brain active we are learning how to sail. Haven't fell overboard yet, so all is well.

Thanks to all the volunteers,

*Veronica & George*

**TED KRYDER**—White Pine, TN

I am late as usual at least I'm consistent.

Check is in the mail with some for the orphans and widows.

Laura and I are in good health albeit we are getting into the 4<sup>th</sup> quarter towards my 100, wish us luck.

Still hold 2<sup>nd</sup> class and using my CFS to help the youngsters get the job we use to have. There is one young man working for MESA. I didn't teach him to grumble, he learned that on his on. 18K this day and time would able anybody grumble. I did my share after the merger, I learned a lot about flying in the middle seat of a DC-6. What no high low, burp cough got it all out of that tank. No I'm not taking my 3<sup>rd</sup> strip off anybody remember DC-3 wheels on the glide slope or Shirley coming up and saying OK Sonny put your feet back on the pedals, I'm having trouble keeping coffee off the ceiling. No computer no cell phone, rabbit ears on the TV, no bother, life is good.

My son in Wisconsin asks his Amish friend to help him put a TV antenna on the chimney and he said "no, but I can teach you how to live without the TV." He got his Doctoral this summer and all that stuff and more. I have my Aztec up for SALE and I may retire and drop to 3<sup>rd</sup> Class, buy a cub but can't quit till the almighty sends me West B6s ...all our

friends are there already.

I usually don't write much but I can get my friend the Librarian, Betty Jo, to send this email. You won't have to transcribe...her fingers work wonders on the keyboard. I keep mine to myself.

Yankees 2 Angels 1 in 5<sup>th</sup> game 2 If I keep writing I may not have to ask Laura who won in AM.

Stars in your crown to you guys for the magazine, All the Best! *Ted*

**LESLIE E. LUM**—Logansport, LA

Dear RUPA Friends: Well, about this time of the year I usually take a moment to write a few letters to my good friends. The time when I remember all the good things, and indulge myself to the extent of getting little sentimental.

It is a blustery evening, but here in my den it's cozy and comfortable. I'm sitting before a nice open fire with my typewriter, sort of half listening to the radio and slowly sipping a nice very dry martini. I only wish you all were here, however, since you are not, the least I can do is to toast your health and happiness, to time out, old buddies—while I bend my elbow to you.

I just took time out to mix another martini and while I was out in the kitchen I thought of all the time I would waste this evening if I went out to mix another drink ever once in a while, so I just made up a big pitcher of martinis and brought it bak in with me so i\*d havr it right here besideeme and wouldn't hav to waste time making more of them. So now im all set and her goes. Besides marinis aer agreat drink. For som reasen thy neverseeme to affect me in th slightst. Can dink them all day lone. So hre goes.

The greatessts thin in the whol wokld is friendship. Andebellieve me pals you all ar the greatests fieinds anybody everhad. Dave Peet—do you remember all the great times we had together?//all the wonderful conversations at the 19<sup>th</sup> hole in New Jersey. And Vogtritterer, how about all those timms at 720 scool? And Stein ill never forget allthe good times I enoyes with you. Of course once in a while I thinkn aboutsome of the untasteful jokes som of u plated on me. But what the hec & after allyou still by best friends, and f a guy cant have a luaght on a good truew frin onc in a whiel what the heck.

Dam putcher is impty so I jus wentoutand ma de anotherone and I sure wisch yall weer hear to hep

me fink these marotome because they are simppy deliuocius. Par me whild I lef my flass to you good helaht oncemore gecaus you are the best pals I go off courses whyt kin a pal would mak me fill out the cab slip jus because he was senior or mak me do the midnite watch at the Oharre Hilten during the striak whil he tooke tkhe 9am shif because/you guessed it/hes senoor. Ant no senorite at a strike. and what kin of a pal would teke me to the top of the mountan at camle bac and leveme/? Wel, the ski patrole finally got me down jus before dark. And Messina wat about my shoes. Thaks a low. Stien-the timne you acted sick for threee days whil waitin for tests had us all worried. That was a lousi thin for anybody-hdy todo and only a first class hele would di it. Wasna adm dam bit funneyl.

Stil kmaks me madd. and if youall thinikit (sfuney your all dirty lousesses and asd fare asim concerned you cn all go strat to helll and stya ther . to hel wihth auy.

*Mary-Christmas/*

**LEN MARTIN JR** – Fair Oaks Ranch, TX  
I may be little out of turn for my literary contribution but I wanted to pass along my recent experience with ZED fares in case it would help someone planning to use them.

You can look up the fares on Skynet under TRAVEL and you will see two classes listed Business and economy. We purchased the Business fare and it worked out very nicely. I got them over the United counter at SAT, I presume there is a way to get them if you don't have a UAL counter near you. Call the retirement center and ask for help.

I found the listing a little bit complicated since it was the first time I had used it. You must go to [www.flyzed.com](http://www.flyzed.com) put in the code UAL and the password 016 and fill in the blanks. Be sure to list anyone traveling with you. After you put in origin and destination it will list all of the flights so you can click on the one you want. It does not have all the information UAL has but it does have a little smiley face to tell you what your chances are for boarding similar to United's green, yellow, red coding.

We got business class which is essentially first class in Europe for \$92 Frankfurt to Barcelona and business class Milan to Frankfurt for \$57. Lufthansa was very accommodating both ways. It also lets you check your bags from origin to destination. We

did not have to recheck our bags in FRA.

We traveled across N. Italy for a week and had a nice little Fiat and no trouble on the autostrada. However, be sure to read the fine print when you pick it up and drop it off. I didn't and was charged about \$150 for three gallons of gas. I used Travelocity and Expedia and was generally happy with them but once again read the fine print. Happy trails. *Len Martin Lennieboy@juno.com*

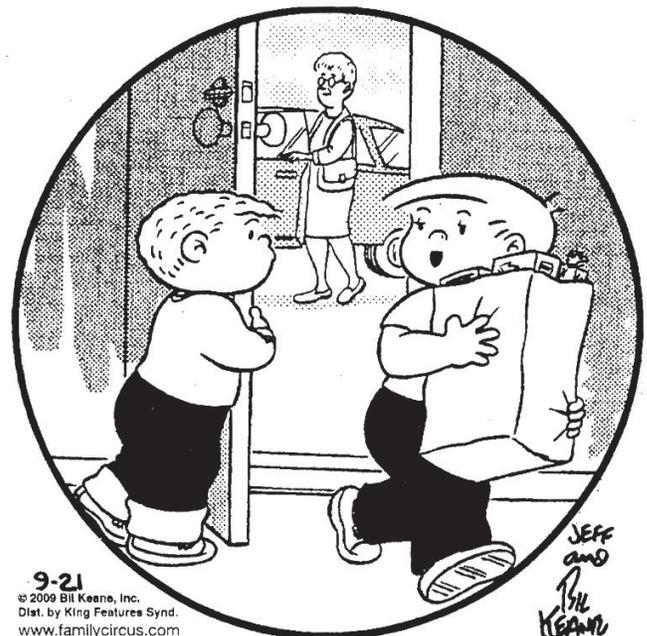
**GEORGE MENDONCA** – San Mateo, CA  
Well here I am four months late again. Isn't procrastination great?

I am upgrading my Kitfox 4 with an electric constant propeller and a cargo pod (It looks like a WWII fuel drop tank.)

I haven't been flying as many Young Eagles due to the Hiller Museum not flying since the accident in March. I plan to fly the Kitfox to Prescott Arizona to have lunch with my students. It will all depend on the weather of course. This month I need to (1) get a flight revue and (2) do an annual on the Kitfox.

It's hard to believe that I'm 75. If I knew I would live this long I would have lived a healthier life style. Sure I would!! I'll try to keep the dirty side

### Family Circus/Bil Keane



9-21  
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**"I'm REALLY strong. Grandma says when she was little it took two grown-ups to carry \$20 worth of groceries."**

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down.

Until next year. ( I hope it's on time ) *George*  
LAX SFO ORD SFO - george737ual@juno.com

**LEW MEYER** – Berwyn, PA

It's been a "normal busy year" with a bit of volunteering as well as going with friends for coffee 3-5 times a week on the bike. We've found some good spots, mostly 20 miles away. One of the riders, a smaller Italian guy is 6 years younger, which really pushes my "Red Line", however with lots of hills, it makes for great training.

And then this year, to "see what's left", I entered 5 races. Two were 12 hour; one was a 24 hour, one a 400 miler, and RAAM.

A few years ago, I was invited to be part of an older 4 person bicycle relay team. This year, with a highly experienced 13 person support team, we entered Race Across America. The 3,000 mile RAAM route from Oceanside, CA to Annapolis MD has 102,000' of climbing. In the 28 year history of RAAM, it had never been attempted by a group whose average age was 75. We completed it in 8 days and 15 hours.

So far, so good.

I really appreciate all who do the "behind the scenes work" that keeps this great organization together.

*Lew* [LewMeyer@verizon.net](mailto:LewMeyer@verizon.net)

**BILL MEYER**, Newport Beach, CA

Really like the format of the magazine.

Still akro/instructing/flt reviews, etc., mainly fun stuff. Mostly all older taildraggers, Luscombes, Pipers, Stearmans, Wacos, etc., plus my personal adrenalin machine, the Laser. EW about 950# with a pumped up(10:1) balanced ported/polished what used to be an IO-360. Lot of trick hotrod mods, so now it puts out about 240 HP. It sure tests my mettle 'G' wise, as aerobatic sequences seem harder now for some unknown reason???

Am in what seems a never ending process of replacing valve seats in the Siemens cylinders on the Jungmeister. The mill was built in about 1939, so trying to accomplish this task is difficult, to say the least. The Bucker/Siemens spare parts store has been closed since Hitler, which means we have to make our own. Have already made the valves, guides, rollers, rocker bearing races. The exhaust

seats are far more problematic.

Back in July at the monthly gathering of some old bold pilots I attend, yers troolly became the recipient of the Wright Brothers Award for over 50 years of not crashing or anything else untoward. The acceptance remarks went something like, "Cain't believe an airplane strapped to my ass for over a half century, and hain't oncet done got caught yit". Needless to say, the 2 Federales who made the presentation were duly impressed. Plus someone took a picture of us, and all I can say is in my wildest dreams never thought I'd be standing between couple FAA pukes unless mebbe wearing a pair of handcuffs! Lord, if they only knew.....(the file they have was over 4 inches thick, and still ain't got nuttin' on me...never wudda thunk they cared that much!). Jungmeisterly Jours, *Wilhelm*

**PH "WHITEY" MEYERS** - Bellingham, WA  
Hi Cleve/Bruce, Ten years since last flight. Hard to believe.

We are enjoying life in Bellingham. I'm still skippering for a pleasure yacht operation during the summer. Business was way down this past summer due to the economy.

We still see Bob and Linda Tannons regularly, Bob is part of our Monday night football group. Pat Caldwell was in town on the CAF B-17, and stopped by. We stay in touch.

Cheryl has had major surgery recently, but is recovering well. She still subs at the local schools.

That's about it. Checks in the mail. Thanks for all the work you guys do.

Regards, *Whitey*, Class of '63

**ROGER & DOROTHY NEILL** - Sumner, WA  
Many thanks to the volunteers who put out the *RUPANEWS*. We both enjoy reading it each month.

Not much new to report from sleepy Sumner. I still serve one afternoon a week as a docent at the Museum of Flight in Seattle. It's a great place to meet folks from all around the world, and to talk airplanes and space stuff. The most exciting event this past year was the arrival (finally) of the former Trans Canada Air Line Super Connie. Unfortunately the major donors want it kept inside a suitable shelter so it cannot be put out in our present airpark area until such a structure is built.

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Every time Dorothy and I fly somewhere I thank my lucky stars I am retired. What a hassle!  
Best wishes to all, *Roger*

**JOHNNY ODOM**—Port Townsend, WA

Hello to all you RUPA members. I hope this finds you well.

Patty and I are both healthy and happy. I just got a First Class medical and I am still flying, doing some instruction. We still have the Cessna 195, which we have owned for 41 years, it still keeps me humble. Also, we still have a Cessna 310R, which we have owned for 18 years. Having my A&P license and Inspection Authorization keeps me busy maintaining them.

This past June we sold our 44' pilothouse trawler, after taking her up the coast to the northern end of Glacier Bay. After 5 years and exploring most of the coast of Canada and Alaska, it was time to move on to other things. Time to put my 100 ton Masters License on the wall.

Our house and hangar here in Port Townsend are for sale. We are going to move to Fredricksburg, TX. Gets me back on about the same Latitude as where I grew up, Lake Charles, LA, but far enough from the Gulf to avoid the hurricanes. Another adventure for us.

Thanks to all of you who keep the RUPANEWS going. *Johnny*

**JOHN A PRESTEGAARD** - Denver, CO

Hi Bruce & Cleve, Check is in the mail!

I was glad to read in the Nov. *RUPANEWS* that "Moderate drinking may help the brain and reduce the risk of Alzheimer's and other Dementias." Now if I could just remember where I left the bottle of Scotch, I would do some "moderate drinking."

I got grounded in Nov. 1984 for a heart problem and then retired in Dec. 1985, so I've been un-employed for 25 years. I'm beginning to miss the flying but wouldn't want to come back to it the way things are now in the Air Line industry.

I've been living in our Condo here in Denver since July 2008 and am enjoying it very much. Took a Cruise through the Panama Canal last March and really enjoyed that. Drove up to Tacoma, WA in June to attend my Grand Daughter's graduation from the U. of Puget Sound. It was fun to see all

those places from the ground that I used to fly over. My girlfriend had Hip Replacement Surgery in August so that has slowed us down quite a bit, but she is doing really well and we plan on going down to our place in Sun City West, AZ for the month of Jan. and a cruise to the Caribbean in March.

So life is good except---the "Flown West" column has more and more names of good people who I knew and liked. It's sad to know that they are gone and my turn is getting closer. Well, let's live it up while we can, huh? *John*

**DOUG RANKIN** - Woodland Hills, CA

There is a Wendy's restaurant in the west end of the San Fernando Valley that lets about 70 of us use the restaurant as a meeting place every Monday morning from 0830 to 1030. In the group are many WWII, Korea, Vietnam flight crew members and others that are interested in Aviation.

One of the members was a WWII & Korea Marine Corsair pilot, he also piloted the first Marine Helicopter to land on the White House lawn. Last January Hal asked me if I had heard of the FAA Wright Brothers Master Pilot Award. My answer was no I had not heard of it. Hal, who received the award in 2005, went on to say that to be an eligible candidate, one must have 50 or more consecutive years of safe flight operations. I said to him I have 62 years and I am still flying my 1956 Cessna 182. After fulfilling all the requirements and being approved for the award the FAA inspector from the Van Nuys, CA office came to our Monday Wings over Wendy's meeting and presented the award to me.

My son, Paul, who used to fly for the Navy, Pan Am, Northwest & now Delta came out from MSP for the award presentation. The first time I took Paul flying he was six weeks old. My wife & daughter were also there and yes it was videoed and put on a DVD.

When reading the letters in the *RUPANEWS*, I notice that sometimes in the regular letters, but more often in the obituary letters, which are not written by the individual mentioned but by someone else, it is said that they started their United career with Capital Airlines. However, they spell Capital Airlines incorrectly. They spell it Capitol Airlines. They may not know there was a non-scheduled airline by the name of Capitol Airlines that flew Lockheed Constellations like Capital Airlines who also

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flew Lockheed Constellations. Capital Airlines was the one that merged into United in 1961. What I am trying to say is please spell it AL not OL. The reason I want to see it spelled correctly is because I started with Capital Airlines July 14, 1953. I retired January 1, 1990. *Doug*

**CLIFF RHODES**—Ormond Beach, Florida  
Cleve, Bruce, greetings from the beautiful beaches of Florida. Ida and I have been here 8 years now and we love living by the ocean.

I retired in Jan 2007 and I sure miss flying the line with the buds. My fondest memories are the times I spent with my fellow aviators and all the laughs we had. I don't miss the prairie doo doo (you can fill in your own word here) that goes along with the job but I remember the times we stood together. I salute you all. In my walk down memory lane, I remember my first month of flying as an engineer on the 727. The Captain I flew with would not let me take my wallet out the entire month. He bought all the time. I will never forget his words, "we are family here, when you make Captain you do the same for the new guys you fly with". Sage wisdom.

On the personal front I have been selected to serve on the board of directors for the Boeing Corporation. Ok, that's a lie. I just want that job. Actually, I am still actively unemployed and Ida has retired from teaching. We live in a golf community and play often. I am doing volunteer work for the Beachside Church and I work at Halifax Urban Ministries homeless center. I am in my second year of remission from stage four throat cancer and I am very thankful to be on this side of the sod. I had to fight the FAA to get just a 3<sup>rd</sup> class medical which they issued to me under special issuance and hopefully when I send them more information in June they will give me a 1<sup>st</sup> class.

We still make our annual trek back to Mecca (San Diego). We visit with our good friend and best aviator I know, RUPA, former Navy fighter pilot, and my former Commanding Officer Pete Hunt, call sign "Hunter". We are also hoping to return to Hawaii this next year. If you have any information about good deals as to places to stay, I would greatly appreciate an e-mail (crhodes60@cfl.rr.com).

Ida and I wish you and your family all the best in the coming year. Take care you aviators, and in

your retirement take pride in all you did for so long for many of us that followed. I would not even been hired had you not built the airline that we all loved. Thanks.

*Cliff & Ida*

**NEAL RIDENOUR**-Downers Grove, IL  
Greetings to all and a special thanks to those who keep things going at RUPA.

It's been 22 years since I flew my last trip to HNL and everything is going great for me. Marianne and I celebrated our fourth year of marriage on October 15. Our health has been good and we do a lot of Square Dancing. We think that's better than going to the exercise club because it's good mental exercise also.

We still live on the Brookeridge private airport and I have a Cessna 182 in my hangar. I am still active in the Chicago Glider Club (I have been in the club for 50 years) and have my own ASW27 glider for cross country racing. I got a few cross country flights in this year.

We take quite a few trips on United Airlines passes and have had very good luck getting on. Those of you who are senior to me please disregard that last remark and continue to buy tickets.

I still volunteer and work the United 727 at the Chicago Museum of Science and Industry. We need more people, so if you can spare a day once every three months, how about joining us.

*Neal* MDW-ORD 51-87

**EDGAR A. RIEHL**—Boulder, CO  
1946-80 (Interrupted by a furlough and 4 years in the USAF)

Since we plan to be on the road on my BD, will try to get this off before we leave. First, our sincere thanks to those who spend their "free" time keeping these communications coming. Your efforts are deeply appreciated.

Our trip south last year took us via Franklin, TN where we visited a tent mate of several months in New Guinea in 1944. Failing to get any encouragement from the Airlines on leaving the service, he reverted to highway construction--specializing in bridges. (The Air Lines didn't give me any encouragement, either, but persistence paid off). Spent another pleasant season in Fort Myers, FL and detoured a bit on the way back home to visit our eldest in Deming, NM--took the drive through White Sands Nat'l Monument and a few other sight seeing drives

along the way. Summer has sped by, and now it's time to hit the road again. We both still very much enjoy these trips across this beautiful country, though Ruth still wishes we had our own bed and eating facilities trailing along behind, and I would like to have a trailer for enjoying our beautiful mountains during the summer, but have long since stopped enjoying setting up for the night in freezing temperatures--and, at times, having to lay on wet or snowy ground using a hair dryer to defrost the sewer connection when preparing for departure.

Ruth still suffers daily with those shingles--three 1000g years now. The infection in her left eye has still not completely healed, so is still under doctors' care. I am in reasonably good health, though lacking in stamina--is this normal approaching age 89? Four days after arriving in Fort Myers last November I experienced a TIA (mini-stroke), and spent four days in the hospital while a coumadin routine was established. The old heart keeps "fluttering" along--leaving me feeling fine some days, others, all I want to do is eat, read and nap. Happy New Year to all. *Ed & Ruth*

#### **JOHN (JACK) SCHAUF - Ocala, FL**

Dear RUPA: Your fine publication and the efforts of the staffers is greatly appreciated. Each year I recognize fewer names. It was a great privilege to have worked with such a fine group of professionals. I'm at the end of the 24th year in retirement and health wise doing quite well for being 84 in Dec.

Had a little shock in May during my annual prostate check. My urologist felt a hard lump on the prostate. He explained the options and suggest a biopsy. I called a son who has a friend who is very knowledgeable on alternative care and had us on a 3-way call. He sent an e-mail with two very interesting cancer links, which will follow. I started the simple treatment the next day, need 7 - 8 days, and canceled the biopsy. Two weeks later I had a bladder infection and went to the same doctor and asked

him to check the tumor again. After spending more than the normal time feeling around he said the tumor was much smaller. I didn't tell him about the treatment and decided to get the biopsy which came back benign. I then told him about the treatment I used and typically he wasn't impressed. My PSA has normally been around 2 and now is 1.1. I'll never know if I had cancer but am comfortable in knowing I don't now have it and the treatment may have helped.

Some people may like to look at the following links: <http://www.life-enthusiast.com/index/Articles/Sircus> and [http://live-enthusiast.com/index/Concerns/Cancer/Cancer and Sodium Bicarbonate](http://live-enthusiast.com/index/Concerns/Cancer/Cancer_and_Sodium_Bicarbonate). The first one is the best, lengthy but great information by Dr. Sircus. In a nut shell the treatment consists of mixing 3 parts of 100% pure maple syrup and one part baking soda (best is Bob's Red Mill Aluminum Free baking soda that I found at our health food store). Mix and heat (but don't boil) for 5-6 minutes while stirring to bind the ingredients and take one tsp. per day for 7 to 8 days without interruption. They claim there is no cancer it won't kill. Can be used with any other treatment. Our family doctor agrees it is harmless and worth a try. Mae and I used it again last month as a maintenance measure.

Our son and family rented a beach house in Nags Head, NC in August and invited us. Had a great time and enjoyed a second visit to the near by Wright Brothers Memorial. Is interesting that the first flight flew about 120 feet, less than the wing span of the jets we flew. Orville died in 1948, preceded by Wilbur, and witnessed a fantastic change in the industry. A park ranger mentioned that Howard Hughes took Orville for a flight in a Connie and let him fly it. It is hard to imagine what went through his mind to see the progress. We owe a lot to the Wright Brothers and other pioneers. From



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there we drove to visit another son in central TN for the weekend. A very enjoyable trip.

Thanks again for the great maagazine. Check is in the mail. Best to all, **Jack**, MDW, ORD, '56-'85, schaufjm@aol.com

**BERNIE SCHWARTZMAN** – Winchester, VA  
Yes! Another year has gone by, some of it slowly, some of it quite rapidly.

It wasn't until May with the sun warming the soil and painting the trees green that Bonnie and I finally started traveling. It was off to Bedford Mass for a family Bar Mitzvah and then turning around the next week for a drive to Daytona Beach for Bonnie's 50th High School reunion. It was quite an event with the farewell dinner at the Daytona Race Track. We no sooner returned home to Winchester and changed clothes then we were off to Williamsburg, Virginia for a week of rest and golf.

The highlight of June was the marriage of my youngest son, Steve. The wedding was held outdoors under a large tent on our front field. The music was arranged by Steve and prerecorded. The wedding march was the theme from Star Wars. The wedding party was dressed in formal wear and sneakers, quite an event. The couple is living happily in Front Royal. Andy, our oldest, is still hanging with United, flying out of Dulles for now. It seems like each generation must go through the hard times as well as the good. The only difference is that we experienced the best of times, mostly.

In July Bonnie had knee surgery and has recovered well. And then came September and bears and salmon. It was off to Yakutat Alaska once again. A strong storm dampened fishing for a few days but we managed to catch a few. One particular bear made life miserable for E. K. Williams and his son Eric and for most of the other fisherman on the Situk River. The bear would travel up and down the trail spotting easy fish meals whenever he saw fisherman with fish on the bank.

It is now November and deer season is well under way. I can't wait until the freezer has some fresh venison. Hunting, fishing and golf, what a way to enjoy retirement!

The guys at RUPA are doing a great job of keeping us informed. Bonnie and I read all the letters from

our friends. The check IS in the mail on time with a little extra to defray expenses. **Bernie**

**CHARLIE SCHWOB**—Goodyear, AZ

Hi RUPA, I'm late again. I just posted my renewal via snail mail.

Enjoying life and in good health. Spent two weeks in Europe with friends in Sept. and Oct.

Thanks to you all that do such yeoman work in putting together the monthly info.

It's been 19 years since I last set the parking brake on a trip from Hong Kong. I must admit I don't miss the jet lag after a Pacific crossing.

I'm writing this on the Marine Corps Birthday, and to all Marines I wish you a happy 234th birthday.

*Charlie*

**RICHARD W SELPH** – Vail, CO

Turn 70 this year: as the milestones come and go, you start to wonder....

Very happy event # 1, in March when grandchild # 3, Van, was born to son, Brac, and his wife, Daina, joining Braeden.

Very happy event # 2, in May when grandchild # 4, Ben, was born to daughter, Catherine, and her husband, Aaron, joining Chloe.

Very happy event # 3, in September when our youngest, son David, married the elegant, smart, and charming Christine at a villa on Lake Como in Italy (glad we were parents of groom and not bride....).

Unfortunately, there was also a very sad note in August when 4 month old Ben started having seizures and was diagnosed with a serious neurological problem. Controlling the seizures has been difficult. The long term prognosis for his development is uncertain and, therefore, very scary.

To end on a lighter note, a few of the already married guys got together hours before David's wedding to try to offer tips. The best came from a young colleague who, when having a disagreement with his wife, tries to remember to ask himself, "Do I want to be right or do I want to be happy?"

With the usual thanks for your loyal service to the pilot group!! **Rich & Ann**, FOPA, SFO 86-01

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**BRUCE SMITH**—Orland, CA

Greetings to all, I am 30 years into retirement now, and just getting the hang of it. We live in a senior community, and have our own house, but get noon meals at an assisted living house next door. My wife has early stages of Alzheimer's, so I am becoming a full time care giver. We are celebrating our 64th wedding anniversary today.

I still remember my first trip for United. It was as a DC-3 co-pilot flying out of Chicago's old Midway Airport on a trip to Washington National. A lot of water under the bridge since then.

My best to all, *Bruce*

**ERNIE B THOMAS** – St Helena Island, SC

Dear friends: Fifteen years retired, which means the three-quarter century mark. Health is good, still working on attitude.

I spend many pleasurable hours singing with my barbershop group, the Beaufort Harbormasters, a chapter of SPEBSQSA. Pronounce that acronym and you win a prize.

There's a new grandson just about a year old out in Colorado who also does some singing. Going to Minnesota at Thanksgiving (oldest son) to get my ration of cold weather.

Good luck and good health to everyone,...*ET*

**JOE UDOVCH**—Laguna Hills, CA

Well, its birthday time again and I'm still surviving. Celebrating my birthday this year on a Friday the 13th, and since I was born on a Friday the 13th, I'm still waiting for the other shoe to drop. Seventy three years and I haven't had any real bad luck come my way. However, sometimes I feel like I'm really getting old; like when I fall asleep after dinner in front of the TV; or when the aches and pains just start acting up for, it seems, no good reason at all. Then, I'll force myself into some form of exercise: swimming, walking or biking, and with that, my body and mind become revived, and I feel like my "young self" again.

We're lucky as a group, we retiree's, having worked at United when job satisfaction was pretty high. As a result we have a lot of good times to look back on and share with our compatriots at our periodic luncheons and other affairs. A good thing to do because it keeps our mental state both stimulated and

healthy, avoiding the depression which plagues many of today's working pilots. We all hear the same bad news coming out of the airline industry, including the sad rumors about United. I feel blessed to have avoided a lot of that.

My third daughter, who lives with me because of her developmental disabilities, had a piece of good fortune when she attended the COIS-CON in San Diego in June. She won one of the cars, a Nissan Cube, which was being used for promotional purposes, and we will be taking deliver shortly. Fortunately, Carynn has enough common sense to know that she won't be doing the driving of the vehicle.

I can't sign off without the usual BIG Thank You to our two hard working RUPANEWS editors, and all the other RUPA officers who keep the organization functioning.

Until next year, *Joe*

**WOODY WOODWORTH**--Rowayton, CT

Check enclosed for another year of great service. All's well here seven years after shutdown. Health is good after a few minor adjustments. My right gear collapsed this summer and I had a total hip replacement in September. Doc said recovery would be 7 to 8 weeks and I said 6 weeks would mark my birthday and I expected to be on the golf course that day. Teed off 6 weeks later on my birthday. I hoped the surgery would cure my slice and it did, but I now have a magnificent snap hook! Don't miss the airline but I do miss the people. Thanks for keeping us in touch. *Woody*

**JOSEPH A ZAHNISER** - Warner Robins, GA  
Cleve and Bruce: Your November issue was great! I loved the colorful cover with that B247 aircraft.

When I was hired on with United, June 10, 1941, in the Burbank Dispatch Office, the 247's were flying the "Coast Route" from Burbank to San Francisco, with stops at Santa Barbara and Monterey.

I remember that, as you walked up the aisle to the cockpit, you had to step up and over the wing spar, or whatever it was, on the floor.

Your article on page 12-13 about the 247 was fabulous!! All the details and history, and the picture of the public, checking out this amazing, modern airliner! And, how about that photo of the B707 spew-

ing black smoke from all four engines? The other articles and news in that issue were very interesting: aviation news, updated info about using passes, etc. - good. The LONG list on the last page was scary, though.

Thanks for the great job you are doing.  
**Joe** - BU SA LG CV CG ORD IAD

## **IN MEMORIAM**

### **WALTER H. BLASECK**

Wally passed away peacefully at Good Samaritan hospital, on September 27th, 2009.

Wally was born in Chicago, IL September 29, 1929 where he attended the University of Chicago. He served in the United States Navy and reached the rank of Lt. Commander. He was a top fighter pilot and flew several different types of jets including the A4D.

After his military career Wally flew for United Air Lines until his retirement. Those who knew Wally thought of him as an outstanding Captain and someone who made them feel secure while flying the "Friendly Skies" of United.

Wally resided in Saratoga, CA for the past 36 years where he enjoyed running, playing golf, and working out with his buddies.

Wally is survived by his wife of fifty years, Celeste, a son and daughter in law.

A private service was held for the immediate family. A Memorial for donations can be made in Walter Blaseck's name to: D.E.L.T.A. Rescue, P.O. Box 9, Glendale, CA. 91209.

### **THOMAS A. BREDIS**

Tom, flew west October 26, 2009, with loved ones by his side. He will be forever missed and never forgotten.

Tom was born in Courtdale, PA January 1, 1929. He led a full and dedicated life with service in the Navy 1946-1948 and as a pilot with Capital Airlines, 1949-1953, and United Airlines until he retired as a Captain in 1988.



He enjoyed hunting, loved golfing with friends, and spending time in the Hawaiian Islands.

Tom was preceded in death by his wife, Dorothy, and survived by three daughters, grandchildren and great grandchildren.

A Celebration Mass was held Nov. 6, 2009, at Sacred Heart Church in Saratoga, CA where he was a member for 41 years.

In lieu of flowers, please send donations to Hospice or charity of your choice.

### **EVERETT C "CLAY" GOLDEN**

Clay flew west on October, 11, 2009.

He was born in Alliance, Nebraska, He graduated from Cheyenne High School in WY and Colorado A&M.

Clay joined the US Air Force where he received his pilot training. After the Air Force, he flew for United Airlines for 32 years and retired in 1987. In 1995, he and his wife, Faye, moved from Napa, CA to Grants Pass, OR.

Clay enjoyed bowling, golfing, square dancing, round dancing, working on his antique cars and traveling with Faye.

He is survived by his wife, a daughter, two sons, a stepdaughter, two stepsons, a sister, 12 grandchildren and 5 great-grandchildren.

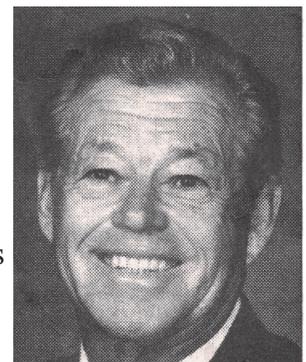
### **FRANK C. MC ELHOES**

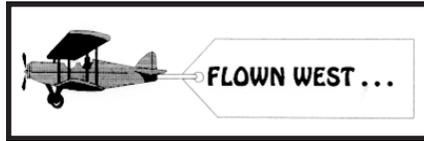
Frank flew west peacefully in his home on October 19, 2009 at the age of 83.

He was a longtime resident of Helendale, CA. Frank served in the US Navy, and retired from United Airlines in 1984 after 38 years of service.

Frank was an avid golfer, skier, boater, and traveled all over the world. We will miss him dearly and his spirit will live in our hearts forever: His wonderful stories, countless jokes and his love of life.

He is survived by his wife of 33 years, Dorothy, eight grandchildren and five great-grandchildren.





JAMES M BRADY	Jun. 13, 2009
COY N. WALDEN	Jul. 03, 2009
H. WAYNE JOLIN	Jul. 04, 2009
*ROBERT E. FALKE	Jul. 05, 2009
*PAUL J. REINDERS	Jul. 14, 2009
*TERRELL E. STEVENS	Jul. 22, 2009
*ANTHONY G. HILBERT	Jul. 30, 2009
O FOSTER STURDEVANT	Aug. 15, 2009
JAMES E. STRONG	Sep. 08, 2009
WALTER H. BLASECK	Sep. 27, 2009
EVERETT C."CLAY" GOLDEN	Oct. 11, 2009
FRANK C. MC ELHOES	Oct. 19, 2009
THOMAS A. BREDIS	Oct. 25, 2009
*WALTER J. FLETCHER, JR	Oct. 26, 2009
KENNETH TRAHAN	Nov. 02, 2009
*JERRY GRUBAUGH	
<i>*denotes non-member</i>	



### 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



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**RUPANEWS Deadline: 3rd Thursday at 4pm PST January, 2010**

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## 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 (2<sup>nd</sup> 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 Crazyes (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