
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

Other than the UAL/CAL merger announcement, things have been pretty quiet both in RUPA and the Historical Foundation. Since I don't have much to write about, I will tell you about my trip down memory lane while I was in Texas this winter.

Marie and I went down to Corpus Christie and spent the night on Padre Island. If you went through the Naval Aviation Training program in the sixties, you either spent time in Corpus, Beeville or Kingsville. My purpose for the trip was to visit the USS Lexington and to try and find the party-pad I lived in while I was stationed at NAS Corpus Christie. The Lex is docked across the bay from the downtown area, and \$12 per person will get you on board for a tour. Since I had only landed and taken off from the carrier during training, I wanted to see what the ship looked like. The Lex has quite an impressive record of enemy tonnage sunk and enemy planes destroyed over the course of three wars. After touring the living spaces, I decided that spending my brief Naval career on Waikiki Beach flying the UAL training plane, the P-3 Orion, was far more enjoyable than carrier duty. My three roommates after UAL new hire school, George Hise, Chuck Schwarze and Joe Hutnik were all carrier based so I caught a lot of flack for being a land based aviator. Lying on the beach at Fort Derussey Officer's Club, playing cribbage, drinking beer, and watching the beach bunnies was a dirty job but somebody had to do it.

I was not as successful with regard to my other reason for my trip. I had a party-pad outside the back gate. Other than some houses on the canals and a bar, it was pretty desolate. After 43 years, Corpus has developed both residentially and commercially all the way out to Padre Island. Needless to say, I was unable to find my house. Even downtown has changed so much that I was unable to find any of my old watering holes. My son tells me that the CAL pilots are not overly upset about the merger, and they are taking a wait and see attitude. Their biggest worry is their on-going contract talks. They hope they will have a contract before the merger finalizes. He heard from a UAL jumpseater that the morale at UAL went through the ceiling when the merger was announced. Do you think Tilton's eventual departure has anything to do with that? My concerns about the merger are three-fold. One: the status of our space available boarding priority. Two: the continuation of our Medical coverage. Three: UAL's legal commitment to the PBGC. Since the CEO of CAL will soon be running the show, it will be interesting to see how the UAL retirees are treated. If any of you attended the RUAEA convention in Orlando, I would be interested in your impressions. I was at last year's convention in Phoenix and had a great time. *Ron*

Do not send money here, letters only, please

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

ABOUT THE COVER

This month's cover is of the 787 Dreamliner with the future United Airlines paint scheme



**United
Airlines** 

Was a Continental-United Merger Already in the Cards?

Timeline of Events May 2008.--Shortly after Northwest and Delta announced their merger, Continental and United briefly held negotiations involving a possible merger. Although a golden share (which served as a deterrent to a change of control) held by rival Northwest was partially responsible for the deal's collapse, we also suspect that Continental was terrified of United's fragile financial position and quickly ended all discussions.

June 2008.--Continental announced that it will switch to United's Star Alliance from its current membership in Delta's SkyTeam. We suspect that the new Delta entity was so large that it was stifling Continental's benefits from the SkyTeam and that Continental wanted a better share of the alliance's benefits.

April 2009.--The Department of Transportation (DOT) gave Continental its initial blessing to join the Star Alliance. However, the antitrust department of the Department of Justice (DOJ) questioned the anticompetitive nature of the switch, prolonging the approval.

July 2009.--After both firms altered the proposal to include some of the DOJ's recommendations, the DOT allowed Continental to join the Star Alliance. Additionally, Continental and United were given antitrust immunity on international flights, more easily enabling the firms to reduce redundant marketing expenses and share revenue from common passengers. In our opinion, this was an essential stepping stone for a merger, since United and Continental have a significant portion of overlapping flights, specifically in London's Heathrow Airport, that could have been problematic.

July 2009.--Just days after the DOT's decision, Continental CEO Larry Kellner announced he will step down at the end of 2009, citing his success in brokering the airline's acceptance into the Star Alliance. Given that Kellner was CEO during the failed negotiating talks in 2008, we think his absence will be another positive for re-igniting merger talks.

July 2009.--Nearly a week after the DOJ's blessing, Continental and United announced plans to share a joint technology platform in the Star Alliance; both firms claimed this would solve numerous customer issues. This is extremely telling, in our opinion, since IT integration is paramount for a successful merger. For example, the US Airways and America West merger took nearly three years to integrate both systems successfully, and the delay cost the entity millions.

July 2009.--Approximately two days after the IT news, United announced it will change its independent auditor beginning in fiscal year 2010 to Ernest & Young--Continental's public auditor. While we admit that an auditor cannot veto a merger, an auditor must assess the client's risks and gain comfort with its accounting procedures. Gaining a better understanding of the firm will make future audits more efficient, possibly saving millions over the coming years.

April 5, 2010.--United announced its willingness to bring its flight attendants up to the pay scale of their counterparts at Continental Airlines in exchange for changes in work rules. We thought this was a key step in getting labor on United's side, since labor unions have been recalcitrant obstacles in previous merger talks. For instance, labor disputes played a role in the United-US Airways merger talks falling apart in 2001.

April 7, 2010.--The New York Times reported that United Airlines and US Airways were in merger talks.

Individuals with knowledge of the situation confirmed these reports on the condition of anonymity, although both airlines did not comment on any rumors.

April 15, 2010.--Numerous sources reported that Continental re-entered into merger talks with United. Sources close to the situation believed that the potential talks with US Airways were merely a ploy to have Continental return to the negotiating table--a ploy that appeared to work.

April 22, 2010.--US Airways acknowledged, via a press release during Continental's first-quarter earnings call, that it had officially ceased merger talks with United Airlines. At this point, rumors were beginning to speculate that the UAL-CAL company would call Chicago home and that Continental CEO Jeff Smisek would assume the CEO role. In addition, reports surfaced that the companies were exchanging financial information.

Compatible Partners--We think Continental and United are compatible for several reasons, namely, complementary hubs, similar fleets, and disparate geographic networks. First, we posit that since neither firm operates a hub in the same city, we think the DOJ would allow a merger since the combined entity would not create a monopoly in any market, which is a significant feat. Second, both firms operate similar fleets. Continental flies an all Boeing fleet, and United flies mostly Boeing aircraft. By the end of 2009, United had removed all (roughly 100) of its older Boeing 737 planes, while Continental has firm commitments to purchase 54 new 737s through 2016. Therefore, the combined entity would have to purchase only one block of 737s, which would dramatically reduce capital spending in the years to come since the carriers would not duplicate the same order. Lastly, we think the two firms create a natural link between their disparate networks, with each carrier strengthening the geography where the other is weak. For example, United would give Continental its much-needed exposure in the western United States (via Denver and San Francisco) and Continental's Newark, N.J., hub gives United an important East Coast exposure. On the international front, United's strong Chinese presence and Continental's large Latin America exposure would complement the global network nicely between the firms, making the firm a formidable global player.

End Result--In all, we believe that consolidation is necessary in the mature airline industry. The previous cycle experienced rapid growth from low-cost carriers. Southwest flourished and newcomers, JetBlue and AirTran went public.

Today, we believe the domestic market is mostly mature, so there are few, if any, meaningful domestic markets that don't already have airline service. The reduction in additional capacity should help boost prices while removing redundant costs from the system. Eventually, we suspect the airline industry is on its way toward at least earning its cost of capital, but it is too early to tell how disciplined the industry will be during the next upturn. Moreover, there is nothing substantial restraining another new startup--unless of course, the startup realizes how unlikely the chances are of making money. From Readability by ARC90

THIS 'n THAT

Big News: - the UAL-CON merger. There were queries before it had even been officially announced, asking about our NRSA boarding priority. A suggestion has surfaced that "we" (Ruparians?) should start writing many, many letters, asking that the current policies remain. Does anyone have an address for snail mail? Emails? Filters can skew the numbers to the recipients needs, not the sender's desires. (I am a cynic!)

On Retiree Negotiations: I understand that RUAEA is the currently recognized body representing the interests of ALL retirees. URPBPA? As the pilots have historically been "me-to" on many non-pilot specific benefits and issues, I am not sure that the topic falls within their area of expertise or responsibility. Maybe a URPBPA member would determine that for us?

On our RECORDS: Make sure yours are up-to-date! A reminder to those who have or did have two addresses: Please make sure that Leon, our Sec/T, has the right one for mailing, and ask him to remove any that you no longer use! Still got two? Let him know which you want in the 2011 Directory!

RUPA WEBSITE: According to Arvid, our webmaster, there have been virus and malware warnings coming up when <http://www.rupa.org> is used in the address line. There does not seem to be an infection. The warnings do not seem to appear when just using <http://rupa.org>. Try that instead for access. He is working on a fix. By: *Bruce McLeod*

JUNE CRUISE NEWS

I thought the last issue of the *RUPANEWS* was going to be the last issue in which we would advertise the RUPA Mediterranean cruise, but space is still available and our members are still signing up. We have had a few cancellations, which is not unexpected due to the number of travelers in our age group, but our total cabin count remains about the same due to the new signups. At the present time we have 35 cabins reserved for the whole 20 days, 18 cabins for just the first 10 days and 9 cabins for just the second 10 days; if my math is correct, that is a total of 124 people. This could be one of our most heavily attended events in quite some time.

Jerry Poulin has advised me that Holland America could still pull the remaining unsold cabins he has blocked for us, but they have not done so yet. If they do pull his remaining cabins, he could still book passage for you but the prices would be higher. At the present time, Holland America is advertising this cruise at a higher price than what we were given. So, if you wish to join us, now is the time to act.

In previous issues I covered all the Ports of Call along the route of our cruise. As you know, this cruise gives you the opportunity to visit the best of either the Eastern or Western Mediterranean or both if, you wish. We will visit many historic sites and see some beautiful scenery; Dubrovnik with its walled "old town", breathtaking Greek Islands, ancient Roman ruins, and many churches, cathedrals, and museums. Each of you will have the opportunity to sign-up for shore excursions offered for each port, depending upon your interests, once you are booked. This can be done online ahead of the cruise or once you board the ship. Jerry has booked group space at the Marriott Courtyard in Rome Central Park downtown. He will be arranging shuttle service from there to the ship and back to the airport at the end of the cruise. This will apply to the 10 and 20 day cruises.

I look forward to meeting you on board and hope you all have a memorable voyage. If you have questions, give Jerry or me a call or contact us by email. This is going to be a great trip.

Submitted by Rich Bouska 925-443-4339 rbouska1@comcast.net

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Eighteen were in attendance at Mimi's for our May 13th luncheon. They were: Jack Moore, Herb Goodrich, Tom & Mary McQueen, Gene & Susan Biscailuz, Don & Gloria McDermott, Dick Unander, Bob Mosher, Larry Lutz, Marv Jeffers, Doug Bialanski, Lou Carson, Rex May, Walt Tyler, Doug & Marcene Rankin.

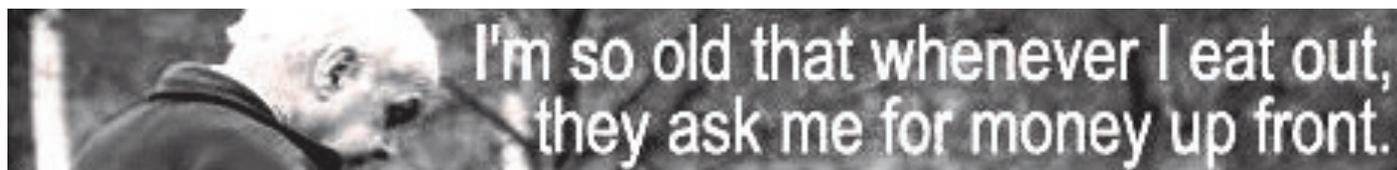
The topic of the day was the upcoming merger of United Airlines and Continental Airlines. Don McDermott discussed the difficulties that are being encountered with some other airline mergers. One of the topics which is of great interest to our group, since we are retirees, is the boarding priority for Pass Travel. Those of us at United know that the Retiree boards before the active employee: our understanding is that at Continental the active employee boards before the retiree. The question is what will the boarding priority be after the merger? What we heard was "it will be worked out later." The question of medical benefits and seniority list came up, and there is no answer at this time.

Doug Bialanski spoke of the ongoing problem with the "final determination letter" from the PBGC and there is hope that there may be some progress by the end of the year. Doug also gave a website for anyone wanting more information about the Merger. It is: www.unitedcontinentalmerger.com.

Even though the two airlines operate some of the same type of aircraft, it was mentioned that some of Continental's aircraft have different make engines from United's.

After lunch we had our 50-50 drawing and Doug Bialanski was the lucky winner.

Our next gathering at Mimi's will be Thursday, July 8, 2010. 'til then, *Doug & Marcene Rankin*



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 (April) LUNCHEON

The staff at the Wind and Sea opened the deck for lunch with our group. Seems the threat of some rain kept quite a few patrons away...but not our RUPA Group. Service was exceptional and was appreciated by all.

On Deck were: Bob Brockmeier, Ron Dye, Bob Fuhrmann, John Grant, Rick Hoefler, Ed Judd, Ed Krieger, Bob McGowan, Jerry Meyer, Al Pregler, Bill Stewart, George Webster, Bill Rollins Ted Simmons and Van Blake.

One subject of interest was the new ICAO Multi-Crew Pilot License ...MPL Aleon Training, a wholly-owned subsidiary of Boeing, has taken a leading role in moving MPL. They said "it may reduce the time required to put a non-pilot into the right seat of a 737 from 30 months to just 13-15 months. "The MPL creates a parallel process in becoming an air transport-rated pilot," says VP-First Officer Program Marsha Bell. You don't have to first become a master in a piston single or twin before moving on.

The objective is to train pilots in a multi-crew cockpit environment from the outset. Better training methods produce better pilots in less time. It isn't just about racking up flight hours. Interesting comment on this was they would need only...10 hours of solo time in a real aircraft! Welcome to a brave new world!

Another subject of 'talk' was on the 'urge to merge' that UAL is once more looking for a partner. One was to become number one AGAIN. As reported United and Continental would vault over Delta Air Lines Inc. to become the world's largest airline by traffic. A combined United and US Airways, which is based in Tempe, AZ, would be smaller than Delta. Much more to be seen on that front.

Quite a number of us were able to attend Ron Cordes Celebration of Life and the luncheon that followed. Ron Died April 5, 2010. Mary, Ron's wife, requested the pilots, (those the could) wear their uniforms. They looked good! Lee Beck spoke as 'Witness to a Life' and a friend and pilot. *Ted*

DANA POINT RUPA (May) LUNCHEON

The Deck was opened for our group under a gray sky but it was still warm. The blue umbrellas were left unopened. Our group got started with drinks right away... as always the waiters were attentive and the food good.

Bob McGowan's Villa Park group, was unable to make it due to vacation and sickness. Bob hopes to be back next month. Bob usually bring a car load.

On Deck were: Park Ames, Carlos Bernhard, Bruce Dunkle, Jack Healy, Rick Hoefler, Ed Judd, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch. A rather smaller group than usual? A large picture of our group that was passed around, from 10 years ago, showed about the same number.

Big news in the Harbor was the visit of a great whale that hung around the harbor and got all the way up to the Marine institute at the top of the Harbor. The encrusted Grey whale's flukes were entangled with fish netting that was taking its strength away. The whale was a few months late on the long journey to Alaska from Baja California. The rescue team from San Diego's Sea World coupled with Harbor Patrol and others came to free the whale from the fish netting. A crowd of people, cars and boats, were drawn to the harbor by the film choppers who were filming overhead. The local Police had to close down some of the harbor and roads. It took a couple of days to get the big whale out of the Harbor after it was freed from the line. The whale became named "Lilly."

Some talk about the RUPA website which has the warnings and no info. On a conversation with Arvy, the web master, he said he's on top of it. The Apple computers don't seem to have the same dire warning.

Traveling on UAL on standby - no one had anything good to say. Go by Car or buy a Ticket? Now there's a novel idea??

Heard some horror stories from UAL travelers having to hire a limo from London to Rome, \$9,000 to get in place for a cruise. But the problem is the volcanic ash closing airports in Europe. Road trips sound better.

Ted

DENVER GOOD OL' BOYS (April) LUNCHEON

The monthly meeting was held as usual on the third Tuesday of the month April 20 at The American Legion 5400 East Yale, Denver. Socializing began at 11:00 A.M. with lunch served at 12:00.

Attending were; Bob Sannwald, Bill Hanson, Bill Fife and guest Karen Daniels, Mark Connelley, Bill Hoygaard, Phil Spicer, Tom Johnston, Al Dorsey, Gary Gore, Bernie Stoecker, Maury Mahoney, Bob Dietrich, Bob Blessen, Rex Bales, Jack Davis, Cliff Lawson, Dennis Getman, Rick Madsen, Duane Searle, Doug Searle, Jim Nist, Susan Hytinen, Jim Hixon, Stanley Boehm, Jim Reid, Charles Fellows, Casey Walker, Ed Cutler, Russ Ward, Larry Walters, Jim Krasno, Hal Meyer, and Bob Crowell.

The usual coordinator and money changer was hors de combat, or sick or something like that, and so he missed the meeting.

Bob Blessen spoke about the annual picnic he is organizing to be held during the summer. The time and place will be announced later. This event last year was the social highlight of the year.

DENVER GOOD OL' BOYS (May) LUNCHEON

Conditions were VFR for the May meeting in Denver and a good turnout resulted. The cuisine met with general approval and none went wanting.

The attempt at humor by the coordinator elicited a few chuckles, probably because happy hour had been such a rousing success.

Bob Blessin gave an update on the annual picnic scheduled for Aug. 17 at Cherry Creek state park. This event last year was the highlight of the social season in Denver, and them that wasn't there missed out. Looking forward to this year's event.

A short missive was read from Jim Mckinstry about his recovery and condition. Our best to Jim.

There were no new reports of infirmities or final flights west, so the meeting adjourned at a suitable hour.

Those in attendance included: Phil Spicer, Dick Shipman, Bernie Stoecker, Mack Connelley, Al Dorsey, Bill Hanson, Tom Hess, Maury Mahoney, Frank Morton Jr. Bill Hoygaard, Dave Murtha, Fritz Meyer, Bob Blessin, Duane Searle, Jim Adair, Ken Ewing, Denis Getman, Jim Hixon, Larry Waters, Rex Bales, Rick Madsen, Jack Davis, Jim Nist, Gary Gore, Ray Bowman, Bill Fife and guest Karen Daniels, Charles Fellows, Susan Hytinen, Rick Bebee, Jim Krasno, Jim Jenkins, Stanley Boehm, David Horwitz, A.J. Hartzler, and the scribe and coordinator, *Ted Wilkinson*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Unbelievable – another rainy cool overcast day in paradise! But those who weren't out of town Monday May 10th enjoyed another great lunch at Edgar's, among them were: Lee Casey, Pete and Donna Walmsley, Milt Jines, Diane Ellis, Brett Morris, Robert and Mary Alice Gifford, Jon and Jane Rowbottom, Dave and Mary Lou Mackie, Paul and Brigitte Olson, and me!

No jokes were remembered (age related no doubt) so the conversation settled on cranky, quirky, and notorious captains on the DC-6 and DC-8s. (Not one cranky, quirky, or notorious flight engineer or first officer was discussed!) I wish I had my tape recorder!

Per RUPA President Ron Jersey's request, we discussed possible ideas for a convention – or not – and where. Since travel is already difficult on UAL and the UAL/CAL merger may be finalized by late 2011 making air travel even more difficult, destinations were discussed based on ease and frequency of flights. Denver is definitely out for our group! Cruises were discussed, which many favored, but no real consensus was reached on where. Las Vegas, San Francisco, San Diego, and Reno were discussed for cities – of course for our group all those destinations are within driving distance – no flights required.

The next luncheon and golf outing is Monday June 14th at Edgar's at 1130 – golf starts at 1330. Pete is handling the "T" times – call him for reservations.

Thank you for the RSVPs this month – Edgar's appreciated the accurate head count received ahead of time.

Please RSVP by either email (preferred) or phone for our June meeting. *Phyllis Cleveland*

“Face of America” Veterans’ bike ride an emotional journey

By Ike Wilson/News-Post Staff



Tears welled up in retired United Captain Lou Meyer's eyes Saturday as the 75-year-old talked about his participation in the 110-mile Face of America Bike Ride for wounded military veterans.

“This ride is really about the GIs, many of whom are missing their body parts,” Meyer said. “This is also to show what they can do despite their injuries. Many of them are fresh out of the hospital. This is my third time doing this, and I get broken up every time I think about their sacrifice.”

The ride from Bethesda to Gettysburg, PA was sponsored by World TEAM Sports, a 501c3 nonprofit organization dedicated to creating opportunities for people of all abilities through the power of sports. About 350 riders made rest stops at Adams town’s Green Hill Park and spent the night at the Frederick Sportsplex before continuing to Gettysburg.

“These veterans refuse to let their challenges prevent them from competing in athletic events, and their drive and determination is an inspiration,” said Jeff Messer, president of World TEAM Sports.

“This is a great opportunity and time to honor our military. They've given so much - their lives, their limbs, time away from family – that’s the reason we do this ride. It is to honor the injured as well as the active.” The ride was a combination of active, retired and injured veterans as well as civilians,” Messer said.

Between 60 and 70 Injured and 50 to 60 retired veterans participated in the ride. A number of them with no legs used handcycles.

The race was the second for Lt. Col. Greg Gadson, of Fort Belvoir, VA, who lost both legs in Baghdad on May 7, 2007. Gadson used a handcycle for the race. “Whatever people are doing with their legs, I'm doing with my arms,” Gadson said.

Cool weather this year made for a much easier ride after last year’s 100-degree heat, which made that race extremely challenging. “One of the important things this ride means to me is it’s neat that so many volunteers decided to sponsor this event. Riding through the countryside allows the veterans to reconnect with America. The simple acknowledgment of not just the vets but the total involvement of so many others makes this a great event,” Gadson said. The ride was the first for 60 year-old John Weir of Rockville. “It is about bringing awareness to the injured vets,” he said. The event attracted participants from far and near.

Vaughman Galvin, of Newburn, NC, said the event was a tide, not a race, and allowed able bodied riders to ride with differently abled riders. “One participant was a veteran who had just starting walking on his prosthetics a couple of days ago, and is on his bike for the first time,” Galvin said.

Beverly Mayo and her husband, who is disabled, flew from Pensacola, FL to join the race. She rode a bike and her husband used a handcycle. “We just wanted to be with the servicemen because we are so thankful for what they do. This is a small way of showing our gratitude,” Mayo said, her eyes welling with tears. “They are the ones who ensure that we go about our daily lives living in our freedom.” Mayo recalled a quotation: “I’ve learned the hard way there’s no clear beginning or end of a story.” “That's what it is for these guys. This is the beginning for them. Riding through the Washington metropolitan area has given me new appreciation for the region. The local landscape is lush and beautiful, and we will come back to visit several bed-and-breakfasts we have seen along the way,” Mayo said.

Paul King, of Alexandria, VA followed the riders in his Jeep. A friend was a safety marshal and he was riding along for support. “This is a very worthwhile event - one of the best causes I've seen in a long time,” King said.

McHenry, IL RUPA LUNCHEON

On Tuesday May 11, 2010, 53 RUPA members and guests gathered at the Warsaw Inn in McHenry IL. Bernie Sterner and Cliff Sanderson shared information concerning the announced merger of UAUA and Continental.

Since Frank Cleland was able to make the long trek from southern Illinois we were able to have a Marine table this time.

In attendance were: Don & Joan Anderson, Leroy and Eva Bair, Dale & Glenys Bird, Jim & Corrinne Boyer, Glynn Bradley, Larry Cabeen, Tom Clemens, Frank Cleland, Norm Clemetsen, Barry Davidson, Cheryl Depner, Jim Downing, Allan Englehardt, Jim Gesler, Don & Katie Gregg, Ed Gunderson, Dave Harris, Tom Harvey, Bob Helfferich, Mike Hepperlen, Jim Higbea, Buck Hilbert, Paul Hubbert, Les Kero, Dick & Maribeth Kuhn, Wes Lundsberg, Rob McCutcheon, Bob Moncur, Bill Mullon, Will Murray, Claude Nickell, Dave Runyan, Cliff Sanderson, Bill Silvester, Ole Sindberg, Bernie & Rachel Sterner, Bill Thompson, Sid Tiemann, Jim & Mary Trosky, Terry True, Lyman Walter, Tom Wedel, Rus & B.S Williams, Ron Wilson.

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our April 21, 2010 luncheon was held at the Westwood Country Club located in Vienna Virginia. Before the start of the "official" luncheon, we had a nice stand-around get-together with the opportunity of satisfying any desires for liquid refreshments. Ladies were invited and we were pleased to welcome several very nice ladies.

Lunch consisted of a mixed green salad followed by a very generous pork chop accompanied by mashed potatoes. Dessert was a tasty plate of an oatmeal cookie with fresh raspberries, blackberries and whipped cream.

After lunch, we were pleased to have as a guest speaker, Theresa Ruddy. She is the wife of retired Captain Bud Ruddy. Theresa told us about some of the experiences that pilots' wives encountered while their husbands were far away from home. Some of the stories were sad, but some were also hilarious. Mrs. Ruddy's presentation was well done. We all were thankful for the sacrifices endured by the gals "holding down the fort".

Our 54 attendees were: Al Badrow, Jon Beckett, Meredith Beckett, Laura Brandle, Hal Cockerill, Gary Cook, Linda Cook, Gil Coshland, Pat Coshland, Gene Couvillion, Bill Davis, Carolyn Davis, Ed Duffy, Peg Duffy, Eleanor Forsythe, Cathy Foster, Jim Foster, Paul Gilson, Jerry Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Larry Grube, Chuck Heid, Earl Jackson, Joyce Lopez, Dave Malone, Fred Martin, Frank McKenzie, Lew Meyer, Dolores Miller, Ed Miller, Ofelia Nickel, Bill Nolan, Edna Nolan, Faith Osborn, Laura Petitt, Herb Pettit, Jin Raney, Bud Ruddy, Theresa Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Gale Seaton, Jack Sodergren, Gloria Soltis, Joe Soltis, Sim Stidham, Fred Streb, Skip Strickler, Betty Williams, E.K. Williams, Betty Wolfe, Andy Yates.

A special thanks to: Gary Cook, Earl Jackson, and Hal Cockerill for handling the check-in. Theresa Ruddy for the stories and for the pretty flower arrangements.

Our next scheduled luncheon will be July 21, 2010 and it will be stag.

Jon P. Beckett

SAN DIEGO COUNTY RUPA LUNCHEON

On May 11 we San Diego north guys met as usual at the San Marcos Country Club for lunch. Bob Bowman, Paul Whitby and myself were the only ones that showed. Bowman said that perhaps we need an interesting speaker to liven things up, and he would buy the speaker lunch. So, come on, guys, show up at noon on the second Tuesday and enthrall us with your stories. *Bob Harrell*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



XB-15 - Boeing Model 294

On February 9, 1934 President Roosevelt issued an executive order stating that no airline executive who had been to the so-called "Spoils Conference" could receive an air mail contract for 5 years.

Following the edict from Roosevelt, the U.S. Congress passed the Air Mail Act of June 12, 1934 giving the Interstate Commerce Commission power to regulate the air mail rates. Further, the Air Mail Act outlawed any financial or interlocking directorate connections between airlines and aircraft manufacturing businesses. It even "outlawed" Philip Johnson from his presidency of the United unit that manufactured Wasp and Hornet engines, because the engines were purchased by the U.S. government for military planes.

Johnson bitterly gave up his Presidencies in United Air Lines and United Aircraft & Transport Corporation. William Boeing, also bitter over Roosevelt's injustice, resigned as Chairman and quit the airplane business. C.D. Howe, the Minister of Transport in Canada, invited Johnson to Canada where in 18 months, Johnson organized Trans-Canada Airlines.

The Air Mail Act gave United Aircraft & Transport, Corp. five and one-half months to "unscramble". This task fell to Joe Ripley, the man who had originally put the Corporation together. The reorganization was approved at a stockholder's meeting July 11, 1934. Ripley created three new operating companies: United Aircraft Corporation, Boeing Airplane Company and United Air Lines Transport Corporation (United Air Lines).

In order to file new mail bids, other airlines had quickly changed officers and resumed operations under new names. American Airways became American Airlines and Eastern Air Transport became Eastern Airlines.

Claire Egtvedt became president of the Boeing Airplane Company following the breakup. With only \$600,000 remaining in the treasury and no sales prospects for the Boeing 247 transport due to the success of the DC-2, Boeing worker numbers dropped from 1,700 to 600. Fortunately in June 1934 the U.S. Army awarded Boeing preliminary contracts to develop a (top-secret) large long-range bomber, the XBLR-1 (Experimental Bomber, Long Range Model 1), later renamed the XB-15.

After nearly 3-1/2 years and 670,000 man-hours, the XB-15 first flew on October 15, 1937. It proved to be ahead of its time. The four 850 hp Pratt & Whitney Twin Wasp radial engines could not achieve the desired speed of 220 mph or carry a one-ton bomb-load 5000 miles.

Compiled by Marvin Berryman, DENTK Retired

S.E. FLORIDA TREASURE COAST SUNBIRDS (April) LUNCHEON

The passing of an era would be the best way to describe our last "official" luncheon of our So. FL season!!! Our fearless leader, Cap't. Jim Dowd, has decided to RETIRE (once again) and pass on his responsibilities to ME (Bob Langevin). What can we say Jim???.....it's been a GR8 ride, thank you for hosting, thank you for opening up your beautiful club (Mariner Sands Country Club) to us and a BIG THANK YOU for running the show up here in Stuart, FL for the past 5 years (or so). You have done a WONDERFUL JOB and certainly have been an 'inspiration' to NONE of us.

Enjoy your 2nd retirement; be sure to continue coming to our Luncheons each and every month.....IF Connie gives you a 'kitchen pass' and you can get out of the house that is. Enjoy your new found leisure time and of course, I will look to you for your guidance in the future. Seriously Jim.....U have been AWE-SOME and without U our group probably would have not made it thru the transition 5 or so years ago. Take care and be well. And again, THANK YOU - THANK YOU!!!

Those in attendance at our April Luncheon were: Dick Baese, Bill Cole, Jim Dowd, Del Gartner, Clay Grant, Frank Guglielmino, Skip LaRocque, Andy Lambert, Bill Northup, Don Onofrio, Ted Osinski, Sid Sigwald, Bill Smith and myself, Bob Langevin.

The next challenge that we have here in Stuart will be to find a suitable new location to replace Mariner Sands CC. That will be no EZ task; it has been an OUTSTANDING Facility in every way and has served us very well over the years. In May, we are going to try The Ruby Tuesday Restaurant on US 1 in Stuart and subsequent to that we'll give a few other venues a try until we find a location that we feel we can use repeatedly and call it our new 'home'.

Needless to say, we had a terrific Buffet and time during our April Luncheon and can only hope that our future will provide us with many more of the same. Will close out for now.....but wishing you all a Safe, Healthy and wonderful Summer Season. Respectfully Submitted by, *Bob Langevin*

S.E. FLORIDA TREASURE COAST SUNBIRDS (May) LUNCHEON

A NEW BEGINNING.....BEST describes our May 11th, 2010 Luncheon for our Treasure Coast Sunbirds here in Stuart, FL. You might recall from last months Newsletter that our May, 2010 get-together would be our 1st without our fearless leader, Capt. Jim Dowd in the left seat. We did fine but it just wasn't like Capt. Jim used to do it at Mariner Sands CC. He was in the 'back of the bus', sitting in First Class of course while imbibing with an "Adult Beverage" of some type in hand. He won't admit to it of course, but I do believe that he is some kind of 'Herpes' or something close to that. Stick to it AND with us Jim and make sure that your Captain "Emeritus" - Connie continues to give you those 'Kitchen Passes' on the 2nd Tuesday of every month so that you can join us.

On a serious note (can I do that???), our May Luncheon went well at our new trial location called Ruby Tuesday. We had a turnout of 9 guys for our Lunch. Briefly, the Salad Bar was very, very good and (as far as I know) thoroughly enjoyed by all, the food ordered off of the menu was OK, the area that we were in seemed a little confining, the tables were too small for 6 (to a table), the service was good but the piped in music overhead was a little loud for our liking. NOW.....THAT is telling it like it is. We would be willing to try it again, but we would want to sit in a different area of the Restaurant the next time.

Those who attended were: Jack Boisseau, Jim Dowd, Skip LaRocque, Del Gartner, Ted Osinski, Bill Smith, Don Jefferson, Paul Andes and myself, Bob Langevin. As usual, our conversation centered around small airplane flying, the UAL-CAL merger, our UAL Medical Insurance situation, ladies with 'certain' physical attributes and Obama.

Even though it might not be OFFICIAL (because we usually take the Summer off in FL due to a lot of our guys traveling and having places up North) we are going to have a Luncheon in June (the 8th) as we continue to do our 'due diligence' to find a suitable place for us to meet for Lunch in the future. Our June 8th Luncheon will be at a Restaurant that our 'ONE and ONLY' Cap't. Jack Boisseau (the worlds GR8est Airline Pilot) found and recommends, Finz, which is on the water in The Manatee Pocket area (near Salerno Road and A1A) of Stuart. I'll be sending out a reminder email to our Treasure Coast Members, but for those of you who might be in the area and would like to join us, you can reach me at BobL34997@aol.com or my home phone # is 772-219-0905.

Have a Safe and Happy Summer, UALers, and be sure to travel safe. Meanwhile, may the wind at your back - be your OWN. Respectfully Submitted by, *Bob Langevin*

THE SEATTLE GOONEYBIRDS LUNCHEON

The Seattle Gooney Birds braved the rainy weather and met for lunch and good fellowship at the SeaTac Marriott. The food was good, as always, and our favorite waitress took care of our needs and called us "boys". Herb Marks seemed to like that. It was nice to have Jim Chilton join our group again.

After lunch Bob Howard told another old joke in a low voice so that the ladies in the adjoining room couldn't hear. The host told about leaving two tickets to a Mariner's game for someone to steal from his open car and upon his return finding four tickets. So much for team loyalty!

Everyone seemed to have a good time. In attendance: Jack Brown, Don Anderson, Herb Marks, Jim Barber, Bob Howard, Bud Gudmunson, Jim Chilton, Fred Sindlinger, Gere Pryde, Chuck Westfphal, Ray Hanson, Vince Evans, and *Bill Brett*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

The May/2010 monthly gathering of the North Bay RUPA group was a bit under strength, due to many regulars traveling, or attending to the duties of Spring..(Including the dreaded Honey-Do!) We were pleased to have a contingent from the Bay Area join us, Cleve Spring, Bruce McLeod, Floyd Alfson, and Dr. Francis "Bud" Schwartz, took a drive on a pleasant day to attend, and enjoy the food and conversation. There was no lack of subjects for discussion, due to the merger announcement, and the bulletin board had many articles, as well as opinions, regarding the future of uaua.

George Hise handed out the latest retiree health information, and several of Cleve's photo's were on display.

It was noted that among those that mail their health insurance payments to United Benefits, few had received the current month's billing. The Center advised that the May billings were mailed out late, however it may be prudent to monitor the situation, as some retirees have experienced problems, including cancellation, in the past. Dan Bargar advised the new website...www.unitedbenefits.com..is up and working well.

In attendance: Bill Greene, Don Madson, Dan Bargar, Jules Lepkowsky, Tom and Joyce Grey, Ken and Shirley Corbin, Bruce McLeod, George Hise, Jim Mansfield, Dick Hanna, Bill McGuire, Gardner Bride, Cleve Spring, Bud Schwartz, Floyd Alfson, *Bob & Doris Donegan*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

There were 40 people who attended our May 11th luncheon. We were fortunate to have two new attendees. They were Jimmy Taylor along with his son Jim. Many will remember Jimmy as one of our favorite Flight Managers in SFO. Also, Perry Thomas, who is 94 and looks 65, drove for 3 hours from Nevada City, CA to visit with us. He too was a Flight Manager.

Of course the pending merger with UAL and Continental was a subject of discussion. Everyone is concerned about what the pass travel policy will be when the merger is finalized. The one that Continental presently has certainly isn't good for their retirees. As I understand it, the retirees go to the bottom of the list. If any of you know anything different we'd be happy to hear from you.

All those in attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, Bob Ebenhahn, Barry & Ginny Hamley, Dick & Jeri Johnson, Howie & Pat Jundt, Bob Kallestad, Bob Lawrence, Norm Marshall, Bob McAfee, George Mendonca, Bob Norris & son Craig, Walt & Mary Ramseur, Norm Rupp, Bud Schwartz, Pat Sheehy, Cleve & Rose Spring, Jim Taylor & son Jim, Jerry Terstiege, Perry Thomas, Isabell Traube, Gene & Carol Walter, Ron Weber, Al Wilcox, Larry & Pat Wright.

Our next luncheon will be June 8, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

Why the Big Three Airlines Keep Getting Bigger

By Matthew Green—Visit <http://matthewrgreen.blogspot.com>

United Airlines and Continental Airlines announced that they would merge their operations. This follows in the footsteps of another combination of major carriers, Delta Air Lines' acquisition of Northwest Airlines in October 2008.

Over the past decade, we have seen four major US airlines (TWA, America West, Northwest, and Continental) swallowed up by, or merged with, one of their peers. The remaining "legacy" airlines are the "Big Three" of Delta, United, and American, along with a few smaller legacy carriers such as US Airways and Alaska Airlines.

The trend of consolidation within the US airline industry stems from the governmental deregulation of the airline industry in 1978. In the post-deregulation era, three trends have defined the evolution of the airline industry.

First, a largely unionized workforce and high cost structure prior to deregulation meant that downward pressure was inevitably placed on employee wages and benefits in the post-deregulation era.

Second, new low-fare airlines with business models built around lower cost structures emerged and to this day continue to take away significant market share from the legacy airlines.

Finally, competition and the subsequent need to expand led the better-positioned airlines to acquire or merge with the weaker ones, thus leaving only a fraction of the original legacy airlines in business today.

With the latest round of consolidation, we have reached a point where future mergers will likely be multinational due to antitrust concerns. Equally likely is the prospect that legacy airlines will attempt to take over low-fare carriers in order to retain them as low-cost subsidiaries, but reorganize the competition in their own favor.

As the railroad industry suffered from rapidly declining traffic in the 1960s, air travel was on the rise, even though it was still a relative luxury for most Americans. Additionally, air transport was a highly regulated industry. The structure was rigid, highly inefficient, and fares were high. The government's Civil Aeronautics Board (CAB) regulated routes, pricing, and maintained high barriers to entry for newcomers. Even the existing airlines often had to wait years to get new routes approved.

One of the most famous stories involved Western Airlines waiting over a decade for approval to fly to Hawaii. It got it in 1969, after years of red tape and attorneys' fees. Nevertheless, the industry was profitable and airline employees enjoyed relatively high salaries and benefits, made possible in part by the unionization of the workforce. With the CAB virtually ensuring profits, the companies could afford the high salaries, and the system was allowed to work in favor of the carriers and their employees.

It is a harsh reality that all forms of mass transportation are only marginally profitable at best. This is true across the industry, whether it is trucking, shipping, or rail. The airline industry was reminded of this when the 1973 oil crisis forced the airlines to raise fares, which the CAB readily approved.

Despite this, the subsequent recession and declining passenger traffic caused the airlines to experience

Pickles/Brian Crane



losses. With the massive 1970 Penn Central Railroad bankruptcy a recent memory, (Penn Central was the product of the 1968 merger of the Pennsylvania and New York Central Railroads, a necessity due to the desperate railroad situation), voices in Congress began to express concern that the same thing could happen to the airlines.

Subsequently, hearings on airline deregulation began in 1975, spearheaded by Ted Kennedy. In 1977, President Carter appointed Cornell University economist Alfred Kahn as Chairman of the CAB. This was a notable because, as a marginal-cost economist, Kahn was known as an academic who favored deregulation regardless of the industry in question.

As congressional hearings continued, the airlines, who favored the rigid system despite its flaws, began to lobby against the proposed legislation. Kahn envisioned an industry with lots of midsize carriers in competition with each other, where reduced profits brought about by competition would largely be balanced out by an increase in passenger numbers resulting from lower fares.

Many industry veterans knew better. American Airlines Robert Crandall, who would later be known as one of the fiercest post-deregulation CEOs, stood up in one congressional hearing and chastised the committee that “you’re going to ruin this industry!” Nonetheless, the bill found little resistance in Congress, and President Carter signed the bill into law on October 24, 1978.

While deregulation was necessary to open up air travel to the masses, there were several factors that Kahn and the other deregulators did not address. The most important factor was one for which the airlines found themselves completely unprepared prior to deregulation: highly unionized workforces made it difficult to adjust cost structures without tense labor relations and costly strikes.

Not surprisingly, the 1980s brought about harsh realities for many airline employees. The post-deregulation environment immediately exerted downward pressure on the generous wages and benefits of airline employees, a process that continues to this day. Frank Lorenzo, a Queens, NY native, established himself as arguably the most prominent airline executive during the 1980s by building Texas Air into a holding company that would later purchase Continental, PeopleExpress, New York Air, and the once-mighty Eastern, all the while establishing himself as a vicious cost-cutter.

In 1983, Continental declared bankruptcy, and Lorenzo used the courts to force necessary cuts on the unions, emerging shortly thereafter as a lower-overhead, profitable carrier. After former astronaut-turned executive Frank Borman sold Eastern Airlines to Lorenzo in 1986, constant labor struggles ensued. Eventually, a six-month machinists strike in 1989 led Eastern to declare bankruptcy.

During this time, Lorenzo was quoted as saying “I’m not paid to be a candy ass; I’m paid to go and get the job done.” By 1990, Lorenzo was a poster boy for the airline industry’s lousy labor relations. That year, he left Texas Air/Continental upon its second bankruptcy filing. His aggressive actions throughout the decade indicate that Lorenzo arguably knew better than any other airline executive what was necessary for the industry’s long-term financial health.

Despite this, his tactics poisoned labor relations and made it harder for future airline executives to make necessary cuts due to the lingering atmosphere of distrust. An airline tycoon had become a pariah in just a few short years. His tarnished legacy was apparent in 1994, when Federico Pena’s Department of Transportation rejected an application to launch a new airline from an investor group that included Lorenzo, partially on the grounds that he was involved.

Throughout the rest of the 1990s, a good economy resulted in prosperity for the legacy carriers. However, well-publicized labor struggles remained. With low fuel prices aiding to produce several years of billion-dollar-plus profits, the unions, particularly the Air Line Pilots Association (ALPA), began to demand more lucrative contracts. American’s CEO Bob Crandall needed President Clinton’s help to avert a 1997 pilot strike, which Clinton did by invoking the Railway Labor Act (amended to include airlines in the 1930s).

The next year, Northwest was forced to impose a lockout on its pilots for two weeks. As the airlines’ profits remained steady into 1999 and 2000, ALPA members significantly lifted their demands. United’s pilots in particular demanded that their pay levels return to pre-deregulation levels, adjusted for inflation.

At the turn of the century, United was indeed flying high, confirming its slogan at the time - “United: Rising.” On the strength of its West Coast network, United rode the tech bubble to profitability. SFO briefly became the sixth-busiest airport in the world, providing United with a great amount of premium and business

fares.

Frustrated, United's pilots took action by refusing to fly overtime. United was forced to cancel major portions of its summer schedule and largely acquiesced to its pilot's demands later that year. Delta's pilots used this as leverage to do the same in 2001, just months prior to 9/11.

In a clear illustration of the union's unwillingness to accept lower wages, despite the industry bleeding red ink after 9/11, Delta's pilots refused to accept concessions until 2004, when oil prices began to strain the carrier's finances.

After three decades of wage and benefit cuts, the legacy airlines remain union-heavy. However, the airlines have experienced the toughest decade in their history in the aftermath of 9/11 and with higher fuel prices. This has forced the unions to accept more flexible cost structures.

The list of bankruptcies is extensive. US Airways went through bankruptcy twice, in 2002 and 2004. American narrowly averted bankruptcy in 2003 by winning large wage concessions. United was in bankruptcy from 2002 to 2006, and Delta and Northwest filed Chapter 11 on the same day in 2005. With the bankruptcies of this decade more drawn out than in the past, the airlines have been able to adjust their cost structures downward like never before.

This offers hope that the airlines will be able to cope with the possibility of higher oil prices and industry difficulties in the future. Unfortunately, it took 30 years and a revolving door history of bankruptcy for unions and airlines alike to accept the new realities.

The lower barriers to entry post-deregulation led to the other two secular industry trends: the rise of low-fare airlines and the commencement of a Darwinian race to survive among the legacy carriers. First, a look at the history of deregulation start-ups and a new breed: low fare carriers.

Immediately after deregulation, new upstart passenger airlines began to take to the skies. Midway Airlines of Chicago was planned pending the legislation, and thus began operating in 1979 from its namesake airport.

The new, competitive environment meant that passengers suddenly had a choice of which airline to fly, because multiple airlines were competing on the same routes.

More importantly, the lack of CAB fare regulation meant that passengers usually flew with the carrier who offered the lowest fare. This was not lost on several entrepreneurs, in particular a man named Donald Calvin Burr. In the late 1970s, the Harvard-educated Don Burr was working for Texas Air under future union foe Frank Lorenzo.

Seeing the potential for low-fare airlines, he resigned in 1980 and moved back to the Northeast, setting his sights on Newark Airport. A sleepy airport during much of the 1970s, Burr found that the Port Authority was willing to lease Newark's deteriorating North Terminal at fire lease rates. He also found that there were many Boeing 737's on the market that were old, but well-maintained and in good flying shape.

In 1981, Don Burr's PeopleExpress took to the skies out of Newark, forever changing the industry by redefining the concept of low-fare and no-frills service. The only thing included in the fare was the transportation. To check a bag or to get a snack or beverage on board involved an extra charge – "added value" - as Burr put it. To better utilize flight attendants, the company collected fares on board, and never had a toll-free phone reservation line, preferring local toll numbers for each of its destinations.

The no-frills experience and low cost structure enabled Burr to profitably offer lower fares than his competitors. Passengers did not mind the no frills experience, and PeopleExpress grew exponentially as the public embraced low fares.

While PeopleExpress was synonymous with, and can be credited with catalyzing the growth of low-fare carriers in the 1980s, the art of running a low fare carrier was perfected by Dallas-based Southwest Airlines, which quietly rose to prominence throughout the 1980s and 1990s. After struggling as an upstart carrier in the early 1970s, Southwest introduced a new business plan emphasizing low costs. It employed a largely nonunion work force and initiated aggressive fuel hedging strategies, which both continue to be the foundation of its low cost structure today.

Southwest was also on the cutting edge of utilizing its aircraft to the maximum by targeting short turnaround times, maintaining simplicity by only flying Boeing 737s, and focusing on point-to-point service rather than the hub-and-spoke system embraced by the legacy carriers in the 1980s. Southwest's growing clout was apparent by 1993, when it opened shop on the East Coast. It began by initiating service to Baltimore, quickly

followed by a large expansion to Florida, thus tapping the lucrative leisure market to and from the Sunshine State.

New, upstart airlines continued to emulate the PeopleExpress/Southwest model, whether they started as small operations such as Valujet and AirTran, or large, well-capitalized startups such as JetBlue. By the 2000s these airlines were a prominent thorn in the side of the legacy carriers, further putting fare pressures on the large airlines and subsequently on the wages of the old-line employees.

Finally, the third secular trend of the past three decades has been the survival of the fittest. The original Big Three that emerged in the early 1990's remain the dominant triumvirate to this day.

First, a brief history on the mergers that led to this. After deregulation, many legacy carriers immediately began to struggle. Pan American World Airways, for decades America's flag carrier to so many nations, found itself grossly unprepared for deregulation because of its lack of a domestic network to feed its flagship international operations.

To remedy this, Pan Am purchased National Airlines in 1980. This was a harbinger of what would become the trend throughout the 1980s. After the industry was shocked by the sudden collapse of Braniff during the 1982 recession, the better-positioned airlines went on a buying spree. In order to acquire the "critical mass" to weather the new environment of cutthroat competition from deregulation upstarts and old foes alike, airlines began to purchase stakes in smaller airlines to establish feeder or "express" networks. Then, later in the decade, they began to acquire their competitors.

The industry experienced rapid consolidation in 1985 and 1986. Carl Icahn (then a famous corporate raider, different from his current practice of shareholder activism) purchased TWA in 1985, and immediately purchased St. Louis-based Ozark Airlines in 1986. That same year, Northwest Airlines purchased Minneapolis-based Republic Airlines. Pan Am's marriage with National was not a happy one, and the struggling carrier sold its valuable transpacific routes and San Francisco hub to United in early 1986. Don Burr's PeopleExpress, seeking to grow and gain a presence in the western US, purchased Denver-based Frontier Airlines in 1985. Unfortunately (and ironically with this week's merger), Continental and United responded by initiating a bloodthirsty fare war in Denver.

After a proposed sale to United fell through, the Frontier division of PeopleExpress was placed into bankruptcy in 1986. Burr was able to avert the bankruptcy of the entire company by selling to his old boss, Frank Lorenzo, in October of that year. Finally, 1986 ended with Delta doubling its size by purchasing Western Airlines, while American purchased AirCal.

By 1990, the "Big Three" of American, United, and Delta were more well-positioned than ever before to feed on the remains of other legacy carriers who continued to struggle. The Gulf War and subsequent oil spike proved to be the final nail in the coffin for several carriers. Eastern, having sold off major portions of its network and fleet, attempted to come back but ceased operations in February 1991. Midway, the original deregulation upstart carrier, attempted an ill-fated expansion at the same time fuel prices rose, and ceased operations in late 1991. Pan Am's struggles continued to mount, accelerating after the Pan Am 103 terrorist attack in December 1988.

After declaring bankruptcy in January 1991, Pan Am sold its crown jewel - its JFK hub and transatlantic routes, to Delta along with its Northeast Shuttle operation in exchange for cash and financial support. With that move, Delta became the world's largest carrier overnight. Over the course of the year, Pan Am attempted to reorganize around its original Latin American routes and negotiated with Carl Icahn to merge with TWA.

Sadly, before a merger could materialize, Delta cut off its support, and our nation's most historic airline was forced to shut down in early December. American subsequently cemented its Latin American dominance by purchasing the Miami hub and Latin American routes. As mentioned earlier, the prosperous 1990's led to a period of relative stability for the major carriers, but that all changed with 9/11.

Even before 9/11, United had entered into merger talks with US Airways, but due to antitrust concerns from John Ashcroft's Justice Department, the plan was quashed mere weeks before 9/11. (Considering that both airlines declared bankruptcy in 2002, in United's case lasting more than three years, the antitrust concerns were somewhat unwarranted given the subsequent events and the fact that much larger mergers have now taken place.)

TWA, unable to regain its former glory, especially after the 1996 Flight 800 disaster, was purchased by American in 2001. The last remaining deregulation upstart survivor, America West, was bought by US Airways in 2005. The accelerating rise of oil prices after 2005 led to Delta purchasing Northwest in 2008, gaining a valuable transpacific network in the process. This in part necessitated the merger of United and Continental.

Concerning the future of the industry, it is necessary to look at the global picture. In Europe, the past decade has seen countries lose their historic flag carriers. Belgium's Sabena went bankrupt in 2001. Some airlines have been bought and are now subsidiaries of others, but are kept as separate brands partially because of national identity and pride (the Netherland's KLM is now owned by Air France). Others have gone bankrupt only to have their assets transferred by their creditors and re-launched under a new name for the sake of keeping a national flag carrier (Swissair, bankrupt in 2002, was reorganized by Credit Suisse and UBS as Swiss International Air Lines).

In the future, consolidation will likely become a global phenomenon. It is possible that we may see the airlines within alliances spearheaded by American, United, and Delta (Oneworld, Star Alliance and SkyTeam, respectively) begin to merge with each other. The fact that some countries can no longer support even one flag carrier in today's economic environment supports the notion that the US was an anomaly with six to eight major carriers ten years ago. Without European-style government subsidizing of the airlines, it is likely that airline consolidation will continue in the US.

The question is which strategy will the Big Three adopt? In the US, we have reached a point where future airline mergers may need to be multinational in order to avoid antitrust actions. If any of the Big Three announced merger plans with one another, antitrust concerns would immediately complicate the prospects of a deal. It will be interesting to see at what point, if any, the Justice Department steps in.

Another possible step could be low-fare carriers being bought or merged with the legacy carriers. This would likely cause fares to rise, as less low-fare competition would make it easier for the Big Three to keep fares at more profitable levels.

Taking a final look at the big picture, airline deregulation in the US has more than fulfilled its main objective of making flying cheaper, and therefore more accessible to the general public. The winner has been the American consumer; the nominal price of an airline ticket is up just 45% since 1978. (By comparison, the price of many food staples is up over 100%, while a college education is up over 500%.) The losers have been those who invest in the airlines, and most of all the employees. Deregulation exposed the rigid union cost structure as inadequate for such competition and unpredictable cost fluctuations, particularly the price of oil.

Bob Crandall summed up the post-deregulation industry when he said, 'I've never invested in any airline. I'm an airline manager. And I always said to the employees of American, 'This is not an appropriate investment. It's a great place to work and it's a great company that does important work. But airlines are not an investment.'

Indeed, since deregulation, over 150 airlines have gone bankrupt, the vast majority small startups that could never effectively compete with the large airlines, most folding within a few years.

Those that still exist have to cope with cutthroat competition and the fact that the transportation industry, even in the good times, is only marginally profitable. Yet, we are able to get from city to city much cheaper than we were 30 years ago. In the end, it depends on one's perspective, particularly the degree to which a traveler or employee may harbor nostalgia for the way the industry used to be.

From San Francisco Chronicle (January 8, 1935)

Starting today, San Francisco will be but 18 hours distant from New York City. S.A. Stimpson, traffic director for United Airlines, announced that one-half hour had been cut from the flying schedule from coast to coast. This reduction is just the forerunner of even more drastic time cutting, as more of the 135 type twin-engined 202-mile per hour Boeings are placed in service.

United Implements Travel Enhancements for Employees

United introduce two new travel enhancements for employees, retirees, travel-eligible family members and other individuals.

"We recognize the importance of our pleasure travel programs for our people," says Doug Rose, VP-Total Rewards. "These enhancements reflect our commitment to responding to employee feedback and ensuring our travel program is competitive and consistent with industry practice."

Beginning May 1, 2010:

Just as we do for our elite customers, we will waive first and second bag fees for employees, retirees, and eligibles who purchase tickets for travel on United and United Express using the Discount 20 Program. Oversize and extra bags are not included. For information about the EMP20 program, please visit the Discount 20 Program on SkyNet's Travel page or Apollo profile S*PMO/EMP20.

We are lowering the age requirement for international first class travel in three-cabin aircraft. The current age requirement is dropping from 18 years to 12 years old.

We continue to evaluate our programs to provide a simplified experience with more travel options.

We recently introduced two new Zonal Employee Discount (ZED) carriers, Brussels Airlines and Oman Air, bringing the total number of carriers with whom we have ZED agreements to 41. ZED pricing is designed to simplify and significantly reduce the cost of non-revenue, space-available interline pleasure travel. Visit the ZED Fare Estimator under Easy Links on the Travel page for additional information.

We have also enhanced the Travel section on SkyNet to make it easier for you to list for flights directly from the home page by clicking on WebList. You'll see a new emphasis and information on the popular locations that United serves. Before you travel, you can also check out the travel discounts located in the center of the page for the latest hotel, rental car and other special offers.

Contact the United Benefits Service Center at 1-888-825-0188 with any questions. Employees based outside the U.S. can call the United Benefits Service Center collect at 515-457-9747.

UAL Conducts First Commercial Flight in U.S. Using Synthetic Jet Fuel

CHICAGO, Apr 30, 2010 (BUSINESS WIRE) --United Airlines today completed the first flight by a U.S. commercial airline using natural gas synthetic jet fuel, demonstrating United's commitment to the advancement of alternative fuels in commercial aviation using fuel that is safe and approved for use in commercial aircraft.

"This flight confirms our assumptions about how this fuel performs on a commercial aircraft and is the next step in our effort to stimulate competition in the aviation fuel supply chain, promote energy security, environmental benefits, and the creation of green jobs," said Joseph Kolshak, United Airlines senior vice president of operations. "United continues to support the use of alternative fuels, and we urge the U.S. Government and the investment community to further support critical energy opportunities."

The engineering validation flight was conducted using certified synthetic jet fuel (RenJet^(R)), produced by Rentech, Inc. (NYSE AMEX: RTK) and approved for commercial use, in a 40/60 mix with conventional Jet A fuel in one of two engines on an Airbus 319 aircraft. The aircraft departed Denver International Airport at approximately 8:15 a.m. MDT and climbed to an altitude of 39,000 feet where the onboard team collected data on the performance of the fuel during several maneuvers, including taxi, takeoff, climb, cruise, auxiliary power unit start, descent and approach. The fuel, derived from natural gas and converted to liquid fuel, is approved by ASTM International, the international technical standards organization, and is safe for use on passenger flights. It is a drop-in fuel, which means that it can be used in existing engines with no modifications required.

Captain Joseph Burns, United Airlines managing director, Technology and Flight Test, led a team of 19 engineers and observers on board the flight. Results and analysis of the performance and environmental benefits of the synthetic jet fuel and the aircraft are expected within the next 10 days.

Last year, United along with more than 15 other domestic and international passenger and cargo carriers signed Memorandums of Understanding that are intended to serve as a framework for future supply agreements for certified synthetic jet fuel and for jet fuel derived from camelina oil, a next-generation biofuel feedstock.

"Today's engineering validation flight is a significant step forward for the commercial aviation industry," said D. Hunt Ramsbottom, president and CEO of Rentech. "We are proud to collaborate with United Airlines to demonstrate the viability of certified synthetic jet fuel that delivers on performance and safety expectations required by commercial airlines, along with environmental benefits that exceed that of conventional jet fuel."

GIVE YOUR BRAIN A FIVE-STEP WORKOUT

By Leslie Garcia/The Dallas Morning News

You're lifting those barbells for strong muscles. You're walking around the block or running marathons or doing 1,000 jumping jacks every day for a strong heart.

Hurray! What're you doing for your mind? Research shows we need to keep our brains stimulated as we age. If not—well, we're not going to tell you because you probably won't remember anyway.

Instead, we of the problem-solving, nip-potential-problems-in-the-bud brigade will help you along with five ways to keep your brain stimulated.

1. Don't be so predictable. When we get into a routine (aka rut), aarp.org tells us, our brains adjust and aren't as stimulated. To offset that, try taking a different route to work.
2. Pretend it's "opposite day" Brush your teeth with your left hand if you're right-handed. Southpaws, use your right hand to move your computer mouse.
3. Learn a new word every day. Practice using it without saying, "I think this is the right word" and giggling. Get it e-mailed to you from www.m-w.com.
4. *iEn Español tambien!* No, we're not talking about learning what "pollo" or "queso" mean on your favorite menu. Branch out, try www.studyspanish.com instead.
5. Make time to play. Do a crossword puzzle. Play Sudoku or click on www.prevention.com/braingames for fun ways to stimulate your cerebellum, cerebrum, cellophane, whatever that thingie in your head is called.



LETTERS

RALPH BRIGGS—Conifer, CO

Cleve and Bruce: Years go faster and fun increases. I'm now the big 75 and still looking down at the weeds!

We've been doing some traveling, my bride, me, and the greater family. We did a fantastic trip on Oceania going from Australia to Cambodia and then to Hong Kong. After that, a fast turnaround to our timeshare on the beach in Maui. I must admit space available isn't as easy as it once was, but the price is still right.

Many thanks to those who publish the *RUPANEWS* - it's always enjoyable to read. *Ralph* '65-'95

FRANK CALDERARO—Martinsville, MK

Only a month and a half late - getting better.

Haven't made any airline trips, they are a lot more complicated nowadays what with security, baggage, etc. Can't say that I miss it. (now I'm beginning to sound like an old fart).

Still enjoy the Jersey shore and of course my grandkids, all fourteen of them. A few of the retirees are local and we do lunches now and then and swap old lies about when we were daring aviators.

Looks like "WE" (United) and Continental will soon marry. I have not so fond memories of the Capital/United merger, I hope this will be a little smoother. I guess we will now be able to go to a few new places with trip passes.

I enjoy the publication, keep up the good work.
Frank EWR/JFK

BOB CAMPBELL—Hailey, ID

Finally got it in on time. At least my birth month.

Next week, 7 May, Pat and I are going to go to Nampa, ID, Warhawk Air Museum, and fly in P40's a/c. They have 2, so may do a little loose formation. This is for Pat's 80th and my 79th.

Thanks to all of you, who produce the *RUPANEWS*. It is appreciated. *Bob* 2 July 56 'til 1 June 91

C.E. "Buddy" DeCosterd—Kaneohe, HI

Greetings from beautiful Kaneohe.

Alice & I were royally entertained for our 50th Wedding Anniversary celebration in February. The

week-long festivities were hosted by our 4 adult children here in Kaneohe, and it was a most memorable time.

Last July we went on our first River Cruise with Uniworld down the Moselle, Rhine and Main. What a great way to see the country side. Before the cruise we spent 3 days in Paris and then 3 days in Prague after the cruise before heading home.

My health is pretty good considering I just had my "Seventy Six Trombones" Birthday and we are thankful for each and every day.

Buddy (1965-2000)

RON DENK—Summit, NJ

Dear Cleve & Bruce: Thanks for all your efforts in keeping this great group together. We look forward to every issue.

Betty and I took a number of car trips during this past year to visit our daughter Kathleen and her Navy husband Jake, first in Dayton, and then in Virginia Beach.

Last July I finally made the switch to "Digital" photography and got a chance to practice at the Geneseo, NY Air Show, "The Greatest Show on Turf", a perennial favorite. From there we spent some time in Holmes County, Ohio, a beautiful Amish area where the buggies almost outnumber the cars, and the farmers working the fields with teams of horses provide many photo-ops. They are so very efficient, who needs a John Deere. From there we made the Dayton Air Show and then up to Troy for their annual WACO fly-in. I just kept going through memory cards.

With Lt. Jake transferred to Norfolk, I got to spend some time on the deck of the Harry Truman one night. It was really eerie, just three of us on this dark 1,100'+ deck. Going through my mind were the strains of Richard Rogers "Victory at Sea", with the carrier task force plowing through the South Pacific. Almost got seasick and we were still in port. I made the right decision when I joined the Air Force. An unexpected find in Virginia Beach was the Military Aviation Museum, www.militaryaviationmuseum.org, two great new hangars on a grass strip in the southwest corner of town. They have a fine collection of warbirds in flying condition including rare Russian Polikarpov's, the I-15bis, the I-153 and the I-16, along with a Hawker Fury, all 1930's vintage. I highly recom-

mend stopping by if you're in the area.

I leave you with a few random thoughts. My mid-range Nikon D-300 has a 421 page manual (all English). My 1963, top of the line, Nikon F had only a 48 page manual. My 2007 Camry has a 423 page manual (not including the "unintended acceleration" emergency procedure). My 1998 Grand Marquis manual is only 152 pages. The DC10 Flight Manual was 753 pages but that included the emergency procedures. At Mach .83, the "10" would even outrun a Toyota. My cell phone manual takes 115 pages to tell me how to call Betty and ask if she wants me to stop at the supermarket on the way home. Life sure seems to be getting unnecessarily complex to this observer. Cheers, *Ron*

CARL H. EBERLE—Geneva, IL
Cleve and Bruce, Five years now since I retired from UAL. Still in the same house in Geneva, Illinois. Still flying part time for Priester Aviation out of Palwaukee Airport (now Chicago Executive). Business is quite slow but it seems to have leveled out and we're hoping it will begin to increase soon.

We go on 2 to 3 cruises a year. Going on the Alaska cruise (again) in June.

Biggest news is that we have a grandson now. James was born last August and my son and his family live nearby in Geneva. Regards, *Carl*

ROBERT ENANDER—Bradenton, FL
Wow, 20 years since I hung up the blue suit with all that gold trim. As the saying goes, if I knew I was going to last this long I would have tried to take better care of myself.

Just this morning the news about the UAL-CAL tie up was all over the TV. I certainly hope things work out well for the employees on both sides, you know the "Suits" are going to take of themselves.

Just got back from the Big Island, 6 legs from here in Florida and got on all trips as planned as well as First Class on 4 legs including to and from KOA. We've been pretty lucky as we almost always get on the trip we planned and well over half the time it's up front, not bad as we take at least 3 or 4 trips a year mostly to Europe.

Keep up the good work, it's really appreciated!
Bob ORD, LAX, ORD 55-90

JOHN G. GRANT—San Juan Capistrano, CA
Well here I am again and today May 16, I just hit the mark that puts me only 2 years short from age 80. It really does not seem to be possible at all that time has flown so fast. But the wonderful memories that I have had since coming to the airline job in 1957 from the Air Force flying the B-29 tanker, then as a new co-pilot on the DC-3, DC-4, Viscount, DC-6 & 7 & 8 & 10, then the dream continued with the upgrades to Captain on the 727, 737, DC8 and the DC-10 and the B 747-100 to the brand new 747-400 with the glass cockpit instruments.

That sudden change over for me was really intimidating, and getting used to the glass cockpit was pressure for a week or two. But over all, the Life and career have been far more than my child hood dreams that could ever have been realized. United was really the nicest company that I could ever have wished to work for, and the crews that I worked with were all very nice and really professional. It

Pickles/Brian Crane



was a 37 year dream job. But it is sad that so much has changed for the negative in today's market. I was the copilot flying the Connie from Buffalo to Pittsburgh when I made the very rough landing in very stormy weather. The Stewardess, **Rachel Woodings**, came in the cockpit all disheveled (purposely made up) and said with a growled voice and her fist on her hips, Said: "**Who the Hell made That Landing?**" That incident has become a classic.

It is so nice to be with you all in RUPA. I love the monthly meetings in Dana Point, CA and to be a fellow AV8R.

Enclosed is my check for the dues. Best to you all, and I wish that I could rewind the time machine and do it all over again. It was wonderful.

John Willow Run, BUF, EWR, LGA, IDL, DCA, PIT, SFO, LAX. Now I am no longer there so I am now EX-LAX.

STANLEY A. GREEN—Bend, OR

Time again to remit annual contribution-check in the mail.

Nineteen years and still enjoying every minute. Sad to note though many recognizable names appear on the last page. Still enjoy golf, fishing the lower Deschutes, and attending early Spring Southwest Elderhostels.

Thanx to the folders and stuffers. *Stan*
(Ed Note: The F'n S'ers "retired" last year)

BARRY HAMLEY—San Jose, CA

Just a few short thoughts: Cleve did a very good job on the recent ALPO video about the '85 strike. Sure brought back a lot of memories. I was flying back to SFO from DEN on an ALPA provided ticket on Frontier, and a United flight attendant seated behind me asked "Hey Barry aren't you scared?" I replied that I was definitely concerned, but it didn't seem as bad as flying my O-1 for the Army over in Vietnam.

Pretty routine life now since retirement on the 747 rope-start back in 2001. I go skiing every winter in the Lake Tahoe area with Norm Justesen. He and I and sometimes Dave Link go tarpon fishing in Costa Rica every October. Very exciting and great fun! We're always looking for others that may be interested.

I went over to SNY with my wife Ginny in January

for a 2 week cruise around New Zealand. We got business class going over and international first class on the return. Booked the cruise on Royal Caribbean using Costco travel services – they give superior shipboard credits. We stayed in SNY for a few days at the Westin – pretty decent price from the internet and it included an outstanding breakfast every morning. Good location too.

I had a 4½ hour spinal surgery at the end of April to repair a fragmented disc in my lower back. It seems to be successful as the pain is gone from my right buttocks, leg and ankle.

Hope the pending merger doesn't screw up our pass privileges. Regards, *Barry*

PHILIP HAARMAN—Port Orange, FL

Cleve, almost missed it again. Another birthday in view. I keep trying to avoid remembering but somehow they continue to appear. Guess it must be my short term memory.....it keeps getting shorter but the check is in the mail.

I have been retired so long I almost can't remember what I used to do. Still hanging out at the Fly-In watching the airplanes go past on the taxiway thinking of all the fuel money I am saving.

Family OK, a few aches and pains here and there but nothing to get carried away over (pun not intended). Get together Thursday mornings for breakfast at the cafe with the usual UA folks in attendance.....keeps me in the loop.

Hope the planned merger comes thru without too many speed bumps, perhaps our long night is coming to an end. It seems like an awfully good fit.

Thanks to the "Worker Bees" that keep the RUPANEWS coming. *Phil*

MICHAEL HERRIOT—Northridge, CA

Not much new - three cruises last year - three this year. *Mike*

WILLIAM A. HOYGAARD—Aurora, CO

Eve and I are not flying much these days as it seems that most flights we are interested in taking are very full. We have been taking more driving trips but will probably give the flight options another try later this year. Our summer trips tend to be for camping in our pickup/camper in National Forest campgrounds, etc. and this then includes hiking (or at least walking a lot!) in some beautiful areas. I

still do just fine on the 10,000 foot elevation trails, control Type 2 diabetes with diet and exercise alone and enjoy doing some target shooting year round.

I will have been retired for 17 years this August after 46 years with United. I do enjoy the RUPA monthly luncheons here in Denver. Always a good group there! The 2009 Summer Picnic was well attended and I hope there will be another such event this summer.

Having had the pleasure of flying with some of the Pan Am crews, I really enjoyed the two articles in the May 2010 *rupanews* about Pan Am. The recently proposed United/Continental merger looks like it may or perhaps may not happen. I doubt any of us will have a voice in the decision/outcome!

The article in the same issue regarding hearing aids was informative but since I have worn them for several years, I would encourage people to work with an experienced audiologist in selecting the "assistive auditory device" that will best meet their individual needs. These professionals should be informed about the variety of options and working with your audiology tests, you are more likely to have results that will result in improving your hearing. Two things to remember: they do not work if left in your bedside table (you need to wear them consistently and essentially "learn to hear" again) and they will not replace young ears! We have health care coverage with Kaiser. They have very well prepared audiologists and both Eve and I (with very different hearing loss issues) have received excellent guidance and ongoing support with our assistive auditory devices. *Bill*

C. ED JUDD—San Clemente CA

It's time once again to say hello to old friends and shipmates that touched my life, and were a part of it so many years ago, and recall those who are no longer here with us. I have been privileged to serve many hours with them, in the cold cramped cockpits of the DC-3 to the spacious front office of the 747. The shared moments of concern for craft and crew, the wonders of nature, its beauty, its awesome fury. In those shared moments ties, or maybe even bonds are formed that few people are fortunate to have in their lives and careers. I think I may have said something like that in a debriefing or two over a few beers.

My best to all of you out there and thanks to all the people who keep RUPA well and alive. *Ed.*

MICHAEL KAUFMANN—Santa Cruz, CA
I really enjoyed your "Pan Am edition" for May, 2010! The picture of the PAA Clipper shipping a 1956 IBM Hard Disk that stores 5 MB of data and weighs over a ton reminds me of a trip I flew in the 70s. I was a PAA 707 copilot in the Pacific and was in HNL when an important 707-200C cargo plane came through and they bounced us off our pattern to take a load of IBM Computers to Adelaide, Australia! It was a heavy load, so we had to stop for fuel in Fiji. Now fuel was very expensive in Fiji, but that didn't matter, this load had to go through! We overflowed Sydney and the dispatcher there said they had to argue very strongly with customs to allow the port of entry as Adelaide and not make us land in Sydney. So, on we went. The winds were bad, so part of the argument was that we would arrive after the 11PM curfew! No worries mate! Adelaide radioed they would stay open for us! Never having been to Adelaide, the small airport was unimpressive, except for the crowd that greeted us! There had to be 300-400 people on the ramp at 11:15 PM!! We felt like Lindbergh at Le Bourget! As we descended the ladder, flashbulbs were popping and reporters were asking how our flight was? We told them about the "almost" landing in Sydney and the locals had some nasty comments about the people in Sydney! What is this all about? When we got up in the morning, there we were on the front page of the local paper, photographed coming down the ladder. We were lauded as heroes! Those IBM computers were Off Track Betting Machines, the first in Australia! There was a lot of jealousy held by the people of Sydney, with the Adeladians having beat the Sydneyites to the punch.



We were very amused by this competition for off track betting. Walking around Adelaide that day, we were constantly recognized from the paper and given handshakes and slaps on the back. It was hard to believe how this was the big news Down Under! I did learn a very important lesson in Adelaide. The Australian Salute! Walking around, you had to keep one hand waving in front of your face to keep the flies out of your eyes!

Mike (I'm not waving at you!)

ROD LION—Maple Valley, WA

Well, coming up on 11 years in retirement and still enjoying good health, bad golf, and fishing.

Heading up to spend a few days with Larry McQuarrie fishing this year again.

Thanks to all who make *RUPANEWS* something to look forward to each month.

Check is in the mail. *Rod*

HUGH MCINTYRE—Auburn, CA

Hi! It's been eight years since my husband, Hugh McIntyre retired. The time never flew so fast when he was flying. We are enjoying retirement on our five acres in Auburn, CA. We have a gorgeous view of the Sierra Mountains, Sierra Buttes, and the mountains surrounding them. We enjoy walking up and down our hills and it helps to keep us in shape. We are active in our church and Gideons International.

We are planning on a cruise in Mid May for thirteen days to Europe. This will be our ninth cruise and we are excited to be going. On our return home, we hope to stop over in Washington D.C. and visit a niece and her family. We don't have any grand children; but we do have a great grand dog and he gives us lots of joy! We also have three cats and they are fun.

Enclosed is our renewal check and thank you for putting together a wonderful magazine. We read it from cover to cover.

May God bless you all. Sincerely, *Hugh & Norma*

HAROLD H. MEYER—Centennial, CO

Today marks the 25th year since retirement and the airline along with Continental is poised to be number one again. What a ride. Yes the oil is still leaking in the Gulf, the economies in some European countries are needing serious props and the DOW

here just dropped about a thousand points in one day but we should have passes to more places. I think our present CEO is relieved to have someone else run the show and maybe morale will improve again.

On the home front, the wife is still substitute teaching, our health is good and the Turbo Arrow has a fresh annual. Life is good. *Hal*

MARV MEYER—PALATINE, IL.

Many thanks to RUPA and the staff of the Journal for all your work. I look forward to it every month.

Our USAF Pilot Training Class 56-G had our 53rd reunion in Las Vegas last October. One day was spent at Nellis AFB with briefings on the Red Flag operations and with a great tour of the F-22 Raptor. Second day was spent at Creech AFB with briefings of the AF drones program, only the Commander informed us they were not drones, but aircraft. He said, "We fly aircraft, only thing is we do it from the ground." We did have a chance to sit in the control unit and see films of the Predator operations. It is well worth the time to pull up USAF-Drones America's New Air Force. Turned out to be a great reunion with a lot of "hangar flying."

After 17 years of retirement, the only things I miss are the great people in the flying part of United.

Marv

HAMPTON K. MILLER—Fredericksburg, VA

It's been far too long since I added my small amount to these pages so this is my effort to start correcting that.



All is reasonably well in the Miller household given that my wife has Parkinson's or maybe Lewy Bodies. That restricts any travel so the Piper and I fly only local now. {We made Oshkosh about 17 times up to 05)

On medical: Has anyone else tried the N-AC eye drops for cataracts? I bought a supply in January of '08 and used them twice a day thru November. When I went to the ophthalmologist he smiled the knowing smile and told me that when I was ready to fix the problem to make an appointment. I did and now my eye is back to 20-20 again. The operation was almost a non event. Other than that I am enjoying good health for an 82 year old. I suppose that's not surprising as I plan on going to 150. (OR I'LL DIE TRYING!)

Check is in mail for dues and thanks to all involved in making the magazine.

Hamp - ORF DCA DEN ORD

HOWARD P MORGAN JR—Longmont, CO
Howdy, Thanks for the new colored cover on the news. Your doin' a great job!!!

This past year has been fairly quiet. We were in PHX when a pipe broke on the second floor of the house and water ran for a couple of days. State Farm Ins. and ServePro did a great job of remodeling the entire house. The reason I mention this is to give you a heads up on a couple lessons we learned. One is to be sure your insurance has "replacement cost" provisions. We did! The other is something you might want to consider. After some research, we found an electronic valve [motorized ball valve to be exact] that is now installed on the line coming into the house. A switch is located at the back door so when we leave for any length of time we can turn off all water to the house except for the sprinkler system.

For the fun stuff, we totally refurbished our Cessna 150 to near showroom condition and finished the job in early July. I flew it to OSH for Airventure and had a great time as always. Coming back, I stopped at Lexington, Nebraska to see an old friend who has a huge ranch along the Platte River. Joe came and picked me up and we went to a rifle range [1000yds.] that he has built on the ranch. The History Channel was there filming a segment of "Load and Lock" with Lee Erney. His former show was "Mail Call". The subject of this show was the Bar-

rett .50 caliber rifle. This group of guys was having more fun than you can imagine. I was privileged to spend some time talking to Lee who is a fine fellow and definitely a Marine.

We also have a Cessna 185 which gets flown fairly often but we didn't do any major trips last year. We'll most surely be at OSH this year with the 185.

I am chairman of the Longmont Airport Board and we're working on a major project in get the runway lengthened to 6,200'. Getting the approval, the votes and the funds are far more work than laying the concrete. We have a jet operation on an average of one every three days but the runway length is marginal for jets in the summer. We're hopeful that we can get this project done.

Our son, Butch, is a flight instructor for Oxford Aviation at Goodyear Airport [PHX] and all of his students are from Europe or the Middle East. It's a pretty challenging job as there are many cultural and language differences. They get 240 hours and go home to be airline pilots!!!

Our daughter, Jamie, is a special needs teacher in Richmond, VA and doing well. Granddaughter, Macie, is three and we're fortunate that we can visit them all on skype. What a great invention!!

Lastly, on my yearly visit to the Dr. [nothin wrong], when he came into the exam room he was fuming

Speed Bump/Dave Coverly



[he's a friend]. He had just gotten off of the phone with one of our senators and was "bent outa shape". They are cutting Medicare reimbursement payments to Drs. by 39% which means he would lose money on ever Medicare patient. He will no longer take us unless the Govt. makes a change!!! Oh, we can still pay cash!!!

Till next year this time, take care of yourself and stop by if you're in Longmont, CO.

Howie 303-601-3536

HAMMOND OLDHAM—Delray Beach, FL
Everything still ok in Delray Beach. Just got back from a trip to "LA" to granddaughters graduation from Auburn. Highlight of trip was pigging out on oysters in Apalachicola both north and south bound. Merger sounds good to me, maybe I can fly out of FL again.

Sad to read of Tom Bredis passing. Tom and I took our ATR rides together in January of 1957.

'till next year I hope. *Ham & Ruth*

DOUGLAS L. ORME—Fort Collins, CO
Dear All, Nothing has changed. I'm still here with the divine Miss Lana in the cottage in the rose garden across from the park. She keeps getting cuter every day and I get a new prescription for eye glasses about once a year.

I retired from NetJets after 5 years (what a great company!) and I really miss flying the Sovereign 680, except for the landings at Aspen with a quartering tail wind and blowing snow, but I'm much more ready for retirement now than I was the first time.

Since retiring for the second time, I have never gotten back on an airliner. If I can't drive there, we don't go. Good thing we already live in paradise. I would like to fly the Dreamliner to Paris, but only if I get to drive. Probably not, I don't think I could stay up that late anyway.

We're kind of busy here. I play a little golf, visit the gym, spend a little time at the beach, visit the kids and grandkids (and I can still whip their little 13 year old butts on the basketball court even though I'm only a half a foot taller than they are), see the occasional play or opera, go to dinner and a movie, throw a party now and then, or go to one if our friends invite us and we still like to dance a little (most likely at a wedding reception nowadays).

I enjoy your letters. They remind me that we were pilots then. *Doug*

MICHAEL A. PERRY—Purchase, NY
Gentlemen, Thank you for the great job in the RUPA Magazine...I can't wait to get it and read what old pals are saying and doing. I have been playing 80 - 90 rounds of golf per year, but stuck on a 10 handicap...I must need new clubs.

Been traveling at least once a month for the past few years, mostly to see my dad, who passed away in Jan at 97. He desperately wanted to make it to 100 in order to get that congratulatory letter from the President.

I mention the travel, because I have never purchased more tickets than during the past 6 - 8 months. I think the airlines, including United, have figured out how to fill airplanes. There just doesn't seem to be any available seats going anywhere! Now if they would just have the guts to price the tickets properly, maybe they could make money.

Had a couple bouts with gout last year...wow, that generates some serious pain. Other than that, life, and health, have been good.

All the best to my fellow aviators! *Michael*

GEORGE E. PRESS—Newnan, GA
Not in my wildest dreams did I ever think that I would be able to fly to St. John's, Newfoundland on United Airlines, but since Continental flies there nonstop from Newark, it looks like I may be able to fly to my home town on United in the near future. It's a good thing that it, (the merger), didn't happen thirty years ago or I may have been tempted to commute.

All is well with Glad and me and our three girls, and three grandsons. We certainly like spending our winters here in Georgia, although this past one is supposed to have been the coldest in 29 years. It was still wonderful by our standards as there was nothing to shovel and the roads don't get slippery.

We have only travelled about four times this year, twice to Chicago to see two of our daughters, once to Newfoundland for the summer and once to Miami for a cruise. Life is good.

Cleve and Bruce, thank you very much for your dedication to the *RUPANEWS*.

Check is in the mail to Leon.

George '64-'99 ORD-CLE-ORD-SFO

JIM REID—Denver, CO

I have finally seen the light (became enlightened). I sold all my quality film photographic equipment and purchased a point and shoot. Push the button and see instant results.

I now crave instant gratification and tried to incorporate it into my everyday life but soon found that if you are closer to 100 years of age than you are to 50 nothing is instant.

c'est la vie, Jim

HOWARD SCHMITZ—Monument, CO

Hi Leon, Sitting here writing this check and looking out the window at a foot and a half of snow, that we received last night. The sun is now out and it will all be gone in a couple of days. Beautiful color.

Enclosed two years dues and a little extra for whatever. *Howard*

PAUL STRICKLER—Warrenton, VA

Hello All, I have really retired this time. Flew my last Netjets flight in December. I took the buyout that was offered and have been enjoying staying home, working on my golf game, and traveling. Saw the last night shuttle launch in February.

I had a cancerous polyp during my last colonoscopy, so had a section of colon removed in January. Welcome to retirement! I am fully recovered now with a good prognosis. My health is excellent otherwise.

I have attended the last two DCA RUPA luncheons, and I must say I have enjoyed them very much. E.K. Williams is to be commended for keeping this group informed and entertained.

My best wishes to all!

Paul "Skip" Strickler DCA 767

J H "WOODY" WOODWARD—La Grange, IL

After some neurological symptoms last fall, I had brain surgery January 25th, and was diagnosed with glioblastoma multiforme – incurable brain cancer. Now, it's said that there are lies, damned lies, and statistics; and statistically I have perhaps until Labor Day before my final flight. We'll see.

How I got this way is interesting: In February, 1955, as a young USAF helicopter pilot, I was a member of one of four H-19 crews sent from TN to NV to participate in Operation Teapot, the Atomic Bomb test series of that spring. My duties included

flying into ground zero within minutes of a blast. Now, under the Radiation Exposure Compensation Act, my disease is presumed to have been caused by that exposure, and the government owes me \$75,000.

I'm lucky to have survived for so long, and to have been given this final flight assignment with adequate warning for proper reserve crew rest and preparation.

I was so very fortunate to have flown with UAL when we could be proud of it; to have joined with the strong pilot group in the Strike, and to have associated with so many wonderful professionals and interesting personalities.

I'm glad to have this chance to say goodbye to all of you who made my career so rewarding.

Remain strong together, my brothers and sisters of UAL. *Woody* DENTK, SFOFO, and ORDFO

LYN WORDELL—Pompano Beach, FL

Tomorrow is my 70th birthday and enclosed is my check for \$35 for my RUPA renewal.

Ten years ago I walked away from my last flight (LHR to JFK). Ten years goes by fast! I really enjoy being retired and I haven't missed UAL much. I am glad to be on the outside looking in on the United and Continental merger.

My wife, Martha, and I are in good health, children are doing great, and the grand children are good looking and smart so I have a lot to be thankful for. We are still migrating snow birds living in Pompano Beach, FL and Medford, NJ. I enjoy our monthly

Bizarro Dan Piraro



S.E. Florida Gold Coast Luncheon where I am the area representative. We have had a great year with good fun and a great turnout at every luncheon. I have to thank Ned Rankin, our secretary, and others for their help. I am looking forward to the New York Skyscrapers RUPA Luncheon in June. *Lyn*

D. L. LARRY WRIGHT—Los Altos, CA
We have been able to avoid any unscheduled visits to doctors or hospitals over the last year. Except for a few sniffles during mid winter, everything has been going quite well for us.

This past summer, we took our grandchildren (boy 5, girl, 3, and their parents) on the children's first tent camping trip into the high Sierra. We stayed at a campground with a beautiful stream running past and large enough so the kids could scoot around on air mattresses. We had campfires, roasted marshmallows and fortunately few mosquitoes.

In September we had occasion to drive over to Denver. We took all of the bound copies that our *RUPANEWS* Historian Jay Plank has been accumulating since RUPA came into existence. These were delivered to the United Airlines Historical Foundation for safe keeping. (Bound copies are also at the Reference Library at the San Francisco Museum in the International terminal at SFO). The Historical Society is located at the Denver Training Center in the basement where Medical was located. Since my last official visit in 1995, they have built an additional training building just to the Northeast of the Simulator bays and there is an overhead bridge connecting the two buildings. Tom Goodyear, the President of UAHF, gave us a tour of exhibits and the new building. The place was basically a ghost town. I saw two people who were in training for the Airbus and that was it. We did dine at the plastic palace cafeteria and that is still the same.

As part of the trip, we had planned to go to Pike's Peak as my wife had been there as a young child and I had never been there. Unfortunately, the road was closed a little over half way up because of ice and snow. We still had a pleasant day of it touring Colorado Springs.

We travel often by car to our property in Eastern Oregon and occasionally by air to visit our son in Dothan, Alabama and other relatives in Florida. I try to pick our flights and we have been fortunate not to have to spend an extra night anywhere, but have spent many hours in the airport waiting for our call. *Larry*

IN MEMORIAM

KENNETH A. FRANCIS

Kenneth A. Francis, 86, passed away April 26, 2010. He was born March 23, 1924 in New London, CT.

He graduated from Ithaca College with a master's degree in physical education. He served as a second lieutenant with the 492nd Bomb Group Night Fighters in the 8th Air Force in World War II and also served in the Korean War. He retired from United Airlines after 31 years.

He is survived by his wife of 63 years, Virginia D. Francis; a son, two daughters, and five grandchildren.

A memorial service was held at Holy Trinity Episcopal Church, Hertford. Donations may be made to Holy Trinity Episcopal Church, P.O. Box 125, Hertford, NC 27944.

PETER E. GALLANT



Peter E. Gallant passed away on March 23, 2010 at his home in Fort Lauderdale. He was born June 7, 1930 in Portland, Maine.

He began his airline career at the age of nineteen flying regionally on a fourteen passenger aircraft. He retired in 1990 after flying for over forty years with United.

He is survived by his wife, Ellen, three children, seven grandchildren, one great grandchild, two sisters, and seven nieces and nephews.

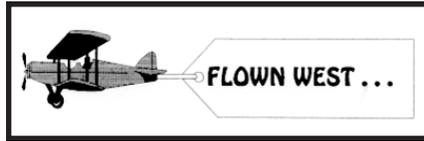
E. WAYNE HENDERSON

Wayne Henderson passed away at his home of 32 years in San Clemente CA, Feb. 26 2010. He was 86 years of age. Wayne was laid to rest near his home town of Sparks, Oklahoma, where he was born in 1924.

He graduated from BYU with a degree in Journalism. He served in the US Navy during WWII, the Korean War, and the Vietnam War, attaining the rank of Commander.

Wayne retired in December, 1983, after a 32 year career flying for United Airlines.

He is survived by his wife of 63 years, Norma, one son, and three daughters.



*Robert H. Ackerman	Feb. 04, 2010
John R. Ladd	Feb. 16, 2010
Raymond D. Mitchell	Feb. 26, 2010
E. Wayne Henderson	Feb. 26, 2010
Richard A. Mason	Feb. 20, 2010
Kenneth A. Francis	Apr. 26, 2010
*George E. Lowe	May 03, 2010
*Gerard J. Bosse	May 05, 2010

**denotes non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

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

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PERIODICALS



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Vineburg, CA 95487-0400

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*- 760-480-7420
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)- 772-219-0905
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