
rupanews



Journal of the Retired United Pilots Association



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The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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PRESIDENT'S LETTER

Here we are, two months into 2k10 and as the song says, "the times, they are a-changing". The economy seems to be on the rise, the auto industry has turned the corner, the housing market appears to have bottomed out, and job losses look like they have leveled out. Some people would say this is a rose-colored glasses view but optimism is easier on the soul. Some things never change and that is the rumors are still in the wind. They include the loss of our retiree health benefits, loss of our pass travel benefits, and a merger of CAL and UAL. My inside source says that CEO Larry Kelner suddenly retired with no warning and was replaced by a new CEO whose specialty is acquisitions and mergers. He told the employees that if the Delta/Northwest merger makes a profit, he will start merger talks with United. Ladies and gentlemen, fasten your seat belts, reports of turbulence ahead.

On a more pleasant note, a request for a donation to the William S. Arnott Scholarship Fund was made by the BOD of the UAL Historical Foundation. This fund provides a yearly scholarship to two different schools. Mt. San Antonio College and Southern Illinois University. Students enrolled in an aviation-related program are eligible. Despite the distance between RUPA board members, we were able to reach an agreement to make a one-time donation to the fund. I would like to personally thank our Sec/treas. for all his research and phone calls on my behalf. Many local groups are involved in raising money for the UALRPF but I would ask that you also consider raising money for this worthwhile cause. To learn more about the scholarship fund, go to the Historical Foundation website, uahf.org.

I recently finished Capt. Sullunberger's book. If you would like a walk down memory lane, I highly recommend reading it. His philosophy of life, family, and career is a mirror image of everyone involved in the field of aviation. It is encouraging to know that many, not all, but many of my decisions in regard to raising my family, my outlook on life, and the conduct of my profession are validated by another esteemed member of the aviation profession. Thanks to Capt. "Sully", the pilot profession has received a shot in the arm. My son was walking through the terminal in uniform when a young girl came up and told him "pilots' rock". Aloha, *Ron*

Explanation of RUPA "Lifetime Membership"

Do to some misunderstanding of what a "Lifetime Member" of RUPA was, I've been asked by a Local Area Representative to print an explanation.

When RUPA was first organized they had a Lifetime Membership. To be a "Lifetime Member" a pilot would pay \$50 when joining and then would pay dues of \$20 a year and those who didn't want to be a "Lifetime Member" had to pay \$25 a year.

I took over as sec/treasurer in 1995. At the next convention, after I took over as S/T, we changed the bylaws requiring that all new members would pay the \$50 to join and \$25 a month dues. We completely did away with the Lifetime Membership.

Apparently, someone has claimed he had paid \$50 ten years ago and was told he would not have to pay any further dues for life. I was still S/T ten years ago so I know this is misinformation. Members have always had to pay annual dues from the first day RUPA was formed. If a member neglected to pay the annual dues that member was put on inactive status. By Cleve Spring

Do not send money here, letters only, please

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Address changes, Snowbirds & Others:

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

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

Cover Story of the Ford Tri-motor

From Wikipedia, the free encyclopedia (liberally edited!)

The **Ford Tri-motor**, nicknamed "The Tin Goose," was a three engine civil transport aircraft first produced in 1925 by Henry Ford and continued in production until June 7, 1933. A total of 199 aircraft were produced. Although designed for the civil market, the aircraft was also used by the military and was sold all over the world. Unlike his famous Ford Model T cars, trucks and farm tractors, Ford did not make the engines for these aircraft.

The story of the Ford Tri-motor begins with William Bushnell Stout, an engineer who had previously designed several aircraft using principles similar to the Junkers from the German manufacturer.

Stout, a bold and imaginative salesman, sent a mimeographed form letter to leading manufacturers, blithely asking for \$1,000 and adding: "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford.

In 1925, Ford bought Stout and its Hugo Junkers-influenced aircraft designs. Ford then adapted the traditionally single engined Stout design with three Wright radial engines. The Ford Trimotors used an all-metal construction — not a revolutionary concept, but certainly more advanced than the standard construction techniques in the 1920s. The aircraft resembled the Fokker F.VII but it was all metal allowing Ford to claim it was "the safest airliner around." Its fuselage and wings were constructed of aluminum and corrugated for added strength although the incipient drag reduced overall performance. This has become something of a trademark for the Tri-motor. Transcontinental Air Transport, which later became part of Trans World Airlines, used the aircraft to begin its transcontinental air service from San Diego to New York in 1929.

Although designed primarily for passenger use, the Trimotor could be easily adapted for cargo hauling as the seats in the fuselage could be removed. To increase capacity, one unusual feature was the provision of "drop down" cargo holds in the lower inner wing sections of the 5-AT variant.

The original (commercial production) carried a crew of three: pilot, co-pilot and stewardess as well as eight or nine passengers (up to 12 passengers could be accommodated in special configurations). There were many models and variants, but all had aluminum corrugated sheet metal body and wings. However, unlike many aircraft of this era, extending through World War II and later, the aircraft control surfaces were not fabric covered, but were of corrugated aluminum. As was common for the time, the rudder and elevator were controlled by wires that were strung along the external surface of the aircraft. Similarly, engine gauges were mounted externally, on the engines, to be read by the pilot looking through the windscreen. Another anachronism was the use of the hand-operated "Johnny Brake."

Like his cars and tractors, these Ford aircraft were well designed, relatively inexpensive, and reliable (for the era). A combination of metal structure and simple systems led to a reputation for ruggedness. In order to fly into normally inaccessible sites, the Ford Tri-motor could be fitted with skis and floats.

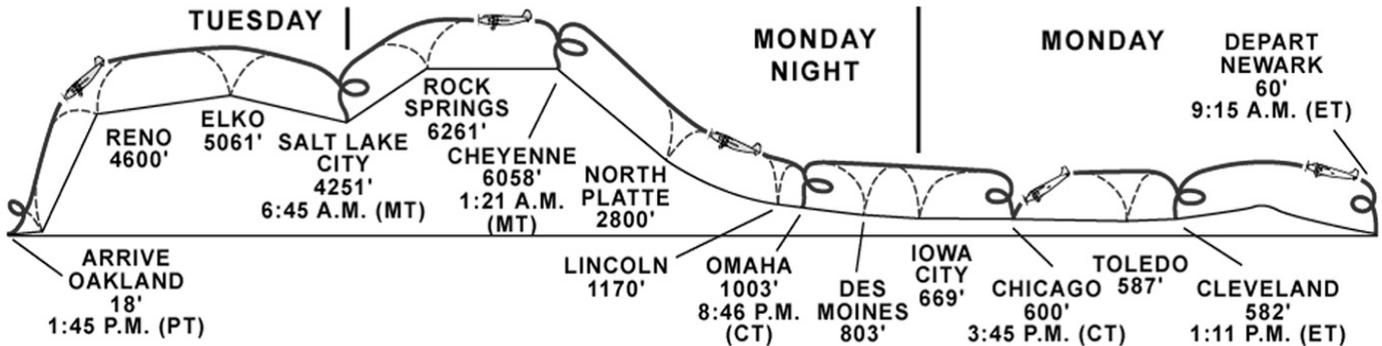
The rapid development of aircraft at this time (the vastly superior Douglas DC-2 was first conceived in 1932), along with the death of his personal pilot, Harry Brooks, on a test flight led to Henry Ford losing interest in aviation. While Ford did not make a profit on its aircraft business, Ford's reputation lent credibility to the infant aviation industry.





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



A 1932 United Aircraft & Transport "Coast-to-Coast Limited" flight

A Ford Tri-motor departs Newark at 9:15 AM (eastern) on a Monday. The passengers change to a Boeing 80 Tri-motor in Chicago at 3:45 PM (central) and change planes again in Cheyenne at 1:21 AM (mountain). At dawn the "80" pauses for 1/2 hour in Salt Lake City and arrives in Oakland at 1:45 PM (pacific). The flight has 14 scheduled stops, including five major inspection points.

(photo) U.S. Air Mail cargo between New York and San Francisco weighed between 400 to 750 pounds and occupied about 45 cubic feet of space. Air Express boxes added revenue.

In 1931, two years into the Great Depression, the United Aircraft and Transport Division of Boeing earned a \$2,700,000 profit on a gross of \$30,000,000 (approx. \$350,000,000 in 2008 dollars). 10,300,000 miles were flown by the company's 125 airplanes.

On an average Transcontinental flight with three passengers, the fares totaled \$480, income from Air Mail and Air Express totaled \$2,095 for a Gross of \$2,575 and a Net Profit of \$577 per flight.

Flight costs were: Pilot \$240; Copilot \$81; Stewardess \$12; fuel (2,400 gal.) \$218; Oil (125 gal.) \$100; Misc. \$30. Ground costs were: Ground Operations \$207; Maintenance \$888; Administration \$111; Traffic & Advertising \$111.

By Marvin Berryman, *DENTK (Ret.)* - The redrawn map, the text and the photo are excerpted from the April 1932 *Fortune* magazine - Denver Public Library



RENO'S BIGGEST LITTLE GROUP

The biggest little group met the day before Thanksgiving at BJ's Brewery south of Reno for libations, good food, good company and a few tall tales of yesteryear. A few good jokes, the sad state of affairs at UAL, and some political discussion followed lunch.

With the Holiday weekend approaching the turnout was somewhat sparse and our normal scribe, Gary Dyer, was out of town.

Present and accounted for: Len Bochicchio, Tom Diehl, Dean Shuff, Tom Taber, Lyle U'Ren, and scribe Cort de Peyster.

FEBRUARY CRUISE NEWS

This RUPA Cruise itinerary is proving to be immensely popular with our members, their families and friends, as we now have 56 cabins booked. Thirty five 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 eight cabins are booked for the second ten days of the cruise. If you would like to join us, you should act soon to reserve a cabin.

As previously mentioned in the *RUPANEWS*, I will continue to highlight two or three of the ports cities along the route of our cruise. Piraeus, Greece is the next stop after Kusadasi Turkey which was covered in the December issue of the *RUPANEWS*. Piraeus is the largest port in Greece and roughly seven miles from Athens. It is an easy walk into Piraeus from the cruise terminal and about a 20 minute walk to the train station where one can take a direct train to the foot of the Acropolis in the heart of the Plaka district in Athens. Piraeus offers some shopping but the Plaka district has excellent shopping opportunities of interest for most visitors. Note: most of the shops in Greece close for afternoon siesta around 1 or 2 pm and do not reopen until 5:30 pm or so. Greece uses the euro as its formal currency, but you may see some Greek drachma in use and US dollars are accepted in most of the tourist areas, and major credit cards are always welcome. Athens is a big, crowded and bustling city choked with traffic and too many people. While Athens does offer some wonderful sights and dining experiences, it is not exactly user friendly. Of course, the main attraction in Athens is the Acropolis. On the way to the entrance to the Acropolis is the Theater of Dionysos. You can not help but be in awe of this ancient masterpiece.

You can easily spend several hours wandering around the various sites here and still leave without seeing everything. The Parthenon is over 2,400 years old and still stands proud and tall to be seen from every vantage point in Athens. It is truly remarkable. Another major building that stands on the Acropolis is the Erechtheion with its 6 ladies that serve as pillars for the building. Just down from the Acropolis is the Plaka District. This area is made up of pedestrian streets that wander this way and that and offer excellent shopping and dining opportunities. A visit to the Plaka is almost a given after a visit to the Acropolis. Relaxing in one of the sidewalk cafes enjoying a local dish and some ouzo is a great way to spend the lunch hour. The site of the first Olympiad, the Panathenaicon Stadium is well preserved and is also well worth a visit. There are several ruins and attractions located between the Plaka district and the Panathenaicon Stadium. The Temple of the Olympian Zeus and the area surrounding it are fascinating and worth a visit. It's an easy walk from the Plaka and on the way you can view Hadrian's Arch. Be very cautious when walking in Athens, traffic can be treacherous and pickpockets abound.

Messina Sicily is the next stop prior to the return back to Rome. Messina is just three miles off the coast of southern Italy's mainland. This bustling town has a complex history with roots in Greek mythology but because of several earthquakes and heavy allied bombing during World War II, it's a relatively young city architecturally. Since the majority of the city has been rebuilt or refurbished within the last 100 years, you'll find the town has an interesting blend of new architecture and old styles. One thing you won't want to miss is the world's largest astronomical clock, Orologio Astronomico, in the Piazza del Duomo. It's set in a 197-foot bell tower and when the clock strikes noon, it comes to life. As Ave Maria begins playing from a loudspeaker, the bronze mechanical figures start to move. A lion roars, a bird flaps its wings, and two historical heroines take turns ringing the bell, and before it ends a statue of Jesus appears from a tomb.

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 me know and maybe I 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

Idle thoughts of a retiree's wandering mind...

If the world was a logical place, men would be the ones who ride horses sidesaddle.

2010 RUPA Roman Empire Cruise

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

1st 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*

2nd 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
1st 10 day cruise taxes are \$78 per person, are not included and are additional
2nd 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

The 3rd 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

Check out deck plans and staterooms on the Internet

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

DANA POINT RUPA (December) LUNCHEON

Deck was closed today. Even though the rain has passed on by. Not enough 'Staff'...It looked like they were short on customers. Tough times? The whole group was waiting in the fire pit area outside when I arrived at 11:45. Wx was good for the Guys outside...oh well inside was just fine and we were given seating with a fine view of the boats and channel. The service was great. Bob McGowan filled out a "card" saying the same!

Present were: Ed Ahart, Park Ames, Barney Barnhouse, Walt Bohl, Bob Brockmeier, John Grant, Rudy Haluza, Rick Hoefler, Ed Kreger, Rudy Loftin, Bob McGowan, Jerry Meyer Al Pregler, Bill Rollins, Glenn Schwarz, Bill Stewart, Joe Udovch, John Arp and wife Cheryl. Two members checked in absent.

Bruce Dunkle ... "We're over here in Vegas to attend the Las Vegas Gamblers (RUAEA) lunch tomorrow, so I won't be at Dana Point. Merry Christmas"... give us an update on the RUAEA, Bruce.

Lary checked in with "Wish I could join you but WORKING AGAIN. I will be back at some point. I expect to get fired eventually *Lary E. Freeman R.Ph*"... (seems liked you are your own boss with the R.Ph?)

Al Pregler brought a flyer on the Lyon Air Museum. This is new museum connected with Martin Aviation on the west side of OC Airport. Maj Gen William Lyon (Ret) Air Force heads out the Air Museum. He also is one of the biggest new residence builders in the nation.

Quite a good lesson was given by Bob McGowan on the capabilities of the apple/att I-Phone. Seems like the pilots "toy" now...(yes I did get one). Bob was busy taking pictures and posting them into his I-phone alongside the phone numbers of the rupa guy's. I see where this 'phone' could keep you on a learning curve a long time.

Good time had by all. All the best wishes to all for the New Year. *Ted*

DANA POINT RUPA (January) LUNCHEON

A blistery day greeted our RUPA group today. Forget the deck and the blue umbrellas...the choice was inside corner window area. A great view of the waves that were forming and marching up the inner protected channel which normally sees no waves. Our seating made it feel like we were on a boat especially when the rain flooded the windows and we were unable to see out.

However, the room was warm and big bowls of soup and hot coffee were the choice by many. We did find that there were three different types of soup available.

The wx was topic of choice as we settled in to lunch.

Jerry sent the following from a friend at USGS on the current conditions.

"Subject: CA storm prediction for upcoming weeks".

This was sent from Curt Storlazzi at the US Geological Survey.

Currently, the strong El Nino is reaching its peak in the Eastern Pacific, and now finally appears to be exerting an influence on our weather. The strong jet has been apparent for quite some time out over the open water, but the persistent block had prevented it from reaching the coast. Now that the block has dissolved completely, a 200+ kt jet is barreling towards us.

The potential exists for a dangerous flood scenario to arise at some point during this interval, especially with the possibility of a heavy rain-on-snow event during late week 2. In some parts of Southern California, a whole season's worth of rain could fall over the course of 5-10 days. This is likely to be a rather memorable event."

WE tend to make a big deal of it when it RAINS in Southern CA... and it is! Lots more coming!

Present were; Park Ames, Carlos Bernhard, Bruce Dunkle, Ron Dye, Jim Grosswiler, Jack Healy, Rick Hoefler, Al Hooper, Ed Judd, Ed Krieger, Jerry Meyer, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch.

Conversations settled down to airplanes, boats restored cars and other mundane things...of great interest to our group. Even got in some good old politics for a short while.

Rusty' who wasn't present, did send a pertinent letter on the plight of the working pilot

DENVER GOOD OL' BOYS (December) LUNCHEON

The weather was most accommodating for the December Meeting of Denver Good ol' Boys and a good turnout resulted. This was our Christmas meeting and Wives and friends were invited. Happy hour was its usual rousing success and the caterer had set things up very well for the buffet. We actually exceeded our estimate to the extent that at the last minute we needed to set up an additional table.

The obligatory attempt at humor seemed to go off fairly well, probably because the wives took pity on the coordinator. There were no new reports of infirmities or final flights west. Stanley Boehm had recently spoken with Jim McKinstry and reported that he is doing well. Rick Madsen reported on the reason he missed last month's meeting. He was driving one of the 'busses' that carry tourists to see the polar bears up at Churchill, Canada. Sounded like dirty rotten duty, but someone had to do it.

It was noted that the brand new Boeing 787 had just flown this very day. Only two and a half years behind schedule. But then the Airbus 380 was delayed something like that, too.

The cuisine met the approval of most and the group devolved into socializing and folks drifted away as the spirit motivated them.

Those in attendance included: Dean & Elaine Readmond, Mack Connelley, Bill Fife, Greg Fife, Bob Sannwald, Tom & Erica Hess, Dick Garbrick, Bill & Eve Hoygaard, Jim & Arleta Adair, Charles & Sandy Fellows, Fritz & Judy Meyer, Al Dorsey, Jack & Angie Davis, Jim & Terry Nist, Dick & Jean Kobayashi, Phil Eklund, Stanley Boehm and guest Clara Winter, Shirley & Keith Patton, Ron & Georgia Shaffer, Rick & Kaye Madsen, Bob & Ann Blessin, Bob & Penny Dietrich, Jim Krasno, Denis Getman, Russ & Pat Ward, Marianne & Barry Edward, Ken Ewing and guest Kathy B. David Horwitz, Steve Pahs, Casey & Gail Walker, Gerry Zimmerman, Ray & Barbara Bowman, Rex & Ruth Bales, Frank & Bette Morton, Jr. Cliff Lawson, Bob Crowell, George & Vesta Maize, Dave Murtha, Jim Jenkins, Tom & Cindi Gordon, Al Snook, A.J. Hartzler, and the coordinator, Ted Wilkinson. *Ted*

THE DENVER GOOD OL' BOYS (January) LUNCHEON

The weather was cooperative for the January meeting in DEN and a good turnout resulted.

Happy hour was its usual resounding success and following the meal, the obligatory attempt at humor by the coordinator drew a few chuckles. During the boring business meeting (BBM) Ed Cutler reported the final flight west for retired pilot John Schoon. John lived in Boulder and had been involved with 'Meals on Wheels' for many years.

There were no additional reports of infirmity.

In recent communication with Jerry Poulin about the fall cruise of the Mediterranean, he reports that there are approximately 47 couples registered and the cruise is filling up. Sounds like a great event is planned. Should be a good time for all. *Update: As of today January 22, there are 56 cabins sold for the cruise. Ed*

It was right interesting to read in the December issue of the "RUPANEWS" where ex. AAL Chief, Robert Crandall was complaining about low pilot pay for 'second level carriers'. Sounds like quite a reversal.

The meeting adjourned at an appropriate hour.

Those present included: Bob Sannwald, Mack Connelley, Tom Hess, Rex Bales, Curly Baker, Phil Spicer, Rick Madsen, Dave Murtha, Al Dorsey, Maury Mahoney, Bill Fife, Greg Fife, Bernie Stoecker, Bill Hanson, Denis Getman, Fritz Meyer, Dick Kobayashi, Jack Davis, Casey Walker, Jim Hixon, Bob Blessin, John Thielen, Cliff Lawson, Bill Hoygaard, Jim Nist, Ken Ewing, Dave Johnson, Ed Cutler, Jim Reid, Charles Fellows, Sam O'Daniel, Herb Geifer, Carl Harder, Stanley Boehm, Larry Walters, George Maize, Jack Wilhite, and the coordinator, *Ted Wilkinson*



UNITED AIRLINES HISTORICAL FOUNDATION (UAHF)

WELCOME NEW MEMBER!

(Please print)

Last Name _____ First Name _____
 Street Address _____
 City _____ State _____ Zip Code _____
 Home Phone _____ Cell Phone _____
 Email address _____

Please check affiliations

<input type="checkbox"/>	UAL active worker	<input type="checkbox"/>	AFA-CWA Retired Members	<input type="checkbox"/>	RUAEA
<input type="checkbox"/>	UAL retiree	<input type="checkbox"/>	Clipped Wings	<input type="checkbox"/>	RUPA
<input type="checkbox"/>		<input type="checkbox"/>	IAM Local #1781 Retirees Assn.	<input type="checkbox"/>	Other

Membership choices--check preference(s)

<input type="checkbox"/>	1 year membership - \$10
<input type="checkbox"/>	5 year membership - \$40
<input type="checkbox"/>	Lifetime membership - \$100
<input type="checkbox"/>	I do not wish to become a member at this time but please accept my donation in the amount of \$ _____.
<input type="checkbox"/>	Please direct my fee/donation to the UAHF/RUPA scholarship fund for 2010/2011.

(Your membership choice or donation is tax deductible to the extent permitted by law. UAHF is a 501c3 not-for-profit organization. You will be sent a renewal reminder each year in the month of your initial membership.)

Thank you from the UAHF Board and Alliance Coalition

Please return this form along with your check payable to UAHF

**Mail to: Capt. Ray Lahr, Ret.
 Treasurer—UAHF/RUPA-IL
 18254 Coastline Drive
 Malibu, CA 90265-5704**

If you wish to donated items to the foundation send them to:

**United Airlines Historical Foundation
 Attn: Tom Goodyear
 7401 East Martin Luther King Blvd
 Denver, CO 80207-2433**

Pastor's Business Card

A new pastor was visiting in the homes of his parishioners.. At one house it seemed obvious that someone was at home, but no answer came to his repeated knocks at the door. Therefore, he took out a business card and wrote "Revelation 3:20" on the back of it and stuck it in the door.

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

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

THE INTREPID AVIATORS OF SOUTHERN OREGON

Notes from the Intrepid Aviators of Southern Oregon

Greetings to all from the Pony Espresso in Jacksonville. With kind thanks to Rob Miller for setting up and taking the picture. Here's our group from a couple of months back.

From front left and clockwise, Michael Bennett, Bob Keasby, Steve Fusco, Bob Niccolls, Art Lumley, John Cairns, Rob Miller, Marty Niccolls, Leann fusco (peeking our from behind), Joanne Ellis, Dave Ellis, George Elliott, and his daughter Catherine Cimino. We were missing a few of our folks, but it was a good turnout for our small group.

The town of Jacksonville, Oregon is in itself an Historic Town (as some of the seated might also be described!) and a really fun and interesting place to visit.

We invite any and all to come join with us the third Thursday of each month, noonish, at the Pony Espresso Coffee House on Hwy 238 on the right as you enter Jacksonville. Cheers to all, **Bob**



LAX SOUTH BAY 2009 CHRISTMAS LUNCHEON

The LAX Christmas Luncheon at the Hacienda Hotel on December 10, 2009 was well attended by 93 persons. After a delicious Buffet luncheon, our Emcee, Rex May got our attention with the first joke of the day followed by birthday greetings for Bill Horn, 91 and Dick Mckay.

“Sam” from the South Bay Vocational Center then told us of the silent auction to be held at our luncheon, of which the proceeds would go to benefit the Center. The items were then distributed to the lucky bidders. Ethel Pattison then told us about the Flight Path Museum at LAX on Imperial Highway saying that there was much memorabilia there for Aviation enthusiasts to enjoy, including a DC-3, and Bill Horn’s United Airlines Uniform.

Bruce Dunkle informed us that Sue Ross was living in Texas now and he would e-mail her address to anyone who wished it. Ask him at: Dunkbru@aol.com. Lee Beck took the podium to tell us that Frank McElhoes had passed away.

Dave Park of the Ventura QB’s Hangar told of the “Quiet Birdmen” annual Bar-B-Q and Air Show at the Broom Ranch which is located near Point Mugu Naval Air Station. He said the next one to be held in June of 2010 may be the last one held there. He said if you are interested in attending contact a QB member for

an invitation.

At about this time Alberto Diaz arrived, very much out of breath from hurrying from a previous meeting. Alberto is Assistant Chief Pilot for UAL Southwest Division. He filled us in on some goings on at UAL. Recently there was a Fantasy Flight Arranged by Employees and other sponsors which took some Foster Children and Developmentally Disabled adults on a flight over Southern California. UAL is trying to focus on customers, and improving aircraft interiors as well as upgrading the computer system. Alberto also gave us a short biography of himself and then answered questions from the audience ranging from questions about the “ Electronic Flight Bag” to the information that gates at Terminal 6 at LAX had been sold but can be used “as needed” for a fee.

Rex mentioned that Roger Miller got the “prize” as the one who came the farthest: all the way from Buenos Aires, Argentina.

In closing, Rex said we had the room until 3 o'clock so many of us stayed around to visit some more.

Hope you all had a nice Christmas and Happy New Year to all.

See you in 2010, *Doug and Marcene Rankin*

LOS ANGELES SAN FERNANDO VALLEY (January) LUNCHEON

On a warm, clear but blustery January 14th, 17 of us, plus 2 guests met at Mimi's for lunch. Attending were the following: Jack Moore, Herb Goodrich, Don & Gloria McDermott, Gene & Susan Biscailuz, Mike Herriot, Ray Engel, Tom & Mary McQueen, Dick Unander, Bob Mosher, Marv Jeffers, Russ Maddox, Doug Bielanski, Doug & Marcene Rankin, and the two guests in attendance today were Sandy Bredin, and Dale Myers.

Don McDermott got our attention at 11:50 and there was discussion about United's possible purchase of airplanes and retirement of others and the method of paying for them was discussed by Doug Bialanski. Mike Herriott told of some of his travels, including some cruises. His advice was for us old folks not to go to a retirement home, but instead live aboard cruise ships, as it is cheaper by the day!

Don then introduced the 2 guests.

At the beginning of today's luncheon, Don said there is not much new information to talk about, therefore there is nothing more for us to write about, except Bob Mosher was the lucky winner in our charity drawing, and won half of the pot and came out with a free lunch and a little extra.

Our next luncheon at Mimi's will be Thursday, March 11th. 'Til then, *Doug & Marcene Rankin*

MCHEMRY, IL RUPA LUNCHEON GROUP

On January 12th 53 RUPIANs and guests met at the Warsaw Inn in McHenry IL.

Our Toast Master and Chief Milt Jensen did not attend but Barbra Hanson of the United Airlines Historical Foundation came out and she gave us some back ground and the current condition of the Foundation. They have a web site. <http://www.uahf.org/>.

Bernie Sterner also provided information he had obtained from the chief pilot at ORDFO. Then Buck Hilbert gave us some more back ground of the foundation of which he was one of plank holders.

In attendance: Don & Joan Anderson, Leroy and Eva Bair, Muriel Bergsma, Bob Blackwell, Jim & Corrinne Boyer, Bill Cherwin, Carl Eberle, George Foxe, Jim Gesler, Milt Gray, Ed Gunderson, Vince Hammond, Tom Harvey, Bob Helfferich, Tom Helm, Mike Hepperlen, Buck Hilbert, Flo Tabbitt, George Keller, Les Kero, George & Jacquie Mathes, Rob McCutcheon, Tom McFadden, Ralph Mikulich, Dick Murdock, Ceil & Bill Myers, Ken Peterson, Matt Poleski, George Pylawka, Jim Richardson, Tom Schemenauer, Bernie & Rachel Sterner, Sid Tiemann, Terry True, Tom Wedel, Jerry Westfall, Frank Zackary, and scribe, *Claude Nickell*

UAL CONSIDERS C-SERIES TO REPLACE 737S

AVIATION WEEK

United is considering Bombardier's C-Series as a replacement for the Boeing 737s recently dropped from the carrier's fleet, Chairman and CEO Glenn Tilton told The DAILY.

The carrier intends to issue a narrowbody request for proposal next year as a follow-on from its widebody fleet upgrade, which includes the Airbus A350 and Boeing 787 split letter of intent unveiled this week (DAILY, Dec. 9). The narrowbody RFP will include a 110-seat requirement as well as successors for the Airbus A319s and A320s currently operated by the U.S. legacy carrier.



United will also seek a replacement for its Boeing 757 fleet.

"The C-Series is a natural replacement for the 737s. With our current fleet [of regional aircraft] that would give us 70-seaters, 90-seaters and 110-seaters... Then we can look at the new generation of narrowbodies," said Tilton at the sidelines of Brussels Airlines' formal introduction to the Star Alliance as the carrier's home city.

Both Airbus and Boeing have indicated that a new-generation narrowbody, rather than an upgraded A320 or 737s, will not be offered for roughly another decade.

With Bombardier's current product offering, such an order from United would focus on the two variants of CS100, the baseline version of the C-Series family. Bombardier plans to introduce this variant to market first, in 2013, and as yet has no launch customer.

Tilton, however, would not say if an order was pending or comment on the potential size of such a deal. United at one point operated more than 100 737s, albeit with varied capacity.

The United executive also explained that the recent LOI with Airbus and Boeing could allow the airline to replace some of its older Boeing 777s, which first entered service in 1995, with either A350s or 787s from the initial order of 50 aircraft, which are scheduled to be delivered from 2016 to 2019.

"First we will address the 747s and 767s with the A350s and 787s, but there is a first tranche of our older 777s that could be replaced by either of these aircraft depending on the route," he said. Tilton also noted that this 777 replacement plan could be assigned to the 100 options also included within the carrier's new deals with Airbus and Boeing.

PHOENIX ROADRUNNERS December LUNCHEON

The Phoenix Roadrunners Group met for lunch on the second Tuesday at our new meeting place, the Bobby Q Restaurant.

Present were: Cory & June Liston, Ken & P.J. Killmon, Frenchy Bourgeois & Joan Dwyer (who are now planning on marring in January 2010), Billy Walker, Ginny Coleman, Ralph Johnson, Alan Lavoy (guest), Bob Steeneck, Mike Carlin, Charlie Schwob, Bob Howard and his designated driver, Lou Eagley.

Our next luncheon will be January 12th at the same place. *Ken Killmon*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

The long awaited RUPA Christmas lunch on the Monterey Bay could not have been more perfect! Though heavy rain showers and wind continued through the night of December 6th and into the early morning hours of the 7th – by 10:30 a.m. the skies were clearing on the coast and the sun broke through to a glorious crisp, cool, and clear day!

Hosts, Judy and Carlos Quintana, provided the wonderful venue of the Monterey Peninsula Country Club's "Beach House" – literally a few steps from the surf – and oh the views! All the preparations were superb! The fire place was blazing, the large Christmas tree was lit, the holiday music filled the room, and the red,

green and gold table decorations all made for a cozy but grand lunch.

Those sharing the holiday lunch were Gene Brown, Lee and Nancy Casey, Connie and Beth Ege, Robert and Jill Ebenhahn, Diane Ellis, Robert and Mary Alice Gifford, Jim and Tommy Guinn, Milt and Sunee Jines, Robert and Anne Kibort, Jack and Diane Emerson, Dave and Mary Lou Mackie, Phil and Pat MacLain, Bret Morris, Deryl and Donna Moses, Barrie and Sharon Nelson (and two guests), Paul Olson, John and Jane Rowbottom, Pete and Donna Walmsley, hosts Carlos and Judy Quintana, and yours truly.

The food was delicious, well plated and served, and the beautiful view of the sand and surf was both unique and stunning. Many thanks to Judy and Carlos for providing such a wonderful holiday lunch experience!

Our monthly RUPA lunches will continue at Edgar's at Quail Lodge until further notice. The next luncheon will be Monday February 8th – 11:30 – please RSVP!

All-the-best in 2010! – *Phyllis Cleveland*

SAN DIEGO COUNTY RUPA (December) LUNCHEON

There were eleven of us. Bob and Ruth Bowman, Brad and Rhoda Green, Paul and Bobbi Whitby, Patti and We meet at the San Marcos Country Club on second Tuesdays. This month on the 8th we had a dandy group.

Gary Johnson, Don and Lois Trunick, and myself, Bob Harrell.

The ladies greeted everyone with a hug, and we had a great time talking about many things while enjoying a nice lunch with a new waitress, who was superb.

The weather on the previous day was stormy and lots of rain, but "our" day was warm and sunny. We all agreed that our time with United was some of the best years of the airline.

It's really not bad being old geezers! **Bob**-760-480-7420

SAN DEIGO COUNTY RUPA (January) LUNCHEON

The San Diego Luncheon was held on January 12, 2010. Always the 2nd Tuesday of each month.

Brad and Rhoda Greene, Bob and Ruth Bowman and Bill Pauline were present.

We had an interesting conversation on a variety of subjects for over 2 hrs. Does anyone have the info on the change of medical plans that United offers ea. year? Pro or Con. **Bob B.**

What Priority NRSA's have on Through Flights with Plane Change but same Flight Number

There's an error on the RUPA website concerning NRSA through passengers. A question was asked involving a through-flight LAX-ORD-FRA. The flight originated in LAX as an A-320, but became a B-777 at ORD. An F/A wondered about being "bumped" in ORD by local non-revs with higher seniority. The answer was posted by quoting the following company reg (out of context, unfortunately):

"THROUGH AND CONNECTING PASSENGERS - Date of employment cannot be used to displace through NRSA passengers with lower seniority at an enroute stop. Any NRSA through passenger regardless of boarding priority has priority over local boarding NRSA passengers. However, through NRSA passengers can be removed for revenue passengers, operational reasons, or for an employee on Company business or personal emergency travel and are displaced in reverse order of date of employment and accommodated with local employees according to seniority on subsequent flights."

This incorrectly implies that the through NRSA passenger has "super seniority" over and above local ORD non-revs who are hoping to get on board the B-777.

But, in this case, the NRSA through-passenger has to get off the A-320 and then compete for a seat on the B-777 on a seniority-vs-seniority basis with all of the local NRSA's attempting to board at ORD. The appropriate verbiage in the company regs that applies to this question, and which should have been used to answer the question is:

"If it is necessary to remove a through NRSA passenger in order to accommodate a revenue passenger or employee on Company business or Emergency travel at a down-line stop, such passenger will be accommodated according to seniority on a subsequent flight. An Economy or Business Class NRSA passenger, if removed enroute and upgraded to First Class, will be assessed the appropriate First Class service charge if applicable. A connecting NRSA or reduced-fare employee passenger is boarded based on date of employment with local NRSA and reduced-fare employees. This includes employee passengers who make a plane change even if the flight number stays the same."

So, the fact of the matter is that in the case of a plane change, a non-rev will be treated as an NRSA connecting to a different flight, even though the flight number remains the same. *Carl Jordan*

SEATTLE GOONEY BIRDS December RUPA LUNCHEON

The Seattle Gooney Birds gathered for lunch on December 17th, and as usual just before Christmas, the gathering was small. We welcomed Gere Pryde back to our group, who has been recovering from a leg injury for a few months.

The conversation was lively and many stories and jokes were told around the table. It was a fun event and the food was good as always.

On a sad note, it was announced that Stu Carlson had Flown West after a lengthy illness.

In attendance: Dave Carver, Gere Pryde, Ken Case, Jim Barber, Fred Sindlinger, Ray Hanson, Ray Dapp, Vince Evans, Ray Hull, and Bill Brett.

SE FLORIDA TREASURE COAST SUNBIRDS December LUNCHEON

Our 2nd meeting of the new Season for the Treasure Coast RUPA Chapter was held at The Mariner Sands Country Club in Stuart, FL on Tuesday, Dec. 15th, 2009 and it was hosted by our GIMPY Ole' Santa. Jim Dowd. As I reported in my last write-up, Jim had knee surgery in early December and I'm glad to report that he is coming along nicely and when all is done, is not expecting to have ANY Deferred Items that need to be fixed at his next Major Overhaul. "Willie Lump Lump" (his new nick-name) was/is a bit Gimpy (and yes, Grumpy too) but over the long haul he'll be ready to kick some a-- before too much more time goes by. Right Jim?

Our attendance was about average for this time of year since quite a few of our REGULARS remain up North and don't come down to the Stuart, FL area until after the New Year. There were 12 members present and with that many we were all able to sit at ONE big round table at The Gimp's Country Club. BTW, this worked out very well because the lies and war stories ONLY had to be told ONE TIME. As usual, the Buffet Lunch was Awesome and none of the DIRTY DOZEN left hungry.

Those in attendance were: Paul Andes, Jack (The World's Greatest Airline Pilot) Boisseau, Bill Cole, Jim Dowd (of course), Del Gartner, Don Jefferson, Skip La Rocque, Andy Lambert (he collects the \$\$ for the Luncheon), Bob Langevin (me, the Scribe), Bill Northup, Sid Sigwald and last but certainly NOT LEAST, Dick Starita.

Earlier in the month, on Dec. 9th, a few of us made the 1 hour drive south to Pompano Beach where we joined our Brethren in FLL/PMP for their RUPA Luncheon. Those making the trip down were Jack Boisseau, Del Gartner and I, Bob Langevin. John Pinter (formerly CLE and a few other places) was supposed to join us but he was home recovering from a bout with the FLU (NOT H1N1 I'm told) -- just some 'other' Social Disease according to his wife, JoAnn. As in the Tiger Woods situation, Sgt. Schultz (from Hogan's Heroes fame) is my idol and all I can say is that "I know nothing". We did have such a GR8 time visiting with our FLL RUPA buddies, I'm sure that we'll be doing it again sometime soon. It would be terrific if some of you would stop in to see us on the 2nd Tuesday of the month (thru April of each year) here on Florida's Treasure Coast. We'd love to have you. Our next 2 meetings will be on Jan. 12th and Feb. 9th.

For those of you that happen to be wandering thru SE Florida during this Winter and would like to come to

our Luncheon, please contact Jim Dowd at FlyJim1@aol.com or call him at 772-286-6667 to RSVP and to get the location of The Mariner Sands Country Club. We start at 11:30 AM and the price is \$13.00 including tax and tip and a PHANTASTIC Luncheon Buffet. One heck of a deal and a REAL Pilot's special.

Wishing you all a Happy, Healthy and Prosperous New Year and may all of your travels be SAFE with an ON TIME arrival. Respectfully submitted by, *Bob Langevin*

SE FLORIDA TREASURE COAST SUNBIRDS January LUNCHEON

Our 1st Meeting of the new DECADE was held at Mariner Sands Country Club (in South Stuart, FL) on Jan. 12, 2010 with 16 area "guys" in attendance. We had 2 tables of 8 set up and it 'sounded' like there were about 8 tables of 8. Not a big surprise here. I suspect that your RUPA Luncheons take on the same personality as well. The key element of course is friendship, stories and camaraderie. We accomplished all 3 and then some more.

Those that contributed (in varying doses) to the noise were: Dick Baese, Jack Boisseau, Len Chamberlain, Bill Cole, Jim Dowd (our Host), Del Gartner, Clay Grant, Frank Guglielmino (Ret. CLE Crew Scheduler), Skip La Rocque, Andy Lambert (THE Collector of the Funds), Bill Northup, Don Onofrio, Ted Osinski,

John Pinter (Our Secretary of sorts), Bruce Wilkinson (our NEW MEMBER) and me, Bob Langevin (aka The Scribe).

At certain lulls during our Luncheon service, Jim Dowd led us in conversations about the United Health Ins. Program (including out Rx program with Medco) and other Ins. programs that are available to compliment our UAL program. Needless to say, varying points of view were voiced depending on WHO was doing the talking. As reported in my last news letter, Jim Dowd survived his knee surgery VERY WELL, is getting around nicely and has lost quite a few pounds during his ordeal. Nice job, well done Jim and keep the 'trend arrow' going in the right direction.

At the conclusion of our meeting, EVERYONE was reminded that next month is February and that means Valentine's Day. In honor of this special day, we have a CO-ED meeting and all of the guys are encouraged to bring their wives - or - lady friends, but certainly NOT BOTH. Our Feb. meeting will be on the 2nd Tuesday of the month (as usual), in this case - Feb. 9th - at 11:30AM at Mariner Sands CC (again, as usual). Our meetings will run through and include April, so if you are in the Stuart area, stop in; we'd love to have you. Our exact location and other info can be obtained by calling Jim Dowd at 772-286-6667 or via his email which is FlyJim1@aol.com.

Wishing you all a Happy, Healthy and Prosperous New Year and hoping to see you at one of our meetings. Respectfully Submitted by, *Bob Langevin*

SE FLORIDA GOLD COAST January LUNCHEON

The January Gold Coast Luncheon was held on Wed, Jan 13 at Galuppi's Restaurant and Patio Bar at the Pompano Beach Airport Golf Course. We had a good turnout of 25 Retiree's and the weather was sunny and warming up a bit from our record Florida 2 week freeze. It was reported that Pete Gallant is back home and cards would be appreciated.

For next month's meeting, we have changed the meeting day back to the second Thursday of the month as we compete with several other groups on Wednesday and our view of the golfers will be better by scheduling on Thursday. Also please note our luncheons have been moved from the Elks Club to **Galuppi's Restaurant and Patio Bar on Federal Highway at the Pompano Beach Airport Golf course.**

Attending our Luncheon were Lyn Wordell, Denny Keast, Dick Smiley, Skip Irwin, Stan Blaschke, Joe Jenkins (up north), Ed Wheeler, Dan Kurt, Ham Oldham, Murray Warren, Jimmy Carter, Jerry Bradley, Walt Kimmey (Treasure Coast), Bob Beavis, Les Eaton, Terry Lewis, Dave Peat, Ham Wilson (Our senior member), Bob Langevin (treasure Coast), Warren Hepler, Mike Warde, Dick Bodner, Jim Morehead, Bartlett H Rolph, and myself, *Ned Rankin*

SOUTHWEST FLORIDA RUPA January LUNCHEON

Holy mackerel it was cold in paradise this Monday. The jet stream is treating Florida to a nose thumbing at global warming. How many of you remember bumping across the jet stream going north and south? Friends who flew down for the holidays remarked that the ride was less than smooth.

Regardless of the cold, thirty members and guests turned out for lunch and fellowship. Harry Long warmed up the group with a story about a gal who in her haste to make her appointment with her gynecologist only had time for a brief clean-up. After her exam the doctor expressed his surprise and delight with her appearance. She did not understand until she came home and her daughter ask where the wash cloth was that contained her glitter and sparkles for her cheerleading outfit.

Next Paul Goodson, son of our own JP and Suzan Goodson, filled us in on the new IRS rules changing the rules for converting your IRA into a Roth IRA. It is a rare gift from Uncle Sam. However, you should consult with your financial advisor as to weather you can benefit from the new rules.

Attending: Gene Chapman, Will & Sara Collins, Norb Cudnowski, Rip Curtis, Jim David, JP & Suzan Goodson, Jim Howard, Michel Jones, Brian Leiding, Wes Leighton, Harry & Marvis Long, Faith Osborn, Jack Sodergren, Don Sullivan, James Sutton, Mamie Thompson, Gerald Urban, Ray & Twila White, Don Wichelt, Dick & Maribeth Kuhn, Monty Blatt, Don Masack, Guest speaker Paul Goodson and your host Gary & Janice Crittenden.

Next meeting March 8, 2010

SAN FRANCISCO NORTH BAY (December) LUNCHEON

The North Bay RUPA group met for their December lunch, on the first Wednesday of the month, December 2nd, at the Petaluma Sheraton's Tolay room. Call-ins (unable to attend) were announced, and their Christmas greetings forwarded.

A large box for donations to the USMC Toys For Tots program was soon filled, and overflowing, due to some very generous folks. Thank you!!

A moment of silence was observed for the recent passing of Frank Grona, Jim Gray and Tom Lambrick. Announcements included a request that those using uaua health insurance, check carefully to be certain the correct amount is paid in January, as there is an amount difference in the new year.

The display board had several airline-related articles, as well as several pictures, courtesy of Harry Stone-lake, of a recent reunion of several of council 34's officers from the past, including former Chairman Bob Stanton who was in town for a visit.

The wait staff was short-handed, but Nikki, our server, worked diligently and sent a note thanking everyone for their courtesy and generosity. She noted that the tips allowed her to take her mother out to dinner that evening...(From a group of pilots??..remarkable!)

Attending were: Bob Grammer, Don Madson, Lee Anderson, Gardner & Sheila Bride, Health & Welfare Chairman George Hise, Deke Holman, Sam & Mickie Orchard, John Baczynski, Dan & Chris Bargar, Leon Scarbrough, Barney Hagen, Jules & Sybil Lepkowsky, John & Sharon Candelo, Jim Mansfield, Al Milotich (on crutches! heal fast, Al!), Bill McGuire, Gary Koverman, Larry Whyman, Dick Smith, Buddy & Alice DeCosterd, Wayne Heyerly (who brought several items of memorabilia), Bill Greene, Ken & Shirley Corbin, Tom Grey, and Bob & Doris Donegan. ~~Bob~~

SAN FRANCISCO NORTH BAY RUPA (January) LUNCHEON

The usual dreary January weather failed to dampen the spirits of the attendees at the first lunch meeting of a new year! A good group gathered to enjoy some friendly camaraderie at the Petaluma Sheraton's Tolay room on Wednesday, January 6th. Call-ins (unable to attend) were announced, and a loud, facetious, "Awww!" was heard for Leon Scarborough ... vacationing in the Islands, and Dick Lammerding ... judging a wine tasting!

A moment of silence to mark the passing of Tom Lambrick, and Jim McBride, was observed.

First time attendee Gary Davis was welcomed by all in attendance!

Latest news and airline-related events were discussed, as well as recent retiree issues. The Health report for the meeting was an article that remarked on recent tests showing improved performance in flight simulators following a high-fat meal!

In attendance were: Bill Greene, Tom and Joyce Grey, Ken and Shirley Corbin, Bill McGuire, Sam and Mickie Orchard, Barney Hagen, Galen Wagner, Al and Linda Fink, John Baczynski, Jim Mansfield, Lee Anderson, Norm DeBack, Gary Davis, Jules Lepkowsky, Larry Whyman, Gardner Bride, Deke and Merle Holman, Dick Smith, J.R. Hastings, Dan and Chris Bargar, Buddy and Alice DeCosterd, Bob and Doris Donegan. **Bob**

THE SAN FRANCISCO BAY-SIDERS' December LUNCHEON

The San Francisco Bay-Siders Winter Holidays got off to a great start with our December luncheon at Harry's Hofbrau in Redwood City on December 8. Along with good will and glad tidings, everyone brought new unwrapped toys for the local "Toys for Tots" Drive.

After acknowledging, with sadness, the passing of Jim Gray, Frank Grona and Tom Lambrick we, as always, enjoyed a great lunch and convivial conversation.

We were especially pleased to welcome first-time attendees Bob Comer and Stephanie McLeod, upon her return from the UK where she had been assisting her ailing sister.

In attendance: Bob Ahrens, Floyd & Charlene Alfson, Marty Berg, Rich & Georgia Bouska, Ken & Marian Breitschopf, Bob & Burkie Callaghan, Bob & Roz Clinton, JB & Sandy Cockrell, Bob Comer, Sam & Billy Cramb, John & Rita Gordon, Barry & Ginny Hamley, Dick & Jeri Johnson, Howie Jundt, Bob Lawrence, Bruce & Stephanie McLeod, George Mendonca, Walt & Mary Ramseur, Norm Rupp, Cleve & Rose Spring, John & Dorothy Stefanki, Ron & Madelon Weber, Larry & Pat Wright.

THE SAN FRANCISCO BAY-SIDERS' January LUNCHEON

Our first SF Bay-Siders Luncheon of 2010 had a rocky start when another group turned up to claim the banquet room of Harry's Hofbrau in Redwood City. The double booking problem was easily solved when our RUPA group graciously volunteered to "bite the bullet" and move to the bar area instead. It turned out to be much roomier with a fireplace and, *quel surprise*, so handy to the adult libations!

In Cleve's absence, Larry Wright made some announcements and at Mary Ramseur's suggestion, we gave Larry's wife, Pat, a round of applause for providing us all with name tags complete with our new SF Bay-Siders logo. In order to insure that all our name tags would be available at the next luncheon, we turned them back in to the Wrights as we left. Now they are the only ones who have to remember to bring them to each luncheon. Again, many thanks to Pat and Larry.

In Attendance: Bob Ahrens, Marty Berg, Rich & Georgia Bouska, Ken & Marian Breitschopf, Bob & Burkie Callaghan, Bob & Roz Clinton, JB & Sandy Cockrell, Billy Cramb, Gerry Delisle, Bob Downs, Rich Erhardt, Bob & Susan Kallestad, Tom Kirby, George Mendonca, Bret Morris, Jay Plank, Jerry Quitney, Walt & Mary Ramseur, Rose Spring, Gene & Carol Walter, Ron Weber, Larry & Pat Wright.

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. Cheers, *Rose Spring*

Celebrating 70 Years of United Mainliner Clubs

For 70 years, United Mainliner Clubs have been serving the social and recreational needs of United's employees and their families by arranging, promoting and sponsoring entertainment, celebration and sports outings and activities. Many clubs subsidize the event discounts they offer members through the sale of United-branded merchandise alongside aviation and airline memorabilia.

The non-profit organization was formed in 1937 when then President William (Pat) Patterson asked Zay Smith to organize a company picnic and Christmas Dance. Zay enlisted the help of a few of his fellow employees and the social club became the first Mainliner Club. As United's route system expanded over the next 60 years, so did the Mainliner Clubs.

However, with 9/11, the turbulent economy and the contraction of the industry over the last decade, the Clubs languished. Fortunately, in recent months there has been an uptick in inquiries from employees interested in participating in Club activities or starting their own organizations according to Michael Braden, president of the Mainliner Clubs. "So we put together a starter kit that's an easy, step-by-step guide for setting up a United Mainliner store, recruiting volunteers and organizing employee events," Mike says "Club leaders are glad to follow up on each request and work with new clubs as they get established. It's exciting to see a resurgence of interest in employees connecting with each other, for no reason other than to share the bonds of friendship and fraternity with their colleagues and have fun together," he adds.

While Mainliner Clubs and stores are managed solely by employee and retiree volunteers, the company supports Mainliner Clubs wherever they exist and encourages the establishment of new clubs. Company assistance to Mainliner Clubs can be in the form of endorsements, promotion and signage privileges, as well as the use of available space on company property.

Does your station or other location have a Mainliner Club? If you would like to find out or would like to start a club, contact your regional representative. Through the enthusiasm and can-do attitude of United employees, Mainliner Clubs will have at least 70 more years of stories full of laughter and conversation during campfires, picnics, golf tournaments and ski trips.

* Eastern U.S. Laura Young (BOSCS) laura.young@united.com

* Central U.S. K.Jim McSweeney (DENCG) kenneth.j.mcsweeney@united.com

* Western U.S. Denise Lee (SANCS) denise.lee@united.com

* International Mike Braden (SFOJJ) mike.braden@sfojmainliner.com

* or Gary Chaw (SFOPD) gchaw@aol.com

United CEO expects another industry merger

Whether Chicago-based carrier will be part of any deal-making is unknown

By Julie Johnsson Tribune staff reporter

NEW YORK - There will be another airline merger in the next two years, United Airlines CEO Glenn Tilton predicted Thursday, noting that close airline partnerships on international routes could pave the way for further consolidation.

But Tilton, who has long advocated mergers, wouldn't say directly if he expects Chicago-based United to be a party to any deal-making.

Analysts think that is likely. United's efforts to closely link operations like ground handling and computer systems with Continental Airlines and the close venture the two are forming to share flying across the Atlantic and Pacific easily could lead to a full financial merging of the two companies.

Continental executives have indicated that while they would prefer to remain independent, they would be open to a deal if Delta Air Lines proves a formidable competitor after absorbing Northwest Airlines.

Delta would gain added muscle if it succeeds in wooing Japan Airlines from American Airlines, as observers and insiders expect. But American CEO Gerard Arpey vowed Wednesday to "vigorously" contest any effort by Delta and JAL to gain antitrust immunity in order to coordinate pricing and flight schedules.

United and Continental, meanwhile, have a jump on their competition. They already have asked federal regulators for antitrust immunity for a joint venture they intend to form with Japan's All Nippon Airways.

Tilton acknowledged he was glad not to be part of the JAL drama and relished the prospect of seeing United's two largest competitors distracted by a protracted battle for the ailing Japanese flag-carrier.

"I'm delighted to be on the sidelines," said Tilton, speaking at a luncheon of the Wings Club, whose members are rooted in the airline industry.

OFFLINE BOARDING PRIORITY WHEN TRAVELING ON A JED OR ID90

Since these are OFFLINE discount fares you will, in all likelihood, be boarded after the employees of the airline you are standing by for. Your UAL seniority date will NOT count on another airline.

There are a couple of rules that will help you on most other airlines. List yourselves more than 72 hours before flight departure time. Many (but not all) will board offline by list time (sorta first come, first served) after their own employees are accommodated. If you want a more definite answer, call the carrier and ask them this same question.

The individual airlines will have their number (usually an 800 type) and that can be found in SkyNet, Home-Page in upper right hand third line down "TRAVEL"; "INTERLINE TRAVEL PRIVILEGE" in group Travel Programs;

On the next page, in the Left Hand column under Interline Travel, look for "INDIVIDUAL CARRIER AGREEMENTS" and select the air carrier you desire. At the last paragraph of that air carrier rules you will find the local/international telephone listed at or near the bottom. Viola!!

For additional assistance call one of the three Retiree Travel Desks listed below.

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United Airlines pilots union to pay \$44M to settle lawsuit by some members

By: Paul Merrion (Crain's) Jan. 21, 2010

The pilots union at United Airlines has agreed to pay \$44 million to about 2,000 senior pilots who claimed they were shortchanged by a lump-sum financial deal the union cut to get the Chicago-based carrier out of Bankruptcy Court four years ago.

The settlement puts to rest a class-action lawsuit brought by several former leaders of the union, which potentially could have cost the Air Line Pilots Assn. nearly \$200 million had it gone to trial.

Legal experts believe it to be the largest settlement ever in a case based on the "duty of fair representation," an area of labor law where courts usually give union leaders a lot of leeway to define what's fair.

"That's a substantial settlement," said Martin Malin, a Chicago Kent College of Law professor who has written a reference book for lawyers on the duty of fair representation. "It sounds like the union had a lot to be worried about."

It is believed to be covered by insurance, it's a big hit for ALPA at a time when its finances are strained by airline mergers and diminishing pilot ranks.

The union declined to comment, but did not admit to any wrongdoing in agreeing to the settlement.

The case revolved around the distribution of a \$550-million convertible note the union agreed to accept in exchange for termination of the pilots' pension plan, a critical element of United's strategy to exit Chapter 11. The deal allowed the note to be sold for \$537 million in cash, with distribution of the proceeds left up to the

union, which chose to give junior pilots about \$200 million more than their more seasoned colleagues. The deal does not resolve the question of whether United ultimately will be on the hook for the money. United intervened in the case to get a ruling that it has no liability and to prevent any reopening of its bankruptcy case, but the settlement heads off a decision on the issue.

On Thursday, ALPA sued United in New York state court to recover the money, according to a report. A spokeswoman for the airline said it had not received any court filings and would not discuss pending litigation.

As part of its bankruptcy agreement, United protected ALPA from having to pay damages stemming from the bankruptcy plan, with some exceptions.

At the very least, experts said it's likely to come up for discussion as a bargaining issue when contract talks between United and ALPA heat up this fall.

"It's a debit on the mental balance sheet," said Jack Gallagher, a longtime airline labor lawyer with Paul Hastings Janofsky Walker LLP in Washington, D.C.

"United could say we have no obligation to discuss the \$44 million," he added, "but ALPA has a way to create issues when it isn't happy."

A secondary question is whether the settlement will inflame or calm down the friction that the case created between younger and older pilots, whose interests often diverge when it comes to issues such as pay, job security and retirement age.

"There was a lot of damage done to unity based on seniority levels," said John Mansfield, the lead plaintiff, who is a retired captain for United and former chairman of the union's Chicago chapter. "Senior pilots are looking at junior pilots with animosity and vice versa."

About ten days before the case was scheduled to go to trial, ALPA settled, and the deadline for any objections by senior pilots eligible to participate in the class-action case expired Tuesday, making it final.

"We took the case based on a simple analysis that these guys earned the money and the younger guys took it from them," says the plaintiffs' attorney, Myron "Mike" Cherry, a Chicago commercial litigator who runs his own law firm, which will collect a 35% contingency fee. "We thought just on the simple basis of equity we should be able to find a way to get past summary judgment and get to trial."

Healthy Aging and Longevity Pearls from the UC Davis Faculty

The older one is, the more likely that an acute coronary event (heart attack) will present with symptoms other than chest pain, such as shortness of breath or indigestion.

More likely than not, the list of current medications on your medical record has inaccuracies. Take an exact list of all medications/ doses to each medical appointment.

The aging brain is increasingly dependent on the chemical acetylcholine, which allows brain cells in the memory areas to communicate with each other. In fact, most currently available Alzheimer medications work solely by enhancing brain acetylcholine. Many commonly used medications including some antihistamines, bladder relaxants, and antidepressants, reduce this brain chemical. Ask your physician or pharmacist whether any of your medications have "anti-cholinergic" effects. If so, discuss alternatives.

Unlike young and middle-aged individuals, older adults with depression tend not to have a blue mood or melancholy.

As we get older, depression more often presents with bodily complaints, irritability, and memory loss.

About one in ten new cases of HIV disease are in persons over 50 years of age.

The most common sexual complaint of a woman over age 65 is lack of a healthy partner.

With normal aging, visual memory is preserved better than verbal memory. You will remember a name you see (on a name tag or business card) much better than a name you hear.

Eyebrows become bushier with normal aging. Trimming your eyebrows can take years off your face in a matter of minutes.

Age-phobic new seniors are an attractive marketing target. Be leery of television and print media health advertising when:

"Operators are standing by"

The endorsing health professional has both "Dr." before name and professional degree after name ("bookend credentials")

"Your insurance pays or it's free!"

If you are prone to swollen ankles by the end of the day, wearing a pair of compression hose can help you to sleep better. How? Leg edema (water in tissues) is brought back into circulation when the legs are elevated in bed. This increases nighttime urine production, with an extra trip or two to the bathroom.

We lose more taste buds for saltiness than for sweet and sour. It becomes easy to underestimate a food's saltiness, and more important to read the label for sodium content.

Jane takes either a 300 mg calcium supplement or serving of dairy product with each meal (about 1000 mg calcium/day). Her sister Janet takes three 500 mg calcium supplements all at once each morning (1500 mg calcium). Jane is getting far more calcium. Calcium is more difficult to absorb with age, and smaller, spread doses help.

Expression that people over 50 need to know: "disease mongering." This is an effort to persuade the consumer that occasional symptoms of heartburn/ insomnia/ constipation/ whatever could be a disease for which help is available. Watch for compelling acronyms ("that heartburn might be GERD") and serious-sounding nothings ("helps prostate issues").

Men who require long-term opioid pain medications (morphine, codeine, oxycodone, etc) can develop testosterone (male hormone) deficiency. Doctors often fail to recognize this and misdiagnose as depression or chronic fatigue.

In every laboratory animal so far studied, restriction of calorie intake increases longevity.

A man who develops osteoporosis (brittle bones) is more likely than a woman to have a treatable secondary cause.

Ears get plugged with wax? An occasional drop of mineral oil into the ear canals keeps ear wax from drying and accumulating. This is a much better (and less expensive) option than typical "ear wax dissolving drops".

A new loss of body hair over ankles and feet can be a sign of arterial (circulation) insufficiency.

Of all maladies likely to lead to long-term nursing home care, hip fracture is #1. Only about half of persons with hip fracture return to their previous level of independent living. Most hip fractures are, in one way or another, preventable.

An individual who takes a diuretic (water pill) will have a higher blood alcohol level after an alcoholic beverage than if not on a diuretic. Alcohol is one of the drugs that is distributed in body water, not fat or muscle.

Can't wait to see what you will look like when you are elderly? You can accelerate the aging process by sunbathing and smoking.

More medications are constipating than you realize.

Perhaps the most unforeseen danger to healthy aging: chart lore. An absolutely erroneous entry into the record (such as an "M.S." abbreviation becoming "multiple sclerosis" rather than "mental state" or "morphine sulfate") becomes imbedded as fact. This problem has worsened in the "copy and paste" era of electronic records. Keep as vigilant of your medical record problem list as your annual credit report.

Wisdom and vocabulary are two areas of human intellect that improve with aging.

We can only hold about 5-7 numbers in our working memory at a time (example: holding a phone or fax number in mind just long enough to use it). But the brain considers 2-digit numbers as one. If the phone number is 552-1890, remember "fifty-five, twenty-one, eighty-nine, 0". You're remembering four numbers, not seven.

In terms of heart and bone health, minimal risk to joints, and accessibility, walking is the most underappreciated exercise. (Thanks and hat tip, Dr. Jeff Tanji)

9 Health Myths That May Surprise You

By Tara Parker-Pope

Myths, half-truths and wives' tales persist in medicine. Sometimes doctors and nurses even believe things that aren't true or at least are unproven. That's the focus of a new book, "Don't Swallow Your Gum! Myths, Half-Truths and Outright Lies About Your Body and Health," by Dr. Aaron E. Carroll and Dr. Rachel C. Vreeman.

Dr. Carroll and Dr. Vreeman, both from the Indiana University School of Medicine, have written a lot about medical myths and misunderstandings. In December 2007, the pair published an article in the *British Medical Journal* about seven medical myths even doctors believe. A year later, they identified six medical myths for the holiday season.

Now, "Don't Swallow Your Gum" offers a fun collection of numerous medical myths that are likely familiar to most of us. The book is organized to focus on various types of myths, including myths about your body (you should poop at least once a day), myths about disease and illness (cold weather makes you sick), myths about sex and pregnancy (twins skip a generation) and myths about what we eat and drink (gum stays in your stomach for seven years.)

It's a fun read, and chances are you will stumble across several medical myths you've always believed. Here are a few medical myths that may surprise you:

1. Cold weather makes you sick. In studies of cold transmission, people who are chilled are no more likely to get sick than those who were not. It may be that cold weather keeps people indoors, where germs are more likely to catch up with you.
2. Green mucus indicates a sinus infection. The importance of mucus color is a medical myth even doctors believe, the authors say. "There is no evidence...that antibiotics shorten the duration of an illness when green snot is a symptom," they write.
3. Milk makes you phlegmy. In a study of 330 patients, nearly two out of three believed milk increases phlegm production. But it's not true. In one experiment, volunteers were infected with the cold virus, and some of them drank a lot of milk as well. The weight of the nasal secretions did not increase in those who drank more milk, nor was it associated with cough or congestion.
4. Cracking your knuckles will cause arthritis. Knuckle-crackers are no more likely to have arthritis than those who don't make annoying popping sounds with their fingers.
5. Birth control pills don't work as well with antibiotics. A review of the literature concluded that common antibiotics don't affect birth control pills. "It is much more important to take your birth control pill every day at the same time than to spend time worrying about your antibiotics," the authors write.
6. Singles have better sex lives than married people. You may think your bachelor friends are having all the fun, but single people also go through a lot of dry spells when they aren't dating anyone. The result — married people typically have more sex in a given year than single people. In one survey, 43 percent of married men reported having sex two to three times per week, compared to only 26 percent of single men. The numbers were slightly lower but similar for women. Married people are also more likely to have orgasms and give and receive oral sex.
7. You should poop at least once a day. A half-truth, say the authors. Regular bowel movements prevent discomfort and constipation, but a perfectly healthy person may not move their bowels every day. Constipation is defined as having fewer than three stools per week.
8. It's okay to double dip in the chip dip. In one study, scientists took a bite of cracker and then dipped it into salsa, cheese dip, chocolate syrup and water. They did the same test with a fresh, unbitten cracker. Then they measured bacteria in the dips and the volunteers' mouths. On average, three to six double dips transferred about 10,000 bacteria from the eater's mouth to the dip. And each cracker picked up between one and two grams of dip. Salsa picked up the most germs from double dipping.
9. Food quickly picked up from the floor is safe to eat. Scientists have put the commonly-cited five-second rule to the test. They found that food that comes into contact with a tile or wood floor does pick up large amounts of bacteria. Food doesn't pick up many germs when it hits carpet, but it does pick up carpet fuzz.

LETTERS

LEROY BAIR—Gurnee, IL

It's the start of the new year so that must mean I just had another birthday and it's time for the annual check and update. Where did this year go?

It's been 11 years in retirement and I have enjoyed it all. We are so blessed that our two boys married local girls and work for Abbott Laboratories here so that we can go to all of the four grandchildren's activities – gymnastics, field hockey, iceless hockey, ice hockey, and baseball. It keeps us out of the bars on the weekends. A trip to Mayo Clinic gave me another clean bill – 10 years since prostate surgery.

Our travels this year included a week at Gulf Shores/Orange Beach, Alabama; spring break at Disney World and a Disney cruise with part of the family; and a 2-week photo safari to Kenya and Tanzania with Vantage Travel. What a trip – everything we expected and more. We saw the "Big Five" plus so many other animals. We didn't need to be in the game preserves – cheetahs, zebras, giraffes, camels and elephants were all in the areas between the cities and the parks. In Kenya we were at Amboseli and Mt. Kenya Safari Club; in Tanzania we were at Lake Manyara, Ngorongoro Crater, and the Serengeti. If you ever get a chance to go, don't pass it up. Even though Eva fell at the first game park and ended up spending 11 days in the hospital after our return, it was worth it. *LeRoy*

DAN BARGAR—Santa Rosa, CA
February birthday greetings from Sonoma wine country.

Last year I achieved the 3/4 century mark and my wife Chris and daughter Kathy secretly scrounged through boxes of slides and pictures to create a 10 minute DVD version of "This is your Life." It started with a picture of a skinny kid of 10 in a football helmet and shoulder pads and ended with an old guy in uniform sitting in the engine intake of a 767. We did a Greek Island cruise on Oceania in June and ZED fares with Lufthansa worked great. We were at Chautauqua for two weeks in August with a theme week of Cuba; Enigma and Neighbor. It featured members of Cuban parliament, architects and theologians. It appears Castro is losing power and more democratic reforms with tourism becoming very important to their economy. Our last week's theme was the History of Liberty in the US. We had some great talks by Justice Kennedy, Jim Lehrer and David McCullough. Sandra Day O'Connor was spending a holiday at our condo complex and was interesting talking with her. Our entertainment included the "OLD" Beach Boys to Elvis Costello, Dr. John and Sara Evans.

With real estate prices lots lower and interest rates also; we bought our future retirement home facing the 13th green at Oakmont; a 36 hole golf course senior community 5 miles down the Sonoma Valley. We refinanced our home with the low rates and have the Oakmont place leased for a year. Perhaps in 12 months we can unload 35 years of treasures to downsize.

Our thanks to the stalwarts of RUPA, like Leon,

Frank and Ernest/Bob Thaves



Cleve & Bruce just to mention a few. Our RUPA lunch group with Father Donegan in charge is growing but we would encourage any and all to join us on the first Wednesday of the month.

Dan SFO 66-94 dbargar@sbcglobal.net

ROBERT BEAVIS—Sea Girt, NJ

Greetings: Barbara and I are keeping busy in Sea Girt, NJ most of the year with our winter in Pompano Beach, Florida.

Not too much travel except chasing our three kids who live in NC, Co & Alaska. Barb lets me fly with the Jersey Aero Club out of N12 and in a friends 1947 V tail Bonanza. She encourages me to fly for my boss in his Citation 550 (N550JC) out of KBLM Monmouth Executive Airport, Belmar, NJ and KFXE Fort Lauderdale Exec in the winter.

Have been racing sailboats for over 30 years and we now cruise on our Hunter 340 located on the Mansquan Inlet in NJ.

Call 732 213-7515 or email beavis@optonline.net
Have a healthy and happy 2010. S/F *Bob*

HARLIN E. BELL—Moneta, VA

25 years and it seems like yesterday. Haven't been any higher off the ground than a step ladder. (fell off of it.)

Health holds, Pension Checks arrive, endorse them back to the IRS and the state. Cannot understand why they call "savings" banks that. What's left over? Looks like we're doing to ourselves what we did to the Russians, spent them right into bankruptcy. Ok, off the soap box!

No exotic traveling, or purchases. If it's possible, this next summer want to drive out through the North West and up into British Columbia, back through the Sierra and the Teton's. – Hopefully.
Stay Well. *Harlin*

AL BENGTON—Surprise, AZ

"The check is in the mail"--a little late this year. Birthdays seem to come along faster than they used to. I celebrated 8 years of retirement this year and am still enjoying it.

Bernita and I are in good health and keep busy with our two grandchildren. We both play golf and I enjoy shooting sporting clays and skeet once a week with a group of guys. All in all, life has been good to us and we are very grateful.

Thanks to all of you volunteers who keep the *RUPANEWS* coming. *Al*

ROBERT BERKEY—Enumclaw, WA

Hard to believe that thirteen anniversaries have passed since departing the halls of dispatch and the friendly skies of United. But time flies when having fun or not.

Actually keep myself busy with a great group at Casa Grande (CGZ). We've started a new EAA chapter where I've served on the board and as VP. I also volunteer for the Cactus Fly-in, the antiques, and serve as Safety Officer for our annual Copperstate Fly-in. Was busy flying my Swift until I sold it this past fall.

Children and Grandchildren scattered from one end of the country to the other keeps us busy trying to keep track of all that is happening and we always have some place to go. A little travel now and then just for fun about covers it.

Each year we pray for another year of health and have not been disappointed yet. So our best wishes to all for **TEN**. *Bob* kicho@skynetbb.com

JERRY BRADLEY—Boca Raton, FL

Life has had its challenges this year. We had a new grandson in April and he is beautiful. In July, Pat fell coming out of the shower and broke her arm and leg. She couldn't put weight on it for 10 weeks so I became a care giver extraordinaire. Her arm healed very well but the leg is still a problem. We think the plate and screws need to come out. The beat goes on.

Got in two cruises this year so it wasn't a total lose. Holland is still our first choice. I think they get better all the time. Princess is great but the rooms are too small. And Costa, Oh God! If you have a mind to go on a Costa cruise, call me and I'll sit with you until the urge passes.

I hope that everyone out there has a good New Year. After the last two or three, we deserve it.

Jerry

BILL BRASHEAR—Dawsonville, GA

I don't know where all the time goes, seems like I mailed a check yesterday and here I am late again. I have the same problems and complaints as everyone else so won't go there.

I did have an unusual medical problem this year. I

was standing in the yard talking with my grandson and all of a sudden I lost vision in my left eye. I had a sty removed the previous day from the upper eyelid of the same eye. Course the optometrist said there was not connection. What had happened was a stroke, broken blood vessel, in the eye. The end result is I have lost all central and right side vision in this eye. My primary physician suggested that the deadening shots they used in the sty removal had a medication contained in it to reduce any bleeding which constricted the blood vessels to the point one burst. I had the required test to confirm that there was no blockage or obstructions and that the blood pressure was normal, basically in good health and it shouldn't have happened. I would have rather lived with the irritation of the sty.

Thanks for all the work you guys do, that is the only way for us who live off the main line to keep somewhat up on everyone. *Bill*

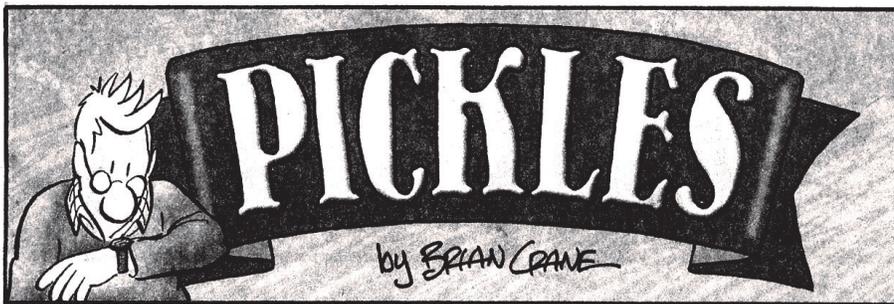
JOHN BROWN—Hayward, CA

Hi, Cleve. Seeing 2009 retreat in the rear view mirror will bring no tears from me. It was not a good

year in our family. We lost a brother to cancer in Dec. '08, and a sister to cancer in Jul. '09. I had an unfortunate accident in Oct. '09, hurting my right hand pretty badly, damned near sawing it in half. (It's healed now, but I've very little strength in it. I can hardly squeeze a sponge. Golf has been out of the question, but we'll see how it goes come next summer.)

The economy is bordering on tragic. I live in a townhome complex with 144 units, and a large number of them are in default or the owners have just walked away from their mortgages, since they are "under water". In Association dues alone, we are close to \$95,000 in arrears. I've had a blessing of serendipity, in that my home was paid for before this financial crisis hit. It pains me to see so many others in dire financial difficulty. Two of my nephews and one of my nieces, all back in Chicago, have lost their jobs, and are struggling.

What little travel I've done, which was to PDX and MDW for funerals, has been on Southwest. I've not set foot on a United aircraft for 6 years, and have no plans to do so. It's not only a matter of crowded air-



planes and poor employee attitude. Southwest is convenient for where I want to originate (OAK), being able to fly into MDW rather than ORD is a huge plus, the fares are reasonable, and it's PS.

I turned 70 this month (retired 15 years already!), so I've had to make some decisions regarding IRA and 401K distributions. I'll be taking it in the shorts tax-wise, but someone has to help the government pay for this health care fiasco, which will not, of course, apply to Congress.

Thanks for keeping me "in the loop" via the *RUPANEWS*. A check is on the way to Leon.

Merry Christmas to you and Rose, and all who read this letter.

John (Flight Dispatch)

WALT BULLARD—Wilmington, NC

I'm actually getting my dues in a month early this year! The check's in the mail to Vineburg, CA, with a few bucks extra for incidentals.

Thanks to all who keep *RUPANEWS* coming--you're doing a great job. It's always good to see names and hear about old friends.

Nothing new to report this year; I'm still blessed with pretty good health and am keeping busy with a little writing and visiting kids/grandkids/in-laws in Plainville, CT, and Buffalo, NY.

I do remember some pretty good layovers at the Williamsville Inn in BUF. It's gone now, but the Creekview Restaurant nearby is still there. I was introduced to "buffalo wings" there and they're still pretty good! Most of all, I have many very pleasant "rockin' chair memories" that go a long way toward sustaining me in these "turbulent times".

Hope everybody has a very Merry Christmas and a truly Happy New Year!! *Walt*

EDWARD CHAPMAN – Jordan, MN

Editors: Dues (and a little more) are on their way to the correct address. Thanks for the terrific issues you get out; great information in each one!

The December 2009 issue really caught my eye with the article about the Concorde. Only one other airline operated Concorde besides Air France and British Airways: that airline was Braniff, which had an interchange agreement with both. Braniff had ordered Concorde aircraft in anticipation of flying them from Miami to Rio and Miami to Sao Paulo.

To be "ready to go" when the aircraft were delivered, and to gain a perceived marketing edge on American Airlines, Braniff operated Dulles-Dallas-Dulles on the interchange. All flying was subsonic on the north side of .92 Mach. At the time (late 70's) it was not legal for a US carrier to operate a foreign-owned aircraft, so the British Airways or Air France Captain would "sell" the aircraft to the Braniff Captain for a dollar, a large decal with an "N"-number would be placed over the "G-B" or "F" registration, as appropriate, and it would be peeled off the aircraft on its return to Dulles and re-sold to the other Captain.

In late 1978 I had a choice of being either a Concorde Second Officer based in Dallas or a 727 First Officer based in Minneapolis. I didn't give the "choice" a lot of thought: I was living in Minneapolis and flying Marine Corps F-4s, so why do "turns" out of Dallas? When Braniff filed bankruptcy several years later, I flew hot air balloons full time for about 4 years, went back to Braniff 2, then Midway, then United from 1991 to retiring 3 years ago. Wouldn't have changed that "decision", and have good memories of going out the side door of the flight planning room at DFW (along with just about everybody else in the room) to see Concorde take-offs.

Separate subject: don't keep hoping too hard for the

Speed Bump/Dave Coverly



so-called "Akaka Amendment". Looks like it's gone from "our highest priority" to off the radar screen. The phrase "benign neglect" comes to mind. All the very best for 2010!!! *Ed* ORD

BILL CONN—Culpeper, VA

We've had a good year. Haven't traveled as much as we'd have liked, but did get in one car trip to PA for Marty's grade school reunion. (Her high school class was so huge that at those reunions she finds it tough to see people she actually knew.) So her grade school friends decided to have one that was a bit smaller. Fourteen of us got together at a mountain lodge near her hometown, and had a great time.

Our kids are doing well. Rick, a captain with US Airways, is still flying 757/767s out of Philadelphia to Europe, and Dave, a captain with American, flies 737s mainly to West Indies and Central and South America. We've had some fun trips with Dave, and would like to go to Europe with Rick, but his reserve schedule doesn't give us much time to make it to Philadelphia once he's assigned a trip. As for our absolutely perfect grandkids: Rick and Amy's Lauren is living in DC, and really enjoys working for a group which fights world hunger. Rachel, who wants to be a writer, has been granted an internship with a DC publishing firm. And Brent, is getting straight A's so far in his first year at VCU.

Dave and Terry's kids are both in school now—Rory in second grade and Elly in preschool, and they think school is great. They also take classes in everything from swimming to ballet. We made it to Fairfax to see Rory in her ballet recital—how different little girls look in tutus and tiaras! We'll be heading up to Fairfax again soon to see each of our littlest girls perform in their Christmas plays.

Rick and Dave flew their Stearmans as much as possible in the Flying Circus shows this past year. And our best airplane news is that, with help from our sons and friends, we finally finished

the middle section of the hangar floor! Now Bill is designing the small apartment we plan for the hangar. We wish all good things for you and yours in 2010.

Bill & Mary

CLARK CRAWFORD—Hansville, WA

To all RUPArians, I bid you greetings. I am grate-

ful for and delighted with the gallant efforts of all those that produce this informative connective booklet of camaraderie. It keeps me informed of the trials and tribulations we all seem to encounter at some time. It provides me with the wisdom that comes from those who send along their experiences and points of view.

I have just finished fifteen years of retirement and beginning the second fifteen. I trust that everything will continue to improve as it has for me the last fifteen. I am much healthier now than at age sixty, a bit wiser about a few things and totally in the dark about all the expanding knowingness that is being accumulated and dispersed through the newest ways of communicating and sharing. Just watching the donations that come in minute by minute to Wikipedia on the internet is an interesting aspect of the flow.

I certainly eat more consciously the past several years than I did during the flying years. I think this has helped keep me free of pains and strains, colds and the flu. One of my mainstay recipes that seems to be used almost daily in our household is as follows:

Gina & Noah's Spicy Creamy Raw vegetable Soup

This is an especially potent nutrient-rich support for strengthening the immune system; it is endowed with lots of phyto-nutrients that help your body maintain its integrity against those pesky microbes that enjoy using your internal anatomy for their shindigs.

Serves 2-4

1 Avocado

1 Red, green or orange bell pepper or handful of mixed peppers of your choice

2 Scallions

1-2-3 Cloves of Garlic to taste

1-2 Cucumbers (size is a good determiner)

2 Large handfuls of spinach and or/kale/Swiss chard/collard greens/etc

1 Handful of parsley(s) of which there are many varieties e.g. Cilantro.

Dash or more of Cayenne

Dash or more of your favorite Curry (see www.qualityspices.com)

Cut into pieces and throw all into food processor or blender and blend until it's a creamy soup, a couple of minutes usually does the job.

Add Celtic Sea salt, Tamari or Braggs liquid aminos to taste.

For variety you can mix and match your own selection of veggies; cauliflower, broccoli, and the many local and exotic vegetables that are available from garden and market. You will find a favorite combination and the possibilities are many. Open that refrigerator door and gather what is there and off you go. Watch out for comments from your guests or family such as "that was a nice meal but the Vichyssoise was cold"

Serving It:

It is delicious right from the scooping spoons, (that is usually done surreptitiously by the one making the blend or sharing it with a friend, if they are watching). But many like a more formal or tidy presentation so use small soup dish or cup. Use it as a spread instead of jam or jelly, add it to burritos, tacos, rice dishes, over potatoes. Mix it with hot water for a tea or vegetable broth. Mix it with hummus, nut butters and so on; embellished with your favorite flavors it becomes more versatile. It stores well in a closed container and kept refrigerated. Easily packaged to take on outings picnics and a pleasant taste treat in lunches.

*as modified by and commentary added to by
Clark

CORT DE PEYSTER—Reno NV

As always, *RUPANEWS* is a most enjoyable read cover to cover. The exploits of old friends and colleagues is always intriguing.

Thanks Leon (my old new hire class mate and stick buddy in DC-6 school), Ron, Cleve, Bruce, Patti, et al, for doing such a terrific job to make this publication a reality.

Three years post UA, and life is good. Still flying the Citation X for "Brand X" (XOJET). Feel blessed to still get paid to "Slip the surly bonds of earth".

Spent last January, TDY flying, out of the UAE and plan to go back again this Jan-Feb. With the recent economic meltdown of Dubai, it will be interesting to see the difference a year makes. (XOJET has a joint venture with a UAE company).

Son Brooks, graduated from Univ of Washington (Seattle) on the "Deans list" in June and is studying for the LSAT while working in San Diego. Daughter Alexandra is a thriving Sophomore at Univ of Oklahoma and a member of Kappa Kappa Gamma sorority. Nancy is still working as a consultant at the Nevada Humane Society with special events and community programs.

We took our first vacation (Nov), in four years and our first ocean liner cruise. We started in Istanbul, cruised eleven days through the Holy land, ending in Athens. It was awe inspiring to see these historic and religious sites. The cruise was a great way to accomplish this "bucket list" item.

Made it to a few RUPA lunches, including one with the North Bay group. What a fantastic venue to see old friends!

Continue to ski, run and cycle, but after reading of fellow Ruparians, Lew Meyer and Paul Niebur's exploits, I hesitate to even mention it.

Between working, two weeks on/off, visiting the kids and commuting between Reno and Lopez Island WA, not a lot of idle time of late.

Best to all, till next year. Check's in the mail. *Cort*

PETER DULKEN—Evergreen, CO

Greetings all; Same old stuff, which is good news.

Am looking forward to the RUPA cruise on the Mediterranean next fall. Have enjoyed Holland America cruises in the past (all two of them).

Again a big "Thanks" to all who put everything together. *Peter*

JOE FABBO—Rancho Mirage, CA

Dear Ruparians. Made only one trip on UAL this year but picked one of the long jaunts---14+ hours to Dubai. My fellow traveler was another Retired Captain Gino Salegui. He chose to travel on one of my companion passes and enjoyed my seniority (06/19/50). Dubai is a unique and beautiful city of amazing buildings, but it is suffering economically just like the rest of the world.

My escort is now trying to get me to Moscow---I think not.

CLAY BENNETT *Chattanooga Times Free Press*



Thanks for the magazine. Great cover and it gets better each year.

Check is in the mail. *Joe*

GEORGE FOXE—Carol Stream, IL

Still here--77 years old. Still healthy and so is my wife.

Don't enjoy the magazine as much as I used to but I guess I'd better ask you to keep it coming.

Thanks for all the work you do to make it happen.

George

WILLIAM E GREENE - Santa Rosa, CA

It's been a couple of years since my last letter, but not much exciting to report.

Still work at the Pacific Coast Air Museum twice a week as the crew chief trying to restore a DC-6 cockpit, Assistant Director of Air Ops for our air show, and just so I would not get bored I was elected to the Board of Directors.

Last year I went to the Collings Foundation WW2 Bomber Crew Fantasy Camp at Stockton CA with their B-24 "Witchcraft". Great fun and a great education as well as tremendous new respect for the WW2 aviators. We got to operate the ball turret, fire the waist guns (blanks), and drop a bomb on our "bombing mission". Thanks to the FAA we could not even sit in the co-pilot seat while airborne.

Decided that I need a "toy" again. Thought about an airplane, but too expensive, a motorcycle and I would probably kill myself, so am looking for a hot rod again or a 1960's or 70's go fast ski boat like a Sanger. Got to have some fun.

No longer navigating for my brother in open road racing, he decided he did not want to do it any more. But at the Big Bend Open Road Race in '98 we did win the 150 MPH class, most accurate hand timer (no computers, just hand held stop watch), and best over all time with an error of .051 second after 110 miles and 100 turns Never arrived or departed a fix while flying with that accuracy!

Happy New Year to all. *Bill*

ED GRIFFITH—Macedonia, OH

Had a nice visit with Jerry & Marybeth Smith last February at the FBR Open. Good time and got to see some relatives and old high school classmates. Plan on doing the same this year.

Finished my course in "Just Faith" which is meant to make you aware of the social justice situation around the world. Good stuff.

Not able to travel for long periods this year as my prostate cancer returned and metastasized in my bones. I take chemo on Tuesday every three weeks and the other Tuesdays I get a blood test and visit the Doctor to discuss my blood work and progress, which so far is good, my PSA went down about 20%.

Went to my oldest granddaughter's wedding in Oak Park, IL and had a family reunion. Good times for all. She graduated first in her Law School class at George Mason and has a job in DC when they start hiring this year. Meanwhile she's being paid half her salary!

My son, Jay, who many of you met at MEC meetings, and I have planned a trip to play golf in Scotland and see the Open in July, God willing. Doc sees no problem and it should be fun!

I'll report on that next year.

Have a good one. *Ed* PIT-EWR-CLE-ORD

DARBY HENCH—Colorado Springs, CO

Hi So Sorry I'm so late! Having a stroke has made life interesting. Also, Les is in a nursing facility. Stage 4 cancer, both lungs and it has spread.

We love the *RUPANEWS*. I flew DENSW many years.

God Bless You All. *Darby*

WILLIAM G. HORN—Rolling Hills, CA

Dear Cleve & Bruce: At the LAX Christmas party, Rex May told me to return to the fold, so have sent check and here is my letter.

One brief on travels: We have played golf all over the world. Florence (Nee Binyon) was in the first class of non-nurses on United as stewardesses.

(She's still a knockout) and as of this month we've been married 65 years. We fish in Northern Wisconsin spring and fall, and summer in Alaska. We also do some exploration cruises. We keep up with children, grandchildren and great grandchildren.

Having majored in agriculture and biochemistry, I refuse to have my nose led by the advertising agencies, food charlatans and so called diet experts. At age 91 I have my rights! Labels that read low, light, free diet, organizer pamphlets claiming to cure everything are not welcome in my home. I never take

any pills, my only medications come in 1.75 liter bottles, clear or brown – cheapest brand and on sale. I still take care of the garden, yard, fruit trees, pool, etc. Presently, I'm half through painting my house. Clay Grant should come out from the flat land and help me paint as he did in 1953. We could sit have a toddy and watch the ships go by 12 hundred feet below on the Catalina Channel.

We have been fortunate to see the company in its great years, and help there in. One sad part is to see all the young fellow who flew with me depart.

Keep on the move. *Bill & Florence*

PATRICIA IDE—Lake George, NY
RUPA, Merry Christmas to All.

Love getting RUPA and keeping up to date with a lot of familiar names! After 38½ years with United, Roger knew many people. He is missed by many. *Pat*

DON JOHNSON—Elizabeth, CO

Another year has passed and it is time to renew the *RUPANEWS*.

My wife and I are still in good health which allows us to travel and do those things we have put off. We went to China last year with a high school classmate and some of her family. We went on Viking River Cruises and they do a great job. We had a good time and fairly good weather. Last July we took our daughter to England and Scotland. Now she wants to learn to play the bagpipes. It's too bad that traveling abroad has gotten so expensive. We haven't made plans for 2010 yet, but hope to take at least one cruise.

We moved out of the Denver tech center area 3 years ago and "downsized" to 5 acres near Elizabeth. We don't miss the traffic and the neon and we really like the quietness of the area and the dark nights with the brilliant stars you don't see in the city. The only problem has been the weather--we didn't realize how much difference a few miles and a 1,000 feet could make. We are on a hill so we really notice the wind and it is always colder and snowier here than where we were. Chris is threatening to move south--but I'm betting the grandkids will keep her here. We are very fortunate that both of our children live in the Denver area.

I hope each of you have a great year in 2010. *Don*

AL JOHNSTON—Salem, SC

Hi you all, birthday today, Nov. 24, big #85, 25 years into retirement and still in good health. Golf is no better, will have to live 15 more years to shoot my age.

Have a good eye doctor, he's got me reading 20-20 without glasses.

Famous last words, "the checks in the mail". (snail mail).

Hope you all had Happy holidays! *Al*

DAVID JONES—Trent Woods, NC

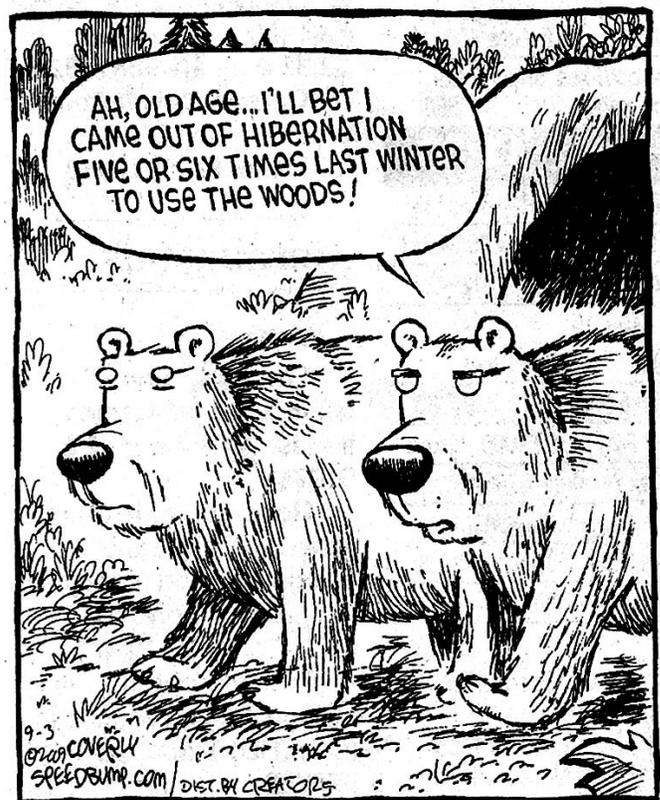
Happy New Year to the *RUPANEWS* Editors: Due to some e-mail SNAFU last year it has been 2 years since I have reported to the membership.

Betty and I are still enjoying the good life in Eastern North Carolina spending lots of time with family in nearby Richlands, NC. After living in Florida for 29 years it was family which prompted the move. We have two great grand children in Richlands.

We haven't done much travel recently except a trip to Knoxville on US Airways to visit our daughter. Pass riding on UAL does not interest us much.

We managed to have a family reunion over July 4th week when 5 of our 6 children descended on New Bern for a week. Our son in Pinellas Park, FL did

Speed Bump/Dave Coverly



not have the seniority at the Postal Service to get the 4th off. Sound familiar? We had a great time!

We just enjoyed a great Christmas Season celebrating my 82nd birthday on Christmas Day followed by Betty's birthday on the 27th and our 60th wedding anniversary on December 28.

We miss attending the Southwest Florida monthly luncheons so we rely on the *RUPANEWS* to get the news of our friends in Florida. It appears that the *RUPANEWS* is what's holding RUPA together what with the waning interest in conventions. The cruises are great for some, but some of us can't do those anymore. Therefore, the *RUPANEWS* is now more important to us and we thank those who give their time to produce such a well done publication.

May the New Year bring good health and happiness to all. *Dave*

BOB KORTUM—North Wilkesboro, NC

Hi Leon. Here is \$50 for my next years subscription to RUPA pubs. A little late but this is good for me, being in the same month. Ha!

Surely do appreciate all the work you guys on staff there are doing and always look forward to receiving the publication. The quality is exceptional and well worth it. *Bob*

STEVEN LAURANCE—Redmond, OR

Dear Fellow Retirees, It's 11 years since I set the parking brake for the last time. It literally seems like a lifetime ago. During that time, we have witnessed terrorism first hand, seen our once proud company reduced to a shadow of its former self and seen this great country in the throes of a great recession. Let's hope 2010 is better.

Frank Grona's passing is a loss to us all. I spoke with him a few months before he died & he was in his usual good spirits. Many others are also flying west.

We are in good health & thankful for the many blessings we receive daily. Our oldest daughter & husband adopted a baby in Oct. He's black, white, Philipino, & Samoan. He should get past any quotas that exist in this PC society. He's a sweet baby & we all love him dearly.

Sorry I don't have any boats, airplanes, vacation homes or castles in Spain to mention. We have 2 late model Japanese cars that are paid for & a 35

year old house that's also paid for. That's all folks. Thanks for the loyal workers who put this magazine together. *Steve*

ROBERT LAWRENCE – Los Altos, CA

I retired at the end of 2001 and took a job with a NASA program for the next 7 years. When that ended about a year ago, I finally learned what the word "retirement" really means, and I'm loving every moment of it.

With two kids who finished college and moved back home, Paula and I are a full house again. We know it won't last long, so we're savoring the experience. What a tough time for kids who have to start their careers right in the midst of a huge economic turndown. Kevin is attending Professional Culinary Institute with an eye to following his passion (What the heck, I followed mine at his age, and it worked out OK). Mandy is working as a teacher's aide in a K-1 Special Needs class in Palo Alto, and loving it. She'll become a regular teacher in time.

We've taken one major trip this October. Used a ZED fare on Air Canada to Nova Scotia and spent a week at the Celtic Colours music festival in Cape Breton Island. Then down to Annapolis for my 45th reunion. Aside from the ZED fare, we bought tickets all the way. It's such a pleasure to travel without that knot in the pit of your stomach.

I'm still playing Kingston Trio style folk music with my old picking buddies, as well as learning the in's and out's of my Mac laptop, making high tech DVD's of the music. It's just amazing that today's computers can replace a whole recording studio!

Paula and I attended the first annual SFO Christmas party and had a great time! Kudos to Grant Anderson and all the flight office staff who coordinated it. A sit down dinner with an excellent live dance orchestra (all SFO ramp employees - as good as I've heard in years) and the opportunity to have quality time with many of my favorite folks, all for \$30 - what a bargain! They plan to do it again next year, and word of mouth alone should assure an even greater turnout and another big success. Everyone on my mailing list will be getting plenty of advance notification.

Finally, the second Tuesday of each month is to be looked forward to by all SFO retired pilots and spouses when we meet for lunch at 11am at Harry's Hofbrau on El Camino in Redwood City. Another

way to visit with a lot of good people.

Best to all, until next year! **Bob**
captndaddy@gmail.com

CLARK LUTHER—Hilton Head Island, SC
RUPA, although I am a Life Member I want to send
this small amount to help you to meet the ever increas-
ing mailing costs. *Just for clarification, Life Mem-
berships were done away with about 15 years ago.*
Ed

This year marks 25 years in retirement and my wife
and I are enjoying living in Hilton Head Island in a
retirement community called "The Cypress" It is a
great place for retirement where they take very good
care of us and all of our needs. They even drive us
to our doctors' office and those visits are more fre-
quent than in earlier years.

I don't do much traveling anymore but my wife still
takes a few days to visit her sister in Fairfax Virginia.
Her health remains very good and mine is not all
that bad for an 85 year old man. I still enjoying read-
ing your magazine even though I don't remember
any of the names, it is still good to keep in touch.

Good luck to all of you folks who keep the retirees so
well informed.

Sincerely, **Clark** luth747@roadrunner.com

JIM MCGREGOR—Walnut Creek, CA
I want say "Hi" to anyone still around that might
remember me. Ours was without a doubt the
"Golden Era" of Airline flying, both from our and a
passenger standpoint.

Only eleven more years, and I will have been retired
for as long as I flew for United. Regards to all, **Jim**
1942-1981 -mostly SF0 (B247, DC3, C87, C54,
DC6, B377, DC4, CV340, DC7, B720, DC8, DC 10
and B747)

RICHARD MC MAKIN—Olmstead Falls, OH
Cleve and Bruce: with apologies:

'Twas the end of December,
And I realized with a flash
I had again forgotten
To send RUPA their cash.
I sprang from the easy chair
(Pardon the euphemism)
Which I did without grace,
But with youthful enthusiasm
I raced to my check book
To send out my bit,

And realized to continue in this ridiculous iambic
pentameter would stress what few brain cells I had
left....so I went back to my easy chair and had a
drink that St. Carol the Tolerant had fixed for me.

Rather a busy year with a bout of colon cancer, time
in the Cleveland Clinic, more time in the Clinic. It
sure can mess up spring and summer plans. I
thought I was finished dodging bullets when I left
my trusty UH-1 in Vietnam, but I seemed to have
dodged another one...

By the way, colonoscopy makes good sense.

Back to regular routine again, but less of the three
basic food groups: Sugar, Salt, and Grease. Just wait
till next year.

Best wishes to you all at the NEWS and many,
many thanks for your effort that many of us enjoy
without comment.

And I heard him exclaim
Ere he drove out of sight,
Please don't you worry
My checks in the mail tonight... **Richard**

BARRIE NELSON—Scotts Valley, CA.
Kudos to all the people who put out the *RU-
PANews* every month.

Those old retired guys were right, 10 years go by
quickly. (Or is it 12 years?)

Still biking and skiing at Tahoe and soaring in Ha-
waii. Recently got qualified on a Grob 109B Motor
glider.

Sharon is still flying and will get Social Security in
July, so she will probably retire at the end of 2010.

She took me on her trip to Frankfurt for my birth-
day.

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"There are no seats in coach, but I do
have two together in 'next-to-screaming-baby.'"

DAVID SIPRESS

Had a Gluwein at the X-Mas market and great Weiner Schnitzel dinner just like when I was based there. *Barrie*. '65-96

JOHN J. O'CONNELL—Sycamore, IL
THANK YOU to all who labor to keep us up to date on our fellow retirees and the events that concern us. You are appreciated for all you do.

A challenge for all classmates 11/19/56. Where are you? Check in and let us know what is going on in your lives. I won't name names this time but be aware. Our sympathy to family of Wally Blasek one of the above class. We did not have the information until the last magazine.

We just returned from visit with my Mom (97) in PHX. The SA flights were good and service and attitude seems to have improved some. There was a new brochure in the seat pocket complimentary to the EMPLOYEES of UAL. Wow long time no see. The Dec. issue of Hemispheres featured UAL Pres, John Tague and spoke of the move to Willis Tower in Chicago Loop and I quote, "The new location will act as an engine of collaboration among employees and a clear representation of United's future." Excuse me did I miss something? Aren't we short on cash for unimportant expenditure like aircraft and salaries for the employees on the firing line and in the trenches?

The present atmosphere in our nation has me upset and that may have something to do with the above scenario. So here is to a New Year that will answer the long asked question, Who They Are and what is Plan B?

All is well on the home front. We have signed up for a retirement complex just west of Geneva IL and are struggling with the downsizing. For those of you who have been there and done that any suggestions????

HAPPY NEW YEAR 2010 WOW.
God Bless Miriam & John SFO/ORD Class '90

THOMAS PURRINGTON – Bronx, NY
Dear fellow aviators, My birth month has arrived and so this missive ensues. I am in a new apartment now, still technically in beautiful New York City though in the borough of the Bronx. I still don't own an automobile and use public transport and feet to get me places. Lots to do here in NY with base-

ball, opera, parks, museums and people watching being high on my list.

I have traveled the main line a lot both domestically and to Europe and I find that if one is prudent and works with the Skynet program it is possible to have mostly hassle free travel. One needs to be flexible, however and plan for exigencies.

My "designated friend", Nancy, and I commute between PHX and NYC and are enjoying life.

Thanks to the workers in our group. My cheque is in the mail.

Tom EWR, JFK, ORD, IAD -1998 graduate

ED RIPPER—Southport, NC
The end of year #9 in this retirement career finds the motorhome parked in The Great Outdoors RV Resort in Titusville, FL for Dec. & Jan., then over to the Tampa area for 6 more weeks. Hopefully, I'll get to attend a couple of area luncheons while down here....something that was not easy to do in the Cape Fear area of NC. After leaving FL, plans are to start heading west as weather allows and end up near Minden, NV to spend some time with my youngest son and his family.

Check's in the mail to Leon and as usual a hearty thank you to all who work so hard to keep RUPA alive and well.

To all my fellow Ruparians, a very Merry Christmas, and blessings and prosperity for 2010.

JACK SCHLEMER—McMinnville, OR
Hi Cleve, Here is my blab for the year, only one day late.

Now 89 years, had back surgery six weeks ago, no change that I can tell. I suppose just wait and hope.
Jack

EDWARD SCHNEPEL—Lexington, SC
Renewal for 2010. No changes. All is well on the Southern Front. Flew CLT to EWR on USAir, one step above Greyhound bus station. *Ed*

JAMES SHIPP – Battle Ground, WA
Health is good. Life is good. Retirement is the best. Naty and I still enjoy our trawler type of boat. We head down the Columbia River each April and return from Canada or Alaska each September. Usually bring back a limit of salmon and halibut all vacuum packed and frozen in our full size freezer

onboard.

We enjoy seeing all the whales, bears and eagles, and just enjoy the time we spend in beautiful places that have no crowds or line-ups. No messing with airport security, nor worrying whether we can travel space available.

We sold our Cessna floatplane a few years ago however we still have not sold our lakefront home at Nimpo Lake in B. C. Canada. The lake is called the floatplane capital of B.C. Without a floatplane and medical, we just do not need the house even though we really enjoyed it for several years. It is listed on the internet at bchomesforsale.com if anyone is curious.

I still find it hard to believe the great career that I had. I could never imagine any other that would have been as rewarding. What an experience! My thanks to the real United Air Lines before it was torn apart by present management.

Sincerely, *Jim* 1964-2001 mostly SFO

JAMES TROSKY – Mc Henry, IL
Cleve, Still spending the winters in Surprise, AZ (for a while anyhow) and the rest of the year in McHenry, IL..same wife, same children, same religion, same house. Sounds rather boring but not so.

Life is still good...flying my C-170B, 3 squares a day and a roof over my head. Hard to beat.

Thanks for all your work...I sure appreciate it.
Checks in the mail *Jim Trosky* ORD-LAX-ORD

Defense of a Nation is the Duty of its Citizens....
Service as a Marine is the Honor of its Elite'
Saepius Exertus, Semper Fidelis, Frater Infinitas
Often Tested, Always Faithful, Brothers Forever

ROBERT STEENECK—Fort Collins, CO
Our cabin in Southern Washington is a family, year round destination...warm in summer and warm by the fire in winter. An unusual number of fir trees were uprooted last year, so we have enough fire wood to last for many years.

We watched our twin grandsons' graduate from the 8th Grade in June. Their older brother is a senior in High School, but he's taking all his classes at the local community college. He'll get an AA degree along with his High School diploma in June.

Our major travel this past year was a one week

cruise through the Great Lakes from Toronto to Duluth, including Niagara Falls, Mackinac Island and many small and interesting places en route. This was an early celebration of our 50th anniversary.

In late September, I finally (after 18 months) took delivery of my new RANS S-19 Light Sport airplane, in Hays, KS. Flew it to Carefree, AZ (our winter haven) while Judy drove the car. This is the #3 production airplane of the S-19, and it was on display the following Saturday at a local air show.



We celebrated "early" Thanksgiving to accommodate son Bob who flies B-777 F/O from SFO to the Pacific Rim. He lost his 737 Captain bid when UAL parked the Guppy fleet.

Christmas will be here in Fort Collins. On December 27th, we will celebrate our 50th anniversary.

Thanks to all you troops who keep this publication going...it is my favorite "read" when commuting from DEN to PHX.

Happy new year to all...check is in the mail. *Bob*

JAMES F. WILSON—Clearwater, FL
Time for the annual letter to say hello to anyone who remembers me after 28 years on the beach. I look at the weather reports and thank my lucky stars that I do not have to shovel the walks anymore.

I'm still doing pretty well for an old guy. No driving problems or mobility problems. Betty is confined to using a walker so we don't hit the road to visit the tribe the way we used to. They come to us.

The tribe is thriving. Lots of the 30 grandkids are attending colleges around the country. I keep hearing that someone is going to Rome, or England, or Prague, or somewhere else for a semester. That always seems like a good thing to me. Get a first hand look at our neighbors and how they live and think.

I'm getting optimistic that the airlines will finally get their act together and be a good career choice again. Probably never like the golden years when I had the privilege of working but good, nevertheless. I like the new format for the *RUPANEWS* and read it cover to cover as soon as it arrives. Thanks for the good work. Check by mail. *Jim*

JACK WINK—Ft. Lauderdale, FL

Well, another year has passed and while looking over several old calendars, guess what!!----- I discovered a little known fact; the new ones have ACTUALLY grown much shorter!

We made a few trips north to visit relatives and then decided that we wanted to be in Florida for a few days in January to enjoy really cold weather and we really got our fill! I figured out how to beat it though. Just dress warmly and at bedtime take off your shoes, jump into bed and then in the morning jump out and there you go!

Thanks to all and for all you do. *Jack*

JAMES W. WRIGHT- East Brunswick, NJ
My 88th birthday is this month. I've been retired from United Airlines for 25 years this year. I missed writing last year.

In April 2009 I lost my wife Mildred. I am now legally blind so I have to sell my sail boat. The last time I was able to sail was in 2008. I am still a charter member of the Amvets' and attend their meetings.

I appreciate receiving *RUPANEWS*. *Jim* DCA, EWR, JFK 51/85

IN MEMORIAM

STUART MILTON CARLSON

A Palm Desert resident of 23 years, Stuart Carlson passed away December 15, 2009, at the age of 78.

He was born to Joseph Milton Carlson and Margaret Lindstrom on August 31, 1931, in Holdrege, NB.

He attended the University of Nebraska, graduating with a BS in Engineering. He entered the Air Force in 1954 as a Second Lieutenant at Malden A.F.B. in Missouri. After being released from active duty, he was hired by the Boeing Company in Seattle, Washington, where he worked for five years. Stuart always loved to fly, and was later hired by United

Airlines in 1964.

While in the Air Force Reserve, his unit was recalled to serve in the Vietnam War from 1968-69. Upon returning home from his tour as a Lieutenant Colonel, he married Anne von der Hellen, in Portland, Oregon on May 31, 1969.

He is survived by his wife, Anne, a daughter, a son, two grandchildren, a great-granddaughter, two sisters, and a younger brother. Memorial services were held at Riverside National Cemetery.

The family wishes to extend its deepest appreciation to the doctors and nursing staff of Eisenhower Medical Center.

JACK M. "PETE" DE CAMP

Jack M. "Pete" DeCamp, 86, passed away in Santa Monica, CA on January 10, 2010 after a long illness. He was born December 31, 1923 in Glen Ridge, NJ. He grew up in Verona, NJ and graduated from Verona High School in 1941.

He joined the Navy V5 program in 1942 and instructed flying. He graduated as a Marine 2nd Lt in January, 1944. After release from active duty in December, 1945, he joined the Marine Air reserve as a member of Willow Grove NAS VMF-451 Squadron.

He enrolled at Lehigh University under the GI bill and graduated in June of 1950.

He was called back to active duty during the Korean War. He flew 87 sorties in F4U Corsairs, 1/2 land based, 1/2 off of an aircraft carrier.

Upon release from active duty he joined United Airlines as a pilot, based in Newark.

He married Mary Campbell Kennedy of Kenilworth, IL. in May 1954. They resided in Morristown, NJ until June 1961 when they moved to Grandview on Hudson, NY with their two children, Ardis and Peter.

While there Jack served as a village trustee, police justice, and two terms as mayor of the tiny village. In June 1975 he and Mary moved to Los Angeles, CA. After 30 years with United, he retired in December 1983 flying DC10's. His family flew with him on his very last flight, from JFK to LAX.

He is survived by: his loving wife of 55 years, two children, two grandsons, a sister, and several nieces and nephews. Jack's two other loves were golf and his 1957 Chevy convertible.

In lieu of flowers, donations may be sent in his name to Meals on Wheels of Essex County or

Mothers Against Drunk Drivers or The Gus LoSasso Scholarship at Lehigh University which Jack established for a classmate who was killed during active duty in Korea.

JAMES AMSLER GRAY

Jim was born January 4, 1919 and flew west November 25, 2009 at Age 90. He passed away in San Jose due to complications of CHF after a brief residency at the Belmont Village Assisted Living with wonderful care providers. He had been a resident of Dublin, Hayward, Hollister and San Francisco, CA.



During WWII Jim flew in RAF Eagle Squadron, joined United Airlines after the war and retired as a Captain.

He was preceded in death by wife, Shirley, of 52 years, and is survived by two daughters and three grandchildren.

In lieu of flowers the family prefers donations to the Del Mar Performing Arts Association, c/o Del Mar High School, 1224 Del Mar Avenue, SJ, CA 95128.

FRANK A. GRONA

Frank Grona, a proud resident of PebbleCreek Unit 52, made his final flight west on November 24, 2009. He is survived by his wife Roxanne. He requested no memorial service in lieu of which he asks all his friends and neighbors to have a nice bottle of wine and remember him fondly. He was a pilot for over 40 years, most of which was spent with United Airlines. This was a favorite poem of his, the author unknown.

You see them at air base terminals around the world. You see them in the morning early, often at night.

They come in Nomex flight suits and hatted, wings over their left pocket; they show up looking ready to fly.

There's a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying hang-up bags, battered book bags; bulging with a wealth of technical information, data, and manuals filled with regulations and rules.

They know the new, harsh sheen of Charleston's runway. They know the cluttered approaches to

McGuire; they know the tricky shuttle that is Travis; they know it but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes near Sigonella.

They respect foggy Travis. They know the up-and-down walk to the gates at Dallas, the Texas sparse-ness of Abilene, the very narrow Berlin Corridor, New Orleans' sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather; they recognize the danger of an ice-slick runway at JFK. They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam. They vaguely remember the workhorse efficiency of the DC-3s, the reliability of the DC-4s and DC-6s, the trouble with the DC-7 and the propellers on Boeing 377s. They have fond memories of the Bell 47, the Hiller and the Pisacki. They know the danger of the overloaded Huey, the bounce and hope take-offs of the Charlie model Hog and the sense of satisfaction of the Chinook delivering ten tons of ammo to a firebase under attack near Cambodia. They discuss the cramped beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clear takeoff from Haneda, and a Convair. The remoteness of the 747 cockpit. The roominess of the DC-10 and the snug fit of a 737. They speak a language unknown to Webster.

They discuss ALPA, EPRs, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger.

They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses.

They buy life insurance, but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede the glamour is gone from flying. They deny a pilot is through at sixty. They know tomorrow, or the following night, something will

come along they have never met before; they know flying requires perseverance and vigilance. They know they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror." As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family people. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives.

At times they are reverent: They have watched the Pacific sky turn purple at dusk and the stark beauty of sunrise over Iceland at the end of a polar crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow capped Rockies.

They remember the vast unending mat of green Amazon jungle, the twisting Silver road that is the father of waters, an ice cream cone called Fujiyama; the hump of Africa. Who can forget Everest from 100 miles away, or the ice fog in Fairbanks in January?

JAMES E. STRONG

Jim flew west on September 8, 2009 at age 72. Jim always said that he wanted a New Orleans Jazz Funeral, but no one ever thought that his daughter Laura would have to actually arrange one at such a young age. Thanks to her husband's music connections, Jim was given a wonderful sendoff in early October by the Saint Gabriel's Celestial Brass Band at the Picchetti Winery in Cupertino, CA.

Jim was born in Chicago where he met the love of his life, Dorothy. After graduating from IIT in 1959 with an engineering degree, the Navy sent the young Ensign to Guam as a Super Connie Navigator for a two year tour. Jim soon sent for Dorothy and they were married on that tropical island. Jim and Dorothy became the locus of a social group of 15 or so young bachelor officers. They developed a close knit group that became Jim's friends for life.

Jim's next duty was as a Recruiter, so he decided to recruit himself for Navy Preflight in early 1963. Because of his excellent training record, he requested and was assigned to VP-9 at Moffett Field in California flying the then new P-3A Orion to and from all parts of the Pacific.

Jim came to United in 1967. Like all who came at that time, he spent many years riding "side saddle" and in the right seat before finally making Captain. Once there on the 737, he knew he had found the fun plane of the fleet. He retired off the Guppy in 1996, after almost 30 years with United.

Jim and Dorothy loved to travel, and Jim figured out the best flights for adventures where they could mingle with the locals. And travel they did: Greece, Germany, China, Australia, Czech Republic, Poland, Paris, and on.

He is sorely missed by Dorothy, his daughter Laura, and son-in-law Jonathan Eveleigh.

FRANK LYNN WILCOX

Frank Wilcox, 84 of Auburn, WA flew west Dec. 15, 2009.

Frank was born in Hamilton, WA Sept. 18, 1925 to the late Pearl and Ethlyn Wilcox. He attended elementary school at the Hamilton Heights School and graduated from Corvallis High School in 1943. Following graduation he joined the

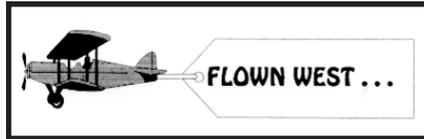
Army Air Corps and was discharged after the end of World WWII in 1945. He went to work for the Big Ditch Company where he worked until being called to active duty for the Korean War in 1950 where he served for a year in Korea. He came back to the Bitterroot Valley and again worked for the Big Ditch Company.

Lynn married Lucille Stephani in March 1955 when he went to work as a pilot for United Air Lines. He flew for a short time on the East Coast and then was based in Los Angeles until 1971. He then transferred to Seattle, where he worked until his retirement in 1985.

He and Lucille spent their retirement years at their home in Auburn, WA until his death.

He is survived by his wife of 54 years, Lucille, a daughter, Marian Wilcox, and son, Dennis. Cremation has taken place and no public services are scheduled.





JAMES E. STRONG	Sep. 08, 2009
W. A. TREMBLY, JR	Oct. 03, 2009
*BERNIE ENGERT	Oct. 05, 2009
GILBERT A. PERRY	Oct. 12, 2009
THOMAS L. JUDGE, SR	Oct. 13, 2009
*E. DOUGLAS SHEBURN	Nov. 15, 2009
FRANK A. GRONA	Nov. 24, 2009
JAMES AMSLER GRAY	Nov. 25, 2009
THOMAS C. LAMBRICK	Dec. 05, 2009
STUART MILTON CARLSON	Dec. 15, 2009
STUART M. CARLSON	Dec. 15, 2009
FRANK LYNN WILCOX	Dec. 15, 2009
*JOHN F. RIGAN	Dec. 18, 2009
JAMES P. MC BRIDE	Dec. 20, 2009
JACK M. "PETE" DeCAMP	Jan. 10, 2010
CHARLES H. AKE, JR.	Jan. 20, 2010
RALPH S. JOHNSON	Jan. 05, 2010
*ED SHEETS	
<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 Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 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)—*Edgar's at Quail Lodge or as announced* - 831-622-7747
San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-723-9008
San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

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

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797
S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr)—*Mariner Sands CC* - 772-286-6667
S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*
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