

# rupanews



*Journal of the Retired United Pilots Association*



## IN THIS ISSUE

President's Message  
About the Cover  
Local Reports

Page 3  
Page 4  
Page 8-12

Articles  
Letters  
In Memoriam  
Calendar

Page 13-20  
Page 21-33  
Page 33-34  
Page 36

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## PRESIDENT'S LETTER

Who said "this is the winter of our discontent." It sure is my winter of discontent. We are up to our proverbial you know what in snow and it is only mid-February. Seems like all I do this winter is shovel snow and scrape ice from my driveway. As you read this, I will hopefully be sitting in a condo overlooking the beautiful Lake Conroe in Texas. March is the month we take our annual pilgrimage in order to spend time with our grandchildren. Yes, I said grandchildren. A new granddaughter made her entrance into the world on Jan 24th. Waited 38 years for the first grandchild and now we have two to spoil.

Located in this month's issue is information on the Nat'l Air and Space museum in general and our RUPA panels in particular. We were assigned six panels and only five of them are full. There is room for 232 more names. Disregard the comment about recommending someone you would like to honor as these panels are for RUPA members only. If you think this is a waste of money because no one really looks at the names, I would like to relate a personal story. A friend of my Daughter-in-law was visiting the museum. She saw my name and when she returned to Texas, she asked my daughter-in-law if we were related. When she was told that I was her father-in law, she was quite impressed. To tell you the truth, I was quite thrilled that someone had noticed my name. I feel that having your name "etched in stone for all eternity" alongside your fellow aviators at such a prestigious facility is quite an honor.

On February 17, Phyllis Cleveland and I will be attending a meeting at EXO with other representatives of both UAL and CO retiree groups. I had to write this letter before the meeting, therefore, not much to be said about it at this time. I can say that the primary purpose of the meeting is to discuss the results of the employee pass survey and hopefully come up with an equitable solution. Having read the results, our BP6 passes are in jeopardy. The people I will meet with feel that the results are inconclusive based on the complexity of the survey and the way some of the questions were worded. The e-mails I have been getting indicate to me that our retirees will not roll over and let them destroy a benefit we have had for years. Stay tuned, more to come in the April issue.

The February issue of the RUAEAA newsletter contains the information and registration form for their 2011 convention in Portland, OR. The information can also be found on their website [www.ruaea.org](http://www.ruaea.org). There are some very interesting tours including a tour of Mount St. Helens and Mt Hood, a luncheon river cruise, a city tour, many museums, a progressive wine tour and a microbrewery tour. An invitation has been extended to all the retiree groups including Continental. Since I had enough miles for two tickets from Portland, ME to Portland, OR, I have sent in my registration form. I met a lot of great people when I went to the Phoenix convention in 2009 but I sure would like to see some familiar faces from RUPA. **Ron**

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## ABOUT THE COVER

United Boeing 747-200 N158UA taking off from Runway 32L at Osaka Itami heading to San Francisco.

Photo by Bob Burns NASA

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## DANA POINT RUPA LUNCHEON

Our group met under the Blue Umbrellas ...some question whether we could have our luncheon outside, but clouds parted and we were able to proceed with lunch on the deck.

Present were: Park Ames, Carlos Bernhard, Ron Dye, John Grant, Bob Furmann, Rick Hoefer, Al Pregler, Bill Rollins, Ted Simmons, Stefan Steinberg, Bill Stewart, and Joe Udovch. Our guest today was David Testa, Tony Testa's son.

Tony 'flew west' January 29, 2011. He is survived by wife Frances and five children Mike, Mark, Karen, John, and David. Tony had 20 years Navy flying as well as 30 years with UAL. David related many stories about his Dad and had his dad's good humor and great interest in flying ...but used radio controlled aircraft. He seemed to fit right in with our group and enjoyed himself. One story was when driving his car he never drove faster than 55mph. Whenever a faster speed was needed he had his wife drive! Felt like Tony was still with us. A Memorial Mass was held the 9th of February in Dan Point with a Ceremony at the Riverside National Cemetery after. **Ted**

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## THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our January 20, 2011, luncheon was limited to members only. The meeting was held at the Marco Polo Restaurant located in Vienna Virginia. This was our second meeting at this location. As always, we had a nice get together before lunch. Instead of being served by waiters and waitresses, we had a buffet luncheon. The food was quite good and there was a generous variety.

After lunch we discussed some of the details of the new United-Continental merger. It was also brought up that the **RUPANEWS** needs new editors. The present editors, Cleve Springs and Bruce McLeod, have done a great job but they would like to take it easy and retire.

The attendees were: Jon Beckett, Chet Cassel, John Cerisano, Hal Cockerill, Gary Cook, Gil Coshland, Gene Couvillion, Dub Crawford, Jim Foster, Paul Gilson, Jerry Goebel, Bill Golemon, Larry Grube, Bob Huguley, Earl Jackson, Tony Keffer, Roger Lemieux, John Linderman, Clyde Luther, Dave Malone, Bill McCombs, Lew Meyer, Ed Miller, Hamp Miller, Pierre Ney, Ward O'Brien, Ralph Pasley, Herb Petitt, Larry Rooney, Bud Ruddy, Bernie Schwartzman, Van Stewart, Fred Streb, Skip Strickler and, E.K. Williams

A special thanks to: E.K. Williams for putting together our meetings. He does a great job. Jerry Goebel for handling the reservations. Gary Cook and Hal Cockerill for handling the check-in.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, April 21, 2011. The next luncheon will not be a buffet. We will be served by a very nice staff of waiters and waitresses. Members may bring guests. **Jon P. Beckett**

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## SAN DIEGO COUNTY RUPA LUNCHEON

Well, the February lunch was attended by only three of us. However, even if it were only two, it would still be enjoyable. We discuss both current and past events plus some jokes. It isn't often that we complain about our health problems. By now we all know what shape the others are in and don't rehash.

Bob Bowman's wife had a doctor's appointment and Bob wanted to drive her to the office which was in San Diego, so he was absent. Paul Whitby called me and he has some new health problems. The other two attendees were Don Trunnick and Bill Pauling, and we had some great conversation.

In the absence of a crowd, I would like to have a monthly quiz. Number 1: Is a cowl flap loose clothing on a Jesuit priest? Yes or no? #2: A "prop" is a device to temporarily hold up something? Yes or no? #3: Is Monte Cristo soap a French brand of face soap? #4: What is a Clearoid cloth? Is it a cloth for something special? If you are stumped, ask an old retired pilot. If you consider this corny, tha's my middle name, youngsters! Best wishes to all, **Bob Harrell**

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## DENVER GOOD OL' BOYS

The December meeting of DEN Good ol' Boys occurred as scheduled on a delightful mid winter day, but the turnout suffered, for reasons unknown. Happy hour was its usual success and the bell sounded at somewhere near noon. The humble scribe used all his political pull and managed to inveigle the only piece of cherry pie.

The scribe's feeble attempt at humor managed to elicit a few chuckles, following which there were no new reports of final flights west. Mention was made of the memorial service for Russ Wright, which will be upcoming in February. There was brief discussion of the Final Determination Letters, discussions of which seem to have died down.

There being no new business, the meeting devolved into socializing and sojourn, as the group began to break up.

Those in attendance included: Steve Beguin, Bill Hanson, Tom Hess, Mack Connelley, Bob Dietrich, Dave Murtha, Dick Kobayashi, Rex Bales, Hud Dean, Jim Popejoy, Al Dorsey, Sam O'Daniel, Jim Adair, Tom Johnston, Al Snook, Fritz Meyer, Jim Nist, Duane Searle, Jim Hixon, Gerry Baker, Dennis Getman, Stanley Boehm, Craig Johnson, Hal Meyer, Bill Fife, Claire Fife, Jim Jenkins, Bob Crowell, Charles Fellows, Bernie Stoecker, George Maize, and the coordinator, *Ted Wilkinson*

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## THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all RUPARIANS from Southern Oregon. We had our January lunch today in Jacksonville at our long time hangout, The Pony Espresso. Pretty well filled the table as talk of old airplanes, new airplanes, old UAL, new UAL, and various other topics completed our time together. From the attached photo and from the far left in back, Steve Fusco, Bob Keasby, Catherine Dimino (George's daughter), George Elliott, Scott Lee, Art lumley, Bob and Marty Nicolls, and across the front right to left, Rob Miller and Harvey Saylor (next to Steve).

Some talk also of the retirement of our long time (or is that seasoned?) editors. For those of us up here in Oregon, we would like to take this opportunity to thank them so very much for all the work, time, caring and devotion to the cause they have shown for so long. We do hope that the RUPA News can continue and certainly support any efforts to continue it, for it represents a long running effort to maintain our community and fellowship. So many have contributed so much for a very long time and we say 'our many thanks for all you have done on our behalf. Cheers to all, *Bob*





# United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*



**United Air Lines Oakland Ticket Office and Traffic & Reservations.** photos: 1936 & 1939 BSA catalogs

By C. L. "Jim" Newman - The 1938 Oakland Passenger check-in and ticket-counter was only long enough for three passengers and the waiting room across the hangar was about 25 x 25 feet in size. United's Bay Area flights originated and terminated at Oakland. A few flights also stopped at the smaller San Francisco airport, but most of the departing passengers were transported by limousine to Oakland.

I flew as a passenger from Oakland to Nebraska on Christmas Eve Day 1938. There were never more than three passengers on the airplane. The empty seats were filled with boxes of flowers.

The Boeing School of Aeronautics at Oakland shared hangers 4 and 5 with United. United had a radio room, a dispatch office and a small flight-kitchen in hangar 4. On the south end of the airport was a small Inn next to the Bureau of Air Commerce Inspection, Air Traffic Control and the U.S. Weather Bureau. To demonstrate the technology of the day: the Air Traffic Control people moved small airplanes around on the top of a large flat table with sticks.

In the next hangar was Major Fillmore, who had the lowest-price Airplane Rentals on the field. One should add that most of his airplanes were "junk". On Sundays the Major would stand on a 50-gallon drum hawking Airplane Rides for \$5.00. There were two other Flying Services on the airport. Duck, who provided a Forest Fire Observation service and Harry Scham who offered Flight Training using Kinner-powered Fleet airplanes.

Both Army Reserve and Navy Reserve squadrons were based on the airport. The Army was still flying Boeing P-12 biplanes and the Navy flew Grumman F3-Fs and Curtis biplanes. On the north end of the airport was a Radio Beacon and a Radio Range station.

Although the Boeing School was the leading aviation school of the 1930 era, it is difficult to understand just how small the aviation industry was. For instance, in 1938, United Airlines had only 172 Captains & Reserve Captains and 82 First Officers.

No story about the Boeing School of Aeronautics is complete without mentioning T. Lee, Jr. The initial "T" stood for Theophilus, so it was no wonder that everyone called him "T". During WWI, Lee was a Major in the Army Air Corps and commanded an Oklahoma Training Squadron. Following the war he remained in the Army Reserve and flew as a pilot for Pacific Air Transport. PAT later became a part of Boeing Air Transport.

In addition to having a flying-background, Lee was a very good promoter ... and he was also an ordained minister. When you walked past his office it often sounded as if he was giving a Sermon complete with hand-thumping on his desk / pulpit. To his credit, T. Lee had decided "the day a person could get an airline pilot job just because they could fly, were over."

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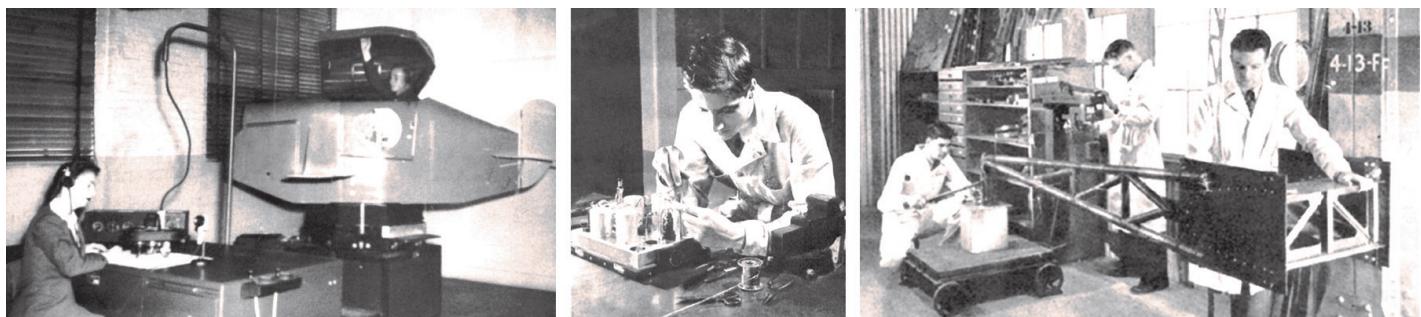
Lee's military-training background convinced him that the time had come for an Airline-operated School of Aeronautics. He presented his idea to William Boeing and received an O.K. for the project. Later, Lee talked Mr. Boeing into adding a second pilot in the new Boeing Model 80 Tri-Motor.

In 1929, the Oakland Municipal Airport was selected for the school because of the large 854 acre field and the favorable weather. Another reason was that Boeing Air Transport's Western Operations headquarters was located at the Oakland Airport. Although United Air Lines was a transcontinental airline, it was basically a west-coast operation.

With the aid of the parent company, Boeing Air Transport, Mr. Lee assembled equipment and staff. BSA opened in September 1929. One of the members of the first pilot class was Captain Albert Ball.

Lee selected George Meyers to direct Flight Training. George was known by his initials "G. I.". He was a tall slim man with hollow cheeks, a bald head and a gentle disposition. Like many pilots of his generation, he learned to fly in the U. S. Army during WWI. Following the war he flew Liberty-powered D.H.s for the Post Office. When I asked him if anything exciting happened during his Air Mail days, he said "No, but I did have an engine failure while flying from Omaha to North Platte. There was no problem making a dead-stick landing in one of Nebraska's wheat fields". I asked how he kept warm during the winter flying in the D.H.'s open cockpit and he answered "I wore all the clothing I owned under my flying suit."

G. I. was known as the "Father of Instrument Flight Training - flying by Needle, Ball and Airspeed. Once, when we were discussing instrument flying, I asked how he had learned. He replied "By trial and error". He added that the hardest thing to learn was to have confidence in the instruments. Instilling confidence must have been a major factor in G. I.'s teaching as BSA students had hours "under the hood" prior to VFR flying. In January 1930 BSA's first airplane, a P & W Wasp-powered Boeing 40C, was equipped with a hooded cockpit.



Also in 1930, Allen F. Bonnalie was selected to be the Director of Technical Instruction at BSA. Allen had learned to fly in 1911 and possessed Army Air Corps, Navy and Royal Air Force Wings. He was a Navy Rear Admiral and was the Commander of the Navy Reserve Squadron #14 based on the Oakland airport. It would be a simplification to say that his relations with students were distant and aloof. His standard-dress was a dark suit, brown shoes and high-water pants with cuffs 1 to 2 inches above his shoes. Every noon he would take his black lunch-pail and march down to the Navy hangar. The Navy hangar was designed to make any "sea-faring man" feel at home. The doors were designed like doors in a ship's bulkheads and the windows were portholes. In future years both G. I. Meyers and A. F. Bonnalie headed United's Flight Training.

When the school began in 1929 the most extensive course ran nine months. This course included 22 subjects and 924 hours of lecture, lab and shop-work. By 1941 there were three major courses in 49 subjects and 3,712 hours of study. For example the Airline Pilot and Engineer course duration was two years and the tuition was \$5,860. A Pilot's ground instruction was 3,614 hours and flight instruction was 285 hours (260 hours flying, 25 hours Link Trainer and 20 hours in a Boeing 247D).

Although the Boeing School was a Division of United Airlines, their Educational Service Department worked directly for the airline. The original purpose of the department was to provide home-study courses for United Employees.

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Some of the courses offered were: Air Transportation - this covered airline organization, industrial management and air transportation; Aircraft Communications - radio and radio communications; Aircraft Powerplants; Airplanes; Meteorology; Navigation - dead-reckoning, direction finding and celestial navigation.

In early 1941, I worked for this department. One of the major projects underway was the writing of the first DC-3 Flight Manual. My assignment dealt with the Steam Heating System. To learn how to operate the system I wanted to make several OMC flights. I presented T. Lee with my plan and asked for his approval. His answer was, "You would not ask me for permission to take a shit!" After this remark I never again asked for an OK on anything that had to be done.

After observing the Steam System in operation I soon learned that it worked fine - if you did not need heat. On a cold day if you allowed enough air through the steam condenser to warm the cockpit - you would also freeze the condenser! There was a reason that Flight Crews wore heavy wool winter uniforms and gave heavy blankets to passengers.

In 1940 the Educational Service Dept. expanded their operations to include training representatives at the major stations. During WWII this department was transferred to United Airlines' Personnel Department and, with the exception of Flight Training, conducted United's training for a number of years.

Along with the outstanding Flight Training headed by G. I. Meyers, the School had an excellent Meteorology Department. Instructors were Howard Kaster, B. C. Haynes and W. B. Beckwith. The School's Meteorology Labs operated like a Dispatch Office and was open 24 hours a day. Depending on the course, Pilots received from 72 to 144 hours of Weather training. Students enrolled in the Airline Pilot course were taught to draw weather maps. Many of United's Meteorologists were Boeing School graduates. Old-time pilots will remember Howard Hoffman, George Peckham and Mel Balzer who taught Weather and the Flight Operations Manual at the Denver Flight Training Center for many years.

In November 1940 the Boeing / United Pilot Flight Training was moved to Tracy, California due to the growth of commercial flight operations at Oakland. Much of the ground-school Pilot Training program, including CPTs, remained at Oakland. At this time, the Oakland school was awarded a large government contract to train Army Air Corps mechanics.

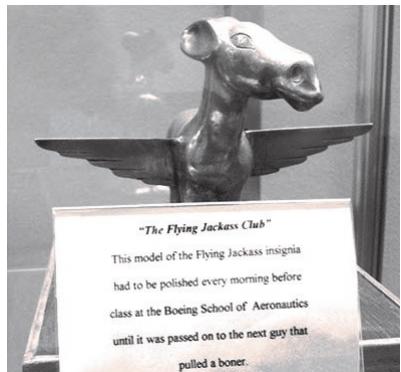
The Boeing School's calendar consisted of four-quarters with a two-week Winter and a two-week Summer recess. Classes were in session from 8 a.m. to 5 p.m. five days a week. Engineering Flight students were required to make-up any shop time lost on a Saturday morning.

What all students soon learned was that Boeing's fleet of airplanes was maintained by students under the supervision of their shop instructors. Most students were required to work at least one Saturday morning, plus one early-shift (6 a.m. to 8 a.m.) and one evening-shift per month doing aircraft maintenance. Work consisted of washing, cleaning, polishing and light maintenance. Non-pilot students learned to taxi and the hand-prop method of starting smaller airplane engines. Students called this "cheep labor" but in fact it was valuable experience.

Instructors often played tricks on the new students. I, personally, paid a visit to every hanger on the Oakland airport looking for "prop wash"! If someone performed a "dumb trick" he had to wear a "Flying Jackass". Most of the "awards" were made to flight students. I was working a 6 a.m. shift when a fellow-student named Jellife "nosed-over" the Stinson. He received the award for one week to honor his "achievement". He wore the leather "F.J." and was required to polish the brass sculpture every morning before class. The Flying Jackass awards are on display in the Denver Flight Training Center.

While on one of my Saturday assignments I was approached by the instructor who said, "Mr. Patterson has arrived and if I had my car, would I mind dropping him off at his Oakland hotel?" Strange as it now seems, taxi-stands did not exist at the time. I did not encounter W.A. Patterson again for four years, but when I did, he remembered my name and the 1930 Chevrolet I was driving.

Although most of the BSA Instructors brought their own lunches, there was a small diner called the "Greasy-Spoon". The "Spoon" was typical of all airport "Gourmet Delights" and occupied a small rectangular building about 16 x 30 feet in size. Its furnishings consisted of the usual counter and a dozen fixed stools. All the food was fried on the grill and if there was a heavy fog on the airport you could locate your position by the



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smell of fried onions.

In 1941 the Boeing School of Aeronautics was operating at its peak capacity, but when WWII began it was the beginning-of-the-end for the school. Tracy Flight Training had operated for fifteen months when the government placed restrictions on all West Coast flying and BSA was no longer allowed to conduct Flight Training in California. (photo the first - "Tracy Aces" - class of 6/6/1941)

In 1942, the Boeing Tracy operation, complete with instructors and airplanes, was moved to Cheyenne and transferred to United Airlines. At that time, Cheyenne was the location of United's Engineering and Base Maintenance and had a great demand for trained aviation people. Many of the Boeing school's instructors transferred to United, while a few elected to go to other airlines or to airplane factories. John Thorp, the school's Airplane Design instructor turned consultant. After WWII, Thorp designed the Piper Cherokee series and was responsible for many "home-built" airplane designs.

Although BSA had trained thousands of mechanics during the war, it was closed down by United. I was given the assignment of shipping any desirable tools, etc. to Cheyenne or to the new Maintenance Base in SFO. The last day I was at BSA, I had coffee with the remaining four employees: Don McDaniel who managed the school during WWII, H.R. Brentliner who ran the Army Air Mechanic school and two janitors. It was a sad day for (in my opinion) the Best Aviation School in the United States.

Why was the school closed? It certainly was not operational cost since the lease with the City of Oakland was a token payment. I feel the reason was that there was nothing left but the buildings. The flight equipment had been sold or transferred to United. Most of the Flight Instructors were now part of the new Denver Flight School. The entire instructor staff had gone to United or somewhere else. The Educational Service Department was now a part of United.

Most importantly, there was no driving management force to reorganize the school. T. Lee spent most of the war on active duty in the Air Corps. Lee was now a V. P. in charge of Training for United Airlines (except flight). With the war over there was at least a temporary surplus of pilots and mechanics. From United's viewpoint they now had their own training organization and ... United's basic business was transportation ... not training.

For better or worse the transfer of Boeing's Flight Instructors to United established the concept of the Professional Flight Instructor. G.I. Meyers had been the only United 'line-pilot' instructor at the Boeing school. This Professional Pilot Instructor concept was to last a number of years at the Denver Flight Training Center.



41 137 GRADUATING CLASS OF UNITED PILOTS FROM TRACY SCHOOL-67040

By Marvin Berryman DENTK UAHF - from a draft written by C. L. "Jim" Newman Nov. 10, 2000

Please send tax-deductible Contributions and Donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. [www.uahf.org](http://www.uahf.org)

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## RUPA's FUTURE:

Like it or not, we are just what we appear to be - an original, somewhat dated, "Social Network", dedicated to serving those who take the time to "Smell the Roses." RUPA is an entirely social association. We are United's "Alumni" of those in the Airline Pilot profession. We endeavor to pass on news of our "brothers" to our "brotherhood." We pass on facts, news and information that can be used by us all to enhance our retirement.

We are not a union – we are not advocates – we are not negotiators – we are not lobbyists – we are not a political action committee, and finally, we are not a debating society.

Cleve and I have asked that younger Ruparians step up and assume responsibility for our association. RUPA needs the perspective of our younger retirees to ensure that RUPA serves all its members. Should that not happen, RUPA will go the way of many Associations – the "oldsters" will remain "PIC" and as we "succumb to the forces of nature", RUPA will "Fly West". Please, don't let this happen.

A few years ago, slightly more than 1/4 of the members had email addresses; many were incorrect, changed or outdated. Today, fully 3/4 of the membership claim to be on email, and the percentage of bad addresses is very much improved. I trust that whoever takes the RUPA lead will remember the 1/4 of our membership are computer illiterate; "paper" is always a dependable means of communication, even for those on the "leading edge of technology." *Bruce McLeod*

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## THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had a very nice turnout for the February Bay-Siders luncheon. It was a sunshiny day with a little wind. We had two members show up who we hadn't seen in awhile, Jerry Quitney and Neil Kelly. Glad to have them back.

With the seating arrangement we have, everyone just gathers in small groups and have a wide variety of conversations. The major discussions were about what will happen to the retirees pass travel benefits. No one seems to think we are going to be happy with the outcome.

In attendance were: Bob Ahrens, Floyd & Charlene Alfson, Marty Berg, Rich & Georgia Bouska, Ken & Breitschopf, Bob Callaghan, Bob & Roz Clinton, Sam & Billy Cramb, Bob Downs, Barry & Ginny Hamley, Dick & Jeri Johnson, Neil Kelly, Bob Lawrence, Bob Lynch, Bob McAfee, Bessie McEachern, Bruce & Stephanie McLeod, George Mendonca, Don Merucci, Jay Plank, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, Jim Taylor, Gene & Carol Walter, Al Wilcox, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be March 8 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

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## HAWAIIAN ONO NENE'S RUPA LUNCHEON

Aloha, The first Ono Nene lunch of 2011 was held on January 19th at Mid Pacific Country Club in Lanikai, Hawaii. Amid swaying palm trees, balmy breezes, clear blue skies and a temperature in the upper 70's, we met with bonhomie and good cheer.

In attendance were Rick & Clarita Kaapuni, Yuz & Yusuko Morita, Jo Ann & Walt Holland, Leon & Vicki Scarbrough, Beth Raphael, Dave & Adele Crooks and Larry Becker. The New Year is off to a great start.

*Larry Becker*

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## LOS ANGELES SOUTH BAY LUNCHEON

Only seven of showed for lunch on Feb 10. It wasn't quite the same because of the death of Chuck Raphael. I did "show and tell" with copies of my x-rays of my recent vertebra surgery, but I wasn't able to get any sympathy. Some friends.

The old faithfuls attending were: Marcene and Doug Rankin, Loyd Kenworthy, Don Krueger, Trudy Buck with Morm Marchment and yours truly. *Rex*

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## SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A sunny warm day brought out a group of twenty five for our monthly luncheon which always begins with plenty of socializing in the lounge until we move into the Tolay restaurant at 12:30.

After our orders for lunch were taken Bob Donegan called the "business meeting" to order which started with regrets from those who could not make it for lunch. Several interesting articles were passed around for all to read and a get well card was signed by all to be sent to Larry Wyman who is home recuperating from surgery.

Bob asked me to tell the group about the reenactment of the first Air Mail flight which will take place Feb 19, 100 years after Fred Wiseman flew from Petaluma to Santa Rosa, CA which is less than 15 miles and he did it in only two days and two or three crashes! It was done in a home built copy of the Wright Flyer and is recognized by the Smithsonian as the first air mail flight, a little piece of aviation history here in Sonoma County. The flight will be done in a Stearman, and I believe that the crashes will not be a part of the reenactment.

With all the official business completed it was time to get down to some serious eating and to continue the socializing.

Attending were Lee Anderson, Gardner Bride, John Baczinsky, Ken and Shirley Corbin, Dwight Daley, Gary Davis, Norm DeBeck, Bob and Doris Donegan, Tom Grey, Wayne Heyerly, George Hise, Dick Lammerding, Jules & Sybil Lepkowsky, Don Madson, Bill McGuire, Bruce Milan, Sam and Mickie Orchard, Leon Scarbrough, Tom Tighe, Galen Wagner, and your reporter, **Bill Greene**

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## S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

Once again, our Annual Valentine's Day Luncheon (ladies invited) was a GR8 success at our ole hangout, Mariner Sands Country Club in South Stuart, FL. We had 28 attending and the Buffet was OUTSTANDING as usual. A fantastic time was had by ALL and you can be sure that our own private room was plenty noisy. Needless to say, quite a bit of conversation took place about the much awaited results of the recently completed Pass Travel Survey conducted by UAL/CAL. We're all looking forward to the results ..... but are afraid that what we get will NOT be as good as what we have. The Jury is still OUT, so we'll just have to wait and see.

Those in attendance were: Dick Baese and friend Linda; Jack and Glenda Boisseau; Bill and Louise (Lulu) Cole; our Host, Jim and Connie Dowd; Del Gartner and his 2 guests, Gus and Laura Tuitt (SEAFO); Frank and Carol Guglielmino (CLEFO-Crew Desk); Skip LaRocque and friend, Patsy; Bob and Kimberly Langevin; Ted and Hellevi Osinski; John and JoAnn Pinter; Sid and Georgeann Sigwald; Bill Smith; Dick Starita friend Zsuzsa; and Dave and Ellie Hoyt.

As was mentioned in a previous news article, we will continue to have our monthly Luncheons at Mariner Sands CC thru April of this year. Our meetings are always on the 2nd Tuesday of each month and we start at 11:30AM. We'd love to have any visiting UAL Pilots stop in to join us for lunch. For more information, please contact Jim Dowd at FlyJim1@aol.com or at (772)286-6667. Our March Luncheon will be on Tuesday, March 9th and hope to see you there. **Bob Langevin**



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## S.E. FLORIDA GOLDCOAST LUNCHEON

Thursday was a beautiful warm day in Florida and we had 32 retirees to join the group to share the warmth and swap Sea Stories. Jim Morehead shared one for us. What did Mean Joe Green and Jim Jones have in common? They each had 900 sacks. So much for the humor, we had a very nice turnout with 32 Gold-coasters sharing lunch together.

Attending were, including our senior member Ham Wilson, Jim Good (who flew in from Naples), Billy Moss (Vero Beach) Bob Langevin along with John Pinter, Dick Baese, Del Gartner and Jack Boisseau (from the Treasure Coast Group). Sid Sigwald (makes it here from Hobe Sound) and several come down from the Lake Worth area including Murray Warren, Bob Seits, Walt Kimmey. Others attending were Our faithful Treasurer Lyn Wordell, Denny Keast, Glen Hall, Ed Wheeler, Gene Anderson, first timer Bill Silvester, Dick Bodner (who is progressing after his surgery), Chuck Smith, Bob Beavis, Jim Carter, Jerry Bradley, Jim Morehead, Dan Kurt (active Pilot), Ham Oldham, Warren Hepler, Ed DeChant, Art Jackson, Stan Smilan, guest Stan Blaschke, and your Scribe who is fully recovered from Pneumonia, **Ned Rankin**

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## SEATTLE GOONEY BIRDS RUPA LUNCHEON

We had a good turnout for our first luncheon of the New Year. There was a lot of lively conversation and a few jokes, even the waiter told one. We welcomed back Verl Roth, who we haven't seen for a couple of years. Bob Howard entertained us with a story or two.

We have more table space so come on out next month if you haven't been attending, you'll enjoy it.

In attendance: Verl Roth, Dave Carver, Herb Breivik, Bill Records, Jim Barber, Bill Stoneman, Jack Brown, Al Haynes, Chuck Westfphal, Ray Hanson, Fred Sindlinger, Jim Chilton, Don Anderson, Gerry Pryde, Howard Holder, Ray Dapp, Bob Howard, and **Bill Brett**

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## SOUTHWEST FLORIDA RUPA LUNCHEON

A beautiful clear day brought out record attendance for our February meeting. It was a coincidence that our meeting day fell on Valentine's Day and many members celebrated the day by bringing their valentine to lunch. The Olive Garden was over flowing, and we offered some of our empty tables to the restaurant for other guests. Our business meeting had concluded so accommodating outsiders was not an imposition. In fact we were glad to help the restaurant as they have been very accommodating to our needs. Even though the place was crowded the service was as usual outstanding. Our head waitress Tara and crew did an excellent job!

Dot Prose, (Daughter of flown west member Ed Prose) gave a presentation on the upcoming RUPA Day at Sun-'n-Fun Fly-in Thursday March 31. RUPA members are invited by the OX-5 Club to use their club house for meeting, relaxing, and lunch during the day. A RUPA group picture will be taken in front of the club house at 1300. For further Information e-mail [proseda@yayoo.com](mailto:proseda@yayoo.com). Look for the RUPA banner in front of the club house.

I also announced to the group that I will no longer host the meeting after the March luncheon. I have been doing it for 6 years and now it is time for someone else to take over. So far no volunteer/s has come forward.

Attending today's meeting: Richard Trivas, Wallis Alves, Bill & Jean Bates, Neil Breithauer, Norbert Cudnowski, Rip Curtiss, James Good, Jim Howard, Don Kincaid, Bruce Lecher, Brian Leiding, James Downing, Michael Bennet, Bob & Marlene Vick, Dot Prose, King Purton, Jack Sodergren, Ellis VanAlstine, Ray & Twila White, and guests; Margaret Tract (Ray White's sister), Harry & Marvis Long, Don Sullivan, and James Sutton. **Gary & my Valentine, Janice Crittenden**



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## THE COLUMBIA RIVER GEEZER'S RUPA LUNCHEON

The January meeting of The Columbia River Geezers saw a smaller turnout for the group this time around. We rendezvoused at the Macaroni Grill in Clackamas, OR. Those in attendance were: Chuck Mathis, Tony Passannante, Rich Warden and Ron Lyall SFOFO. Dick Ionata LAXFO and Ron Blash HNLFO. Also Ray Reed, former LAXFO Crew Desk Scheduler "from the good old days" who transferred to PDXOO, stopped by for a cup of coffee and to say hello.

Robust discussions and hearty memorable laughter took place regarding many topics, fortunately not totally centering on UAL. Mainly as they say in Hawaii, lots of just.... "Talking Story."

After an excellent lunch we all pushed back around 1400.

For scheduling purposes, our next meeting will be held on March 16, 2011, 11:00am at the Macaroni Grill 9073 Southeast Sunnyside Road, Clackamas, OR. We have decided to meet bi-monthly on the third Wednesday of that particular month. At that meeting discussions will take place relative to our being more flexible with our selection of restaurants and possible locations.

Hope to see more retired pilots at the March 16 luncheon.

Any of you out there who would like to attend future luncheons, please contact one of the individuals below: **E-mail is preferable.**

Ron Blash  
rblast@mac.com  
503 636 3612 home  
503 504 5324 cell

Tony Passannante  
hotshotcharley@aol.com  
503 658 3860 home  
503 318 7899 cell

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## THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Monday February 14<sup>th</sup>, though Valentine's Day, few wore red. Our second lunch at the new location at the Rio Grill in Carmel proved to be another delicious meal. By the next luncheon in March the Grill's private room should be renovated and ready - providing space, privacy, a bar, and less restaurant noise.

Those who shared the noon repast were: Paul and Brigitte Olson, Carlos and Judy Quintana, Jerry Quitney, Pete and Donna Walmsley, Will and Fran Blomgren, Milt and Sunee Jines, Lee Casey, Phil McClain, Barrie Nelson, Mike Donnelly, and me! Milt shared his yellow glider story and Pete and Donna talked about their upcoming cruise and promised a full de-briefing next meeting!

The recent travel pass survey and results were a hot topic! Hopefully by our next meeting we will have a definitive policy to discuss.

Since our last lunch in January, two of our group have flown west – retired Captain Jack Emerson and Mary Lou Mackie, wife of retired Captain Dave Mackie. Both were missed and will be missed. Our sincere condolences to both families.

Many thanks, kudos, and appreciation to *RUPANEWS* editors Cleve Spring and Bruce McLeod for their years of generous service and expertise - all for our benefit, enjoyment, and pleasure! Hopefully our new editor(s) will be in position and ready to take the helm with the March issue continuing a legacy well established by Cleve and Bruce! Thank you both and hope you can join us for lunch in the near future!

Next lunch is Monday March 14<sup>th</sup> at the Rio Grill at 11:30 a.m. – please RSVP! *Phyllis Cleveland*

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### Golf Quotes

After all these years, it's still embarrassing for me to play on the *American* golf tour. Like the time I asked my caddie for a sand wedge and he came back ten minutes later with a ham on rye. ~ *Chi Chi Rodriguez*

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## **RUEA Convention Announcement for RUPA, May 22 – 29, 2011, Portland, OR**

We at the Retired United Airlines Employees Association (RUEA) are looking forward to meeting members of RUPA at our annual convention which will be held in Portland, Oregon, May 22 – 29, 2011. We hope that you and the members of other United and Continental retiree groups will join with us to have a great time.

During the convention we offer tours to Mt. St. Helens, Mt. Hood and the Columbia River Gorge National Scenic area, wine country, several airplane and industrial museums, the city of Portland and even cruises on the Willamette River. We also offer two wonderful banquets.

When you go to: <<http://www.ruea.org>> and click on Convention Package, you will be able to read all about the tours and see the menus for the banquets. Take a little time to decide on which tours you want to take, then choose your entrée selections for the two banquets. (You can request seating at a “singles table” if you are traveling alone. This is a great way to meet new people.) Next, download the Convention Registration Form and mark your selections of tours and choices for the banquets, then mail it in.

United and Continental have some common history to share. United was formed in 1931, but the family began much earlier. The four stars across the top of the old United shield represent the four companies, Boeing Air Transport (BAT), National Air Transport (NAT), Pacific Air Transport (PAT) and Varney Air Transport (VAT), that joined (united) to create United Airlines. (Remember the name Varney, you will see it later.) Other carriers or parts of their services were acquired over the years.

In 1961 the merger with Capitol Airlines was completed and United’s family grew. The company grew again when the Pan Am Pacific group joined us in 1986. Now, with the addition of Continental with its rich aviation history, our family is growing once again.

I told you to remember the name Varney. Here is the connection: Continental started out as Varney Speedlines – created by the same Walter Varney who began VAT. Over the years Continental acquired Pioneer Airlines, Texas International, People Express, Frontier Airlines and New York Air. Now all of these carriers are United and we all are part of the same family.

The convention gives all of us a chance to build bridges. We can connect and share our history while we plan for our future. Come to Portland, take some tours, have a chat and a nibble, and let’s have a great family reunion. I look forward to meeting each of you.

Kathy Russell, Publicity Chair

auntyk@comcast.net

### **HOW TO RIDE ON SOUTHWEST AIRLINES FOR \$25**

We should know what our new retiree pass privileges will be by the end of March. Some time ago, Larry Wright informed us about what you must do to get a letter from UAL giving us a discount on Southwest Airlines. I asked him to give us the information again and here is what you need to do.

Southwest is cash only. No check, no credit card. \$25 one-way and \$50 round-trip. They require a letter of employment that can be obtained by calling the United Service Center at 188-825-0188.

They will supply you with five letters which must be renewed annually. They have two versions. One is generic and the other is airline specific. The person I talked to said they had not heard of any trouble just using the generic letter. I would recommend requesting the generic letter so you are covered for all airlines. It's a good idea to put your spouse on too whether you use it or not. Information about “listing” can be found on SKYNET.

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# **SFO RUPA ANNUAL PICNIC**

**Thursday, August 13, 2009  
1130 - 1500**

**Flood Park  
215 Bay Road  
Menlo Park, CA**

**Cost: \$25.00 per person  
Payable to: D.L. Wright  
605 Joandra Court  
Los Altos, CA 94024**

**Reservations by August 3rd**

**Directions: From Bayshore Freeway (US 101), exit Marsh Road, toward the ocean. Turn Left on Bay Road (after RR tracks) and continue .7 mile. Turn left into FLOOD PARK.  
No fee for parking, age 62+.**

**A small plate of hors d'oeuvres and your own flatware is optional.**

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## THE ORIGIN OF THE PILOTS' CHECKLIST

On October 30, 1935, at Wright Air Field in Dayton, Ohio , the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet.

Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Poyer P. Hill (thus Hill AFB , Ogden , UT ).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly? The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt. Still,



Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do. They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an

ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

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## 2011 SUN-'n-FUN EAA FLY-IN

This year's Sun-'n-Fun EAA Fly In at Lakeland, FL will be held earlier than usual. The dates are 29 March through 3 April 2011. We have our traditional RUPA DAY get together on Thursday March 31 at the OX5 Club House (next to the QBs club house).

The OX5 Club has once again extended their hospitality for use of their facility (coffee, restrooms, snacks, lunch). Everyone welcome.

A group photo will be taken in front of the club house at 1:00 p.m. This year also celebrates the Centennial of Naval Aviation and Sun-'n-Fun will be celebrating, as well, with a scheduled performance of the Blue Angels on 2 and 3 April. See you there!

Gary Crittenden SWFL RUPA Thanks to Dot Prose

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## JET LAG MAY CAUSE STUPIDITY

By Laura Sanders, Science News

SAN DIEGO — In addition to making you groggy and dazed, jet lag may make you stupid. A study presented at the annual Society for Neuroscience meeting finds that hamsters suffering extreme, chronic jet lag had about half the normal rate of new neuron birth in a part of the brain. What's more, these animals showed deficits in learning and memory.

Jet lag poses a serious health threat, said study coauthor Erin Gibson of the University of California, Berkeley. Studies have shown that people with work schedules that require them to frequently change their sleep patterns have higher rates of cardiovascular diseases, diabetes and cancer.

Gibson and colleagues subjected hamsters to jet lag by advancing their day and night schedule by six hours every three days for nearly a month. "It would be like a flight from New York to Paris every three days," Gibson said. The hamsters' total sleep amount didn't change, but the hours spent awake and asleep were completely unrelated to the external environment, like an East Coast businesswoman popping out of bed at 3 a.m. in California.

Jet lag decreases the numbers of new neurons being born in the hippocampus by about 50 percent, the team found. Mental function suffered, too: The jet-lagged hamsters were worse at learning which of two chambers contained a desirable running wheel. Even after 28 days of a back-to-normal schedule, the formerly jet-lagged hamsters still showed learning and memory problems. The mismatch between the internal body clock and the external environment "is having a long-term effect on learning and memory," Gibson said.

It's unclear exactly how these cognitive problems are induced by jet lag. The sleep hormone melatonin, stress and increased cell death are all possible culprits that need to be explored, Gibson said.



## Growing Older

The other day a young person asked me how I felt about being old. I was taken aback, for I do not think of myself as old.

Upon seeing my reaction, she was immediately embarrassed, but I explained that it was an interesting question, and I would ponder it, and let her know.

Old age, I decided, is a gift. I am now, probably for the first time in my life, the person I have always wanted to be.

Oh, not my body! I sometime despair over my body - the wrinkles, the baggy eyes, skin spots and bumps, and the sagging butt. And often I am taken aback by that old person that lives in my mirror, but I don't agonize over those things for long. I would never trade my amazing friends, my wonderful life, my loving family, for less gray hair or a flatter belly.

As I've aged, I've become more kind to myself, and less critical of myself. I've become my own friend. I don't chide myself for eating that extra cookie, or for not making my bed, or for buying that silly cement gecko that I didn't need, but looks so avant garde on my patio. I am entitled to overeat, to be messy, to be extravagant. I have seen too many dear friends leave this world too soon; before they understood the great freedom that comes with aging.

Whose business is it if I choose to read until 4 AM, and sleep until noon? I will dance with myself to those wonderful tunes of the 50's, and if I at the same time wish to weep over a lost love, I will. I will walk the beach in swim trunks that are stretched over a bulging body, and will dive into the waves with abandon if I choose to, despite the pitying glances from the bikini set. They, too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten -- and I eventually remember the important things.

Sure, over the years my heart has been broken. How can your heart not break when you lose a loved one or when a child suffers or when a beloved pet dies? But broken hearts are what give us strength and understanding and compassion. A heart never broken is pristine and sterile and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turn gray and to have my youthful laughs be forever etched into deep grooves on my face. So many have never laughed and so many have died before their hair could turn silver.

I can say "no," and mean it ...., I can say "yes," and mean it. As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. And I've even earned the right to be wrong.

So, to answer your question .... I like being old. It has set me free! I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been, or worrying about what will be. And I shall eat dessert every single day.



# LETTERS

**HARLIN E. BELL**—Moneta, VA

"WOW" FANTASTIC , GREAT BALLS OF FIRE, WHO'D BELIEVE IT.

Here I am starting my SECOND quarter of retirement. Hey----Don't giggle----it could happen.

Health holds? No exotic cruises or trips. I think I got 40 miles away from home last year. Fishing is poor, utility bills are high, comfortable in our new home, what to complain about.

PLEASE CONSIDER A NEW SCHEDULING COMMITTEE. (tooooo many West Bound Flights)

Sincere THANK YOU to all who make this publication possible.

*Harlin*

**ROBERT K. EARLY**—Decatur, GA

After my Birthday Month I'll be holding a pair of eights. Yep, 88 years old and I hope counting. It's been awhile since I last wrote and a lot of things have happened, so here goes. Retired 28 years ago. It really doesn't seem that long.

Ginny, my wife of 59 years died in October 2003. We met a couple in the P-51 Mustang Pilots Association that we became good friends with and traveled together for about fifteen years. Each of our spouses died and Iris Scheffel and I became reacquainted at the P-51 reunion In 2004. We married in 2007, and have been extremely happy. I always loved the P-51 and it has really had a lot to do with my life.

I last flew a P-51 in May 1949, but, that will change. In February, I'm going to Kissimmee, FL. and fly CRAZY HORSE, a two place P-51. Really looking forward to that. I've been flying off and on over the years. I still have a current medical.

Still play golf. At this age it's a different game. Forget distance. I can't hit the ball far enough to lose it. That's about the only thing good about losing all my distance. Still enjoy the game and will continue to play as long as I can stand up and walk.

Iris is a retired Delta Flight Attendant so we have pass privileges on Delta and United, and we still have to buy tickets (I hate to do that) when we really have to get someplace. We cruise a lot and

you can't afford to miss the sailing time. Space A is getting tougher all the time.

I still miss United as we knew it. Life is good, my health is excellent and every day I look forward to tomorrow. *Bob*

**MARTY BERG**—Saratoga,

I used to butter my croissants. I occasionally had two martinis the same day. I started skiing at the age of 40. I flew copilot with airmail pioneers, and I am still here. I did quit smoking when they stopped putting them on the meal trays.

Jean and I are great!

*Marty* CA MDW '51 SFO '85

**KENNY DANIELSON**—Coeur d'Alene, ID

Being an avid reader of the *RUPANEWS* but a seldom writer, I am prompted by the threat of interruption of the News to express big thanks to the editors for their dedication.

The past few summers we (the frau and I) have taken two or three months aboard our small cruiser to wander the Great Lakes and canals of Canada and US. It's a great trip and easily done with a minimum of boating skills and an inexpensive craft. I recommend it for your bucket list.

Narrative and photos on our website at:

<http://mysite.ncnetwork.net/resoyuts/danielson/id12.html>

Health and happiness to all. Remembering "The UAL Good Old Days."

*Kenny* DCA JFK LAX SFO ORD CLE SFO DEN SFO '63-'86



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**PETER DULKEN**—Evergreen, CO

Greetings all: Made it to my 80th and still doing a lot of stuff, albeit a bit slower.

A great RUPA cruise last September, beautiful fall weather, and now teaching skiing (still) at Winter Park. Simulated knees are doing great. Looking forward to possible RUPA river cruise spring of 2012.

Thanks to all who keep our organization going,  
*Peter*

**MARTIN J. GALLAGHER**—Marengo, IL

Greetings: Sorry to be so late with my dues.

Things have gone slow for me, being confined to bed or wheel chair, due to having only one leg. Lost the right leg above the knee from an infection after surgery to revise an artificial knee replacement. I've got lots of help with chores I used to do. My wife Sylvia has been very supportive; she is a good scout and picks me up when I feel down.

I just wonder how the new airline is going to do. I'm glad to be on the outside looking in. It's been 15 years since I set the brakes on a 757 at ORD. I spent 2 years at DTW and 27 years in ORD. It went by too fast, but I'm glad to have been there.

Best Wishes to All, *Marty*

**DOUG HORNE**—Santa Rosa Beach, FL

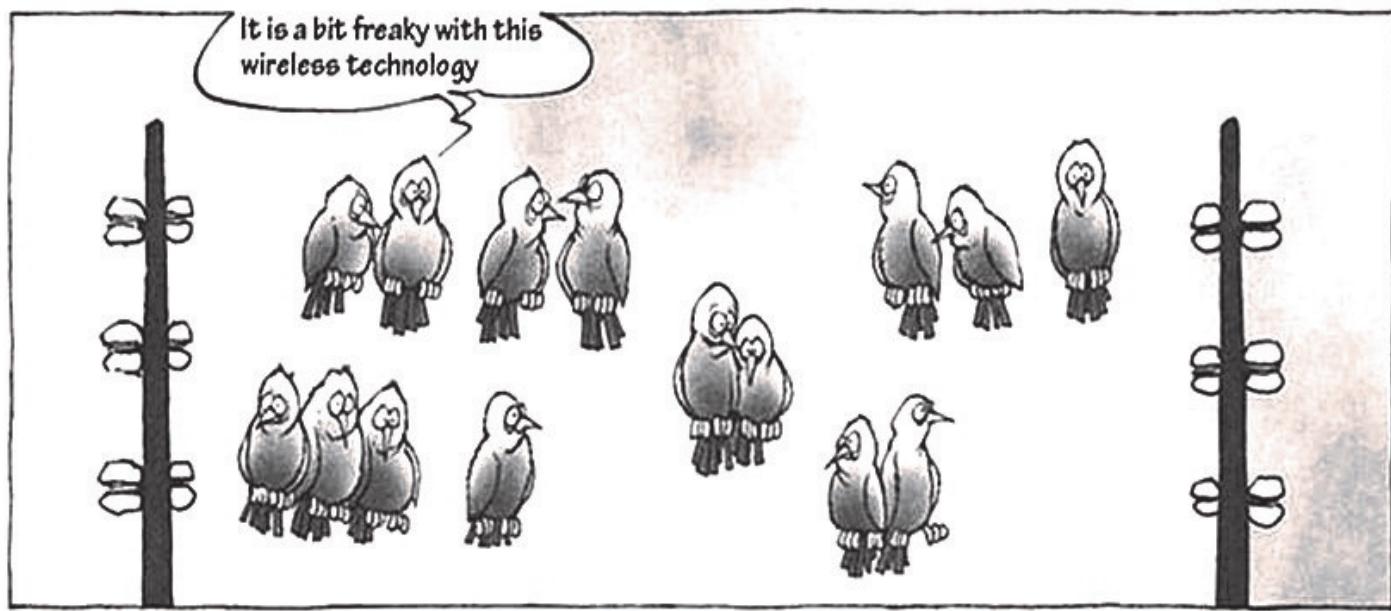
Well, last year pretty much ended up the way it began; same medications and doses, both prescription and alcohol. We did travel a bit. Edna and I spent our 20th wedding anniversary in France on one of

Ed Dechant's barges.

Some months ago someone wrote to complain about losing his bags and people who brag about getting First Class. With that in mind I'd like to let him know we got First IAD/CDG and LHR/IAD; and we never lost our bags as we never checked them. I can't imagine checking bags when flying SA. In Sept. we had to make an emergency trip up to Montreal to take care of my cousin and her husband who were in a bad auto accident. Never lost our bags then either; maybe because we went by car. In Dec flew PS to Puerto Rico. We kept our bags with us both ways, especially on the way back since I had four bottles of Bacardi in my suitcase. During the year Edna thought she'd lost her handbag a couple of times, but had just left it under the front seat of the car.

Not much strange happened down here last year except we made the national news when some whacko terrorized a local school board meeting with a hand gun. You might remember, if you saw it, that some lady walloped him with her purse while those macho guys just sat there with their thumbs up their butts and never came to her aid or tried to subdue him. I guess even entry level politicians have no spine.

Other than that, I keep in touch with Bob Gifford who sends good flying stories and political stuff just to keep me awake at night, and Pete Sofman who keeps me up to date with New York happenings. Also, Mike Dater for his political wisdom and comic relief up in New Hampshire.



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I was sincerely underwhelmed by the travel pass survey and results. The incomprehensible and cockamamie questions supposedly by the Hay Group I feel were actually conceived and conducted by none other than Alvin and the Chipmunks. I could have done a much better job with just three questions: (1) Should retired employees be boarded before actives? (2) Should all employees, active and retired, be boarded before anyone else considering they are better dressed, better behaved, shut up and listen to F/A and Pilot announcements, stay seated when the seat belt sign is on, and considering the sorry state of air travel anyone who pays more than a service fee is getting ripped off and deserves to be boarded last. (3) Should retirees have boarding priority if they've paid their annual medical deductibles, the prime rate is below 5%, and the Red Sox are at least 3½ games behind the Yankees in the AL East?

I guess this is enough screed to help fill up the issue so you won't need to print all that medical advice that I ignore because it's too long, difficult to read, or just out in left field. Where do you get some of that stuff? From the local health food store and the nurse's office at the high school?

After rereading the above it's apparent that after emailing this I'm going to have to raid Edna's stash of xanax. **Doug**, The Grump, **Horne**

**MARV KRUSKOPF**—International Falls, MN  
I'd like to correct the description of my Mooney aircraft. It is not "broken down" but airworthy even though it still has the original paint. Not pretty but mechanically very reliable and the engine runs as smooth as silk. I wish I was running as smooth as that engine.

Going for the big "EIGHT-0" on March 2nd. This winter has really been a bad one up here in northern Minnesota, and as a result I haven't flown very much. I have always observed that if the USA had tried to train pilots during WWII in the northern tier of states, we would have lost the war. I am looking forward to summer and flying the light sport amphibian I acquired last May.

We live on a big lake up here, in fact eight feet from the water. It is not uncommon to get "buzz-jobs" from the Cub drivers on skis. In fact we have to look down to see them go by. If this occurred in some less remote area, a lot of folks would get up-

set, but around here it's just part of the way of life  
Checks in the mail, **Marv K**

**JOHN MC DANDEL**—Pasadena, CA

This March is my tenth year following retirement from United. I still look back with great pride at having been associated with the aviation business. I was lucky to have been associated with such talented people who I really admired. I am talking about all of YOU!

It has been five years since I last communicated via the *RUPANEWS*. I always look forward to reading each issue. I give thanks to all of you who keep this publication alive.

Life continues to be good for Mary and me living in Pasadena, CA. We have been married for forty-five years now and are in good health. Mary is now retired from teaching after forty years. We are lucky to have five healthy grandchildren and will most probably be topped off with six when it is all said and done.

Lisa, our oldest daughter, teaches Algebra at Fresno HS. She has a son and daughter. Adam says he wants to be a pilot.

Janeen, our middle daughter, just left the USN as a LCDR and moved to Boston. In 2003, she was on the ground with the 1<sup>st</sup> division of the Marines during the 2003 invasion of Iraq. She returned to the Persian Gulf for a 2<sup>nd</sup> tour, but this time aboard the USS Denver as the ship's Dental Doc. She is now an Orthodontist and is planning to open an office in Natick, MA. She has two little girls.

Deborah, our youngest daughter, just graduated from Harvard's Dental School as a Prothsodontist. She and her sister are going to be setting up their practices in Natick, Ma. She just gave birth to a little girl.

Because two thirds of our family is residing in Boston, we are purchasing a three bedroom Condo in Natick, MA. Our new condo is only two miles from each of our girl's homes. I am looking forward to my kayaking and fishing adventures along the Charles River. Needless to say we will spend our winters in Pasadena.

This past year has been very exciting for me. I was lucky to be invited by the Masonic Grand Lodge of California to be a Guardian/Guide for 157 WWII Veterans. We invited a total of 600 WWII Vets on an all expense paid adventure to visit the WWII,

Iwo Jima, Korean War and Viet Nam Memorial's in Washington DC. What a great honor it was to be able to escort these great men to their monument. They had a wonderful time together sharing stories, reliving their youth and good fortune to be alive. I also arranged a tour of the National Air & Space Museum for them. Our Grand Lodge of California ended up spending \$610,000 on this worth while charitable project. It was money well spent!

I was recently invited by the Commandant of the USAF Test Pilot School at Edwards AFB to attend this year's Test Pilot graduation. This was a terrific three day event. It was capped off with a magnificent formal dining in ceremony with lots of brass running around. The AF treated me like a senior officer. I was hosted by one of the graduating test pilots – Major Tim Spaulding. He is an incredible young man who is on a very fast track in the USAF. Bob Hoover was the guest speaker and received his Honorary Doctorate in Test Pilot Engineering from the Edward's AFB Test Pilot School. We stayed at the BOQ for two nights. I was given a chance to fly their F-16 simulator and fortunately didn't embarrass myself. I did one acrobatic maneuver and then safely landed on Rogers Dry Lake. Even a blind squirrel is entitled to an acorn!

On February 15<sup>th</sup>, I am leaving on a Rotary Mission to inoculate children in India to eradicate polio. We are going to do our final Polio plus National Immunization Day in the outskirts of New Delhi and Kolkata (Calcutta).

In 1984, I was the incoming President of the Van Nuys Rotary Club and was attending a Rotary International BOD meeting in Kansas City MO. We discussed and approved a project to inoculate the entire population of the Philippine Islands. We wanted to try to eradicate Polio in just one country. We asked

Dr. Jonas Salk if he could produce enough vaccine for this effort. His medical team produced the vaccine and we carried out our objective. We have now spread this eradication effort across the world. The disease is almost gone!

Lastly, I have been working on a nine year project to create a Memorial to 9/11/01 on New York Drive in Pasadena, CA. This four lane street is a little over one mile long. The street connects Altadena with Sierra Madre CA.

Nine years ago, I went to the City of Pasadena to ask permission to personally plant 100 California Oak trees along both sides of this street. The City and LA County granted me permission to move ahead with the project and have supported me by spending nearly \$1.5 - \$2.0 million dollars by installing two traffic signals, new cross walks, replacing fences, and re-landscaping the center dividers. I am currently advocating that we dedicate this street by constructing two new lighted rock encrusted pedestals designating the street as a memorial to 9/11/01.

I have been working on this project for the past nine years in honor of the 3,000 victims of 9/11 and our fellow crew members at AA and UA who perished that day. I know that it was a personal event for all Americans. In my case our son-in-law was working in the World Trade Center complex on that very day. Fortunately he got out safely. Our daughter was working just north of the World Trade Center. I arrived in NYC twelve hours after the attack to learn if the kids were safe. It was a horrific sight!

Lastly, I am proposing to the politicians to develop a new memorial park and a recreational lake be created for the City of Pasadena and LA County along side this street. Some of the trees that I planted are over ten feet tall now and will someday add value to



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the street scape of Pasadena.

Cheers, **John**

**DAN MURPHY**—Fort Myers, FL

We spend 4-5 months living on our narrowboat, cruising the 3,000+ miles of navigable canals and rivers in the UK at 4 mph. When I retired we hired narrowboats for six years and my wife and I absolutely fell in love with this laid back life style. In 2004 we had a narrowboat built, *Rhapsody in Blue*, and have never regretted it. The boat is all steel, weighs 16 tons, stays in the water year around and is powered by a marinized Kubota 4 cylinder 43HP



diesel engine.

Now, you might think it's cramped as the boat is 6'10" wide (yes, narrower than 7 feet) and 58 feet long. The size is necessary because the narrow locks (those taking only 1 boat at a time) are only 7 feet wide and all locks, either narrow ones (taking 1 boat at a time) or broad locks (taking 2 boats side by side) are between 56 and 70 feet long. With our boat, we can go anywhere on the system as we can get into all the locks (sometimes at a slight angle--all the 57' long locks are broad locks so we can angle slightly). Just because the locks are narrow, however, doesn't mean that the rest of the canal is the same width. We have plenty of room to maneuver, pass other boats, etc. We get lots of exercise as we steer from outside on the stern, work all of the locks on the canals (using a windlass--also known as a lock key)--and some on the rivers although many of those are worked for us, and open any swing or lift bridges that we come to.

We get to see things all over England and Wales, can moor along any towpath, and walk to see all kinds of fun places of interest, historical places, or

observe the wildlife. We moor in villages, the middle of cities (like London, Manchester, Birmingham, Liverpool, York), or out in the countryside--wherever we happen to be. We've moored in sight of Windsor Castle, beside Hampton Court, and behind Paddington train station in London--for free. The canals were originally built in the 1700's for commerce to move goods from one point to another, but were put out of business by the railroads. Many became derelict, but lots of them have gradually been restored with more on the way. We do roughly 900 to 1,000 miles per season (remember, that's at 4 mph) and work about 500 locks per year. We haven't seen it all yet, but we're working on it.

There is great camaraderie on the water with no one ever being a stranger whether they're on another narrowboat or walking along the towpath. The pubs along the way are great fun and we take in some of those, although, since owning our own boat we tend to eat most meals on board. We've made many new friends and have met people on boats from Australia, New Zealand and Canada as well as all the Brits...and a few other Americans.

It's certainly not a hardship to live on the boat; rather, it's like a floating cottage with a living room, dinette, kitchen, bath with shower and vacuflush toilet--much like on a 777 airplane, a bedroom, a washer/dryer combination, freezer, diesel central heat and a solid fuel stove. Who could ask for anything more? This may not be everyone's ideal, but it suits us. We can't wait to get back each year.

Between the time we spend in Florida and the time on the boat, we've now rented a small house on the Chesapeake Bay (Kilmarnock, VA) to be close to our daughter and 3 grandchildren who live there.

If you're interested in more info about narrowboats, go to: [www.waterscape.com](http://www.waterscape.com) or Google narrowboats and you'll get lots more information.

As you can see, we could write about narrowboats for a long time! They're what are keeping us young! **Dan & Sharon**

**DAN PORTER**—Woodland, CA

Here comes 10 years of retirement from United and two years after the charter company I was flying a Beech Premier for declared bankruptcy. They only owed me \$12,000 so I guess I got off cheaply this time. I flew King Airs for a couple of years prior to that for a local charter company before leaving to

fly for an individual owner. I also was involved in taking two King Airs to Europe. One trip included an emergency landing in Brno, Czech Republic one evening when we shut down an engine due to an overspeed/overtemp. It was a VFR evening but the controller cleared us for a DME arc approach.

"Negative, requesting vectors for a straight-in visual."

My wife has been ill since my retirement trip to Indonesia in 2001 when she picked up some nasty virus, so we haven't done much traveling but we are planning a trip to Australia this fall. Mostly I spend time keeping up with old house, tending the garden, reading and riding my motorcycle when the weather permits. The roads get twisty about 35 minutes from my house. I sold my sport bike as these old knees just don't like being in that "crotch rocket" position for more than five minutes or so and now ride a sport-touring bike.

Thanks to the long serving volunteers that make this publication possible and I hope someone out there can use the money and will pick up the editor position. Checks in the mail with a bonus to help pay the next editor.

**Dan** JFK-SFO-ORD-SFO-ORD-SFO

#### **NORM RUPP—Belmont, CA**

HI TO ALL OF YOU. This month is the big 80. I'm looking forward to a party at IZZY'S restaurant that backs up to the flight line at the San Carlos Airport. It will be with family and friends.

This has been a much better year after losing one of our daughters last year. We did some traveling, the highlight being a cruise on Holland-America departing Dover England thru the Baltic Sea, making stops along the way to Saint Petersburg and then returning to Dover with more stops. The only boat/barge trip that we have enjoyed more was a trip on Viking River Cruises from Budapest to Amsterdam. We used United 20% tickets that worked OK, but it was sure nice when you could go space available with some assurance that you would get on.

For trips down to San Diego to see our grandchildren in college we have at times used Southwest with some good fares at tight schedule times.

Hope all is well with you, **Norm**

#### **DICK RUSSELL—Daytona Beach, FL**

Age discrimination never ends! We all experienced this upon reaching 60 and in November, when renewing my aircraft insurance, the company used the same policy as the previous year but inserted a single sheet imposing new restrictions which said that if I would be flying formation in waivered airspace (air shows) that I would need to have a pilot under 80 years old in my back seat for the insurance to be valid. They continued to cover me as PIC for business and pleasure but the FAA requires that only essential crew be onboard at air shows. This Catch 22 situation eliminated me from this activity. There are 14 underwriters and some are evidently using a risk-management program that cuts off a pilot upon reaching age 81.



The lead is flying a Socata Epsilon, the French version of the T-34. It is the only one in civilian hands. I'm in the number 2 airplane.

Last month it was my good fortune to meet a fellow who introduced himself as Dick Russell. This chance meeting ended with his comment that he is also in the aviation insurance business. My passing comment was that I needed to find an underwriter who would insure me and my needs. About a week later he called to give me the good news that he had found an underwriter who would cover me and that the new policy would be \$200 less than my old insurance! I am flying as a member of the RETRO Flight Team which is composed of old pilots flying old airplanes. We use mostly Beechcraft T-34 Mentor planes and our act is not aerobatic but we do make 9 passes in front of the crowd in 12 minutes so we do some rather steep-banked turns.

Significant changes this past year include a second hip replacement and removal of the gall bladder. I am happy to report that those operations have restored my health to excellent and with 2 artificial hips I am able to walk straight and play tennis 3

times per week without any pain. Going through security at the airport is no fun! Other activities include serving as the project manager for the restoration of a TBM Avenger Torpedo Bomber for our local chapter of the Commemorative Air Force and as a member of the Daytona Beach Surfside Chorus who sing barbershop harmony. Our quartet, "Three Nice Guys", will be singing Valentines again this year and I will be participating in our spring show which will feature all Irish songs.

In late September we boarded a cruise ship in Southampton, England which stopped in Norway, the Shetland Islands, Iceland and Nova Scotia and terminating in Fort Lauderdale. Some 10 years ago a couple of fellows came into my open hangar and asked to look at the plane. One was a recently retired RAF Brigadier General and former commander of the Red Arrows. The other had been a Red Arrow pilot but had just retired as an RAF 3 star Air Marshall. While he was in the US he flew with me during some T-34 formation training and upon returning home sent an e-mail telling me that Her Majesty, The Queen had appointed him the Governor of the Isle of Man and invited us to visit. It was quite a story but last summer I had a call from him on Skype telling me that the Queen had just appointed him Governor of Windsor Castle and again invited us to visit. We arrived early for our cruise and spent the night in Windsor Castle! It was, truly, a very wonderful experience. Our sons, Marc and Jon are still flying out of LAX and our daughter, Kristine and her family have permanently moved to the Spruce Creek Fly-In and live just a 5 minute walk from our home. Kristine is a UAL F/A and commutes to IAD. My wife, Wilma, also continues to enjoy good health and is active in tennis, bridge and playing grandmother when their parents have scheduling conflicts.

It would appear that our retiree negotiated boarding priority will probably be a thing of the past when the new rules are implemented but such changes must be expected as time marches on. The quality of the *RUPANEWS* has been greatly enhanced and we all appreciate your efforts. The real Dick Russell 1955-1990

Wilma 1957 -1959 (Capital)

**WILLIAM J "BUD" SMITH**—Comanche, OK  
Please find enclosed a check for \$70 for two years dues for my dad, William J Smith, (DENFO-hire date 3/24/1943). His birthday (17Aug1921) came and went and I just plain forgot to renew his membership. I lost my husband this year, so there are a

number of things that have gone by me. Please make sure that he is restored to good standing.

He continues to live with me in Oklahoma at the above address. The phone number for him is 580-439-2710. No cell number. He may be reached at my email address tbrennan@pldi.net.

This birthday, he will turn 90 years young; still healthy and 'going and blowing', as we say here in Oklahoma. We lost my mom on New Year's Day of 2008, two weeks after they celebrated their 60th anniversary. He continues to enjoy his classic cars...he restores them; and his grandson (my son) has picked up the hobby, so they often get together and "play cars".

Thanks for your help, *Traci Brennan*

**BOB (Slim) TINSLEY**—Titusville, FL

Not a happy past year. For those who may not have heard: I lost Jackie last June 29. She was with me in every domicile: ORD, SFO, and DCA, as well as many years of Navy time (Moffett, Miramar, Pensacola, and PMRF Kwajalein.) We sure had a lot of fun during our 56 years together.

One trap built into every marriage: one way or another, someone is going to leave first. *Slim*

**HARRY TYREE**—Abingdon, VA

It's been quite awhile since I've put in "my two cents worth". Twelve years into retirement and it still beats the best schedule I ever held!! Not much to report other than reasonably good health for both Pam and myself. We are both home-bodies and travel to see the kids and grandchildren (5) a couple of times per year. I also still make my annual trip to DEN. I finally realized I could go there without taking a PC and now go to play golf with some old friends. (Operative word there is "old") Still keep the handicap in the 9-10 range and use the game to



walk 5-6 miles. Five miles if I'm hitting it straight, six, if not. That, plus mowing and landscaping a three acre yard take up most of my summer. In the winter months I migrate indoors where I am turning an unfinished basement into a finished living area. That is going well when I can keep the "Construction Forewoman" upstairs.

The most exciting thing I have done lately? Last year my two stepsons bought me a Richard Petty Driving Experience which enabled me to drive one of their cars around Daytona International Raceway. I drove 24 laps and got up to 160 mph. When they reviewed the tape, they didn't understand why I had called out V1- Vr. As I exited the car after the last lap, a pit crewman asked if that was the most exciting thing I had ever done? I told him I would have to reserve that honor for aircraft carrier take-offs and landings.

Thanks to Cleve and Bruce for all the time they have given to make this a great way to stay in touch. I hope someone with proper talents will come forward to take your place. Check is on the way via snail mail. I wish you all a healthy and prosperous 2011.

**Harry** (DCA, LGA, CLE, DEN, ORD)

#### **JO & LARS WARN**—Clearwater, FL.

Just a quick note to say all is well with us. I do know we are getting old when all three of our "kids" are qualified to become members of the AARP.

Until next year, *Lars*

## **IN MEMORIAM**

### **A. L. "Ed" PROSE**

A. L. Ed Prose passed away peacefully on 23 December 2010, age 94, after six days in the hospital in Sarasota, FL. After a fall in his unit, he managed to call for the EMTs but it was hard to recover at his age. He was in independent living at Bay Village Retirement Center in Sarasota, FL, in good form for his age, and even had just paid his dues to RUPA and finished reading the last three issues of the *RUPANEWS* (homework completed!). He had been a



life member of RUPA since retirement in 1976.

We'd like to thank all of you who have emailed or called. His ashes will be interred at Queen of Heaven Cemetery in Hillside, Illinois – very close to O'Hare Field – an appropriate location as he was domiciled in Chicago his entire career.

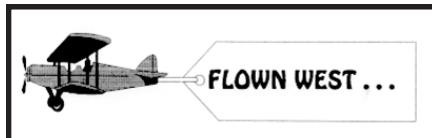
Born in Chicago on 15 Nov 1916, Dad began his aviation career in 1935 at Ashburn Field in Chicago and after five years of instructing, banner towing, sky writing and ferrying Luscombes he was hired by United Air Lines in October 1940. He said he learned a lot from the air mail pilots who were flying Captain in those days and he tried to pass along those practical "tips" gained through experience while he was Captain. Always based in Chicago, first at Midway, then O'Hare, he flew regular schedule on the Boeing 247, Douglas DC-3/DST, DC6/6B, DC-7, Boeing 720 and 747. 1942-43 he was with the Air Transport Command. Mandatory retirement came in 1976 after a 36 year career. He was active in ALPA since 1940 and on the schedule committee most of that time.

He also stayed active in private flying through ownership of three fun aircraft – 1968 Piper Arrow (fun), 1934 Warner 145 Fairchild 22 (more fun) and a Navy N3N-3 (most fun and donated to the National Museum of Naval Aviation in Pensacola, FL). Organizations in which he was very active included the OX-5 Aviation Pioneers, AOPA, QBs, The Knights of Columbus, Antique Airplane Association, EAA and Northern Illinois Aero Club. After retirement he was an active member of the Venice Lions Club, the Manasota Theater Organ Society, Our Lady of Mount Carmel Parish and served as a Marine Patrol Deputy Volunteer for the Sarasota County Sheriff's Department. He was also inducted into the Guild of Air Pilots and Air Navigators as a Master Air Pilot (MAP) in 2003 – a UK organization recognizing contributions to air safety. Next to flying he enjoyed boating, theater organ music, NASCAR, bowling, motorcycles and his computer.

His wife, Josephine, a former UAL stewardess 1940-42, and our mother, predeceased him in 2009.

Dad always said he felt very fortunate to have experienced the "golden age of aviation". He led a long and enjoyable life. CAVU, Dad, on your journey West!

Dot Prose and Marilyn Miller (daughters)



*Robert E. Bogle	Nov. 01, 2010
*Alfred R. Nordby	Nov. 17, 2010
Thomas J. Graham	Dec. 08, 2010
Donald P. Devine	Dec. 13, 2010
Jefferson K. Warren	Jan. 24, 2011
*Floyd E. Snyder	Jan. 24, 2011
Antone J. Testa	Jan. 29, 2011
*Jack Emerson	
John M. "Jack" Thielen	Feb. 06, 2011
Raymond W. Dapp	Feb. 12, 2011

*\*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. Bernard "Bernie" Sterner, Treasurer  
839 Euclid Avenue, Villa Park, IL 60181-3328, Phone 630-832-3002

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PERIODICALS



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

## RUPANEWS Deadline: 15th of 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 (2nd 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)—*The Rio Grill Crossroads or TBA please RSVP* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-480-7420

San Francisco Bay-Siders (2<sup>nd</sup> Tuesday)—*Harry's Hofbrau*, Redwood City, CA

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

#### Colorado

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

#### Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr)-- 772-286-6667

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

#### Hawaii

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

#### Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* – 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—Location TBA – 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)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

#### Ohio

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

#### Oregon

The Columbia River Gezzers - (TBA) - Ron Blash - [rblash@mac.com](mailto:rblash@mac.com) - (H) 503 636 3612 - (C) 503 504 5324

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 Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574