
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

One of the keys to long life is staying active. My philosophy is, "if you keep moving, they can't plant you." As retirees, we can stay active in one of three ways. Traveling, sports and/or exercise, or volunteering. They say volunteering is good for the soul. With this in mind, nominations are open through August for officers of RUPA. A few names have been submitted but feel free to throw your hat in the ring. Normally the new officers are installed at the biennial convention in September. Since no convention is scheduled, new officers will be installed after the BOD meeting in early September.

I am also seeking a volunteer to work with me if we decide to have a convention down the road. Seminars are held each year around the country in order to teach people how to organize a convention/reunion. Rich Bouska and I had a great time at a San Francisco seminar. We were wined and dined for four days and it only cost us \$40 each. Our RUPA magazine is currently being handled by one editor. I am sure Cleve would appreciate a volunteer offering to help with the goal of eventually assuming the position of Editor. I am sure Bruce and Cleve will give you all the instruction you need to put together the magazine. Currently, Leon Scarbrough is both Secretary and Treasurer. He has expressed a willingness to continue in this position for another term (I hope), but if someone in the North Bay area has a burning desire to volunteer, I am sure he would accept the help. Here again, I would hope that person would eventually take over. The administration of RUPA has been conducted by the same people for many years. It is time for new faces to become involved if we want to see the continuation of our organization.

I have received many e-mails and phone calls concerning the new pass policy. One e-mail in particular that was addressed to all the presidents of the retiree groups was from Human Resources. It was in regard to the petition that is being circulated by the United Retirees for Action. They felt that the petition was a distraction to the merger efforts. They asked us to encourage our members to disregard the petition and accept the new pass policy as is. While I do not disagree with the purpose of the petition, I do not endorse it. A consensus of opinions has been presented to WHQ by our spokesman outlining all the concerns that are presented in the petition. We feel that it is easier to keep a line of communication open with fewer people involved. I cannot tell you whether you should sign the petition or not, or send an e-mail to WHQ, but I can assure you that all your concerns over the shortcomings of the pass policy have been presented to the CEO and Human resources.

Since the deadline for this letter was before the RUAEA convention, I will not have a report on the great time I expect to have until the July issue. I hope I can report that I saw a bunch of familiar RUPA faces. Stay active. *Ron*

Do not send money here, letters only, please
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RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

Check your RUPA Directory to make sure we have the correct information

ABOUT THE COVER

No explanation necessary, they're all the same company!!!

DANA POINT RUPA LUNCHEON

May 10th was a gorgeous day in the Dana Harbor, especially appreciated by this scribe.

My wife Gwen and I spent 3 weeks in the Heartland of the US. A flying/driving trip. Got to see the Mississippi in flood stage. We were in West Memphis AR when the tornadoes with thunderstorms and high winds (100mph) caught up with us. The falling trees caused a power outage for two days. The heavy rain flooded the streets even before the Mississippi crested. The balance of our trip by car we paid attention to were the weather was or about to be and altered our route accordingly through Tenn, Miss, Ala and GA. Actually even had a pleasant trip as a paying customer (millage plus) on Delta.

So as you can see it was great to see the Pacific ocean and again even with tsunami warning.

On Deck today were; Park Ames, Bob Fuhrmann, John Grant, Rick Hoefer, Bob McGowan, Jerry Meyer, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons and Bill Stewart. Rusty Aimer stopped by to visit on his way to "work". As he says "still working in Retirement." He was in uniform and was heading out on a trip. I think he said SBA? No time for lunch.

Bruce Dunkle checked in from somewhere in Europe. Joe Udovch was in SFO for a funeral. Tom Morgan, who started with UAL in 1954, talked about the fun of flying the DC-6/7. He flew all three seats. I flew with Tom as his S/O and F/O, but that was in 1964. As I remember we were long on crews and short on lines of flying out of LAX as they tried to transition to the 727. Long pleasant days on the Beach at Manhattan Beach!! Was on reserve, and really wanted to be called, but no one called. I actually called several line pilots to displace them so that I could fly! Jerry Meyer related how he is enjoying getting checked out in gliders over in the lake Elsinore area.

I talked with Rick Hoefer about his 1941 Harley that he used to have. He sent a recent picture of him sitting on a recent model all shinning bright with chrome saddle bags full backpack with sleeping gear attached... ready to go anywhere. Oh, and a great big grin. As he said, "how to enjoy life. Have fun and don't take life too seriously, and in particular, don't take yourself too seriously."

All for now, *Ted*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

On May 9th the Rio Grill in Carmel provided another delightful lunch from a full menu for our second luncheon in the newly renovated private room. Those who attended were: Pete and Donna Walmsley, Diane Ellis, Brett Morris, Barrie and Sharon Nelson, Connie and Beth Ege, Mike Donnelly, Paul and Brigitte Olson, Will and Fran Blomgren, Carlos and Judy Quintana, and yours truly.

I briefed the group on the latest information about the travel pass issues. The communications between the various retiree groups has been consistent and one voice. The recent "complaint" from HR about the numerous emails received from retirees is obviously hitting the mark. Surely HR didn't think we would passively accept the "new rules". A lengthy discussion followed.

Pete updated the group on Edgar's summer schedule and menu options. We discussed the pro and cons of returning. The group was split about 50/50 on returning to Edgar's. The biggest draw back with Edgar's is that it has no private room. When the weather is sunny and warm the patio at Edgar's is marvelous, but often the fog or on shore breezes makes the patio dining cool to cold. We decided to try alternating between the Rio Grill and Edgar's.

Jon Rowbottom had suggested we travel down to Big Sur for one of our lunches. Most of the group was interested if we could get a private area or corner at Ventana or Nepenthe. Once Jon and Jan return from their Hawaiian Island holiday we'll get some details and set a date.

Next lunch will be Monday June 13th at the Rio Grill. Per usual, please RSVP by the Friday before that Monday. Hope to see everyone there! *Phyllis Cleveland*



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"



The 247 design won Bill Boeing the 1934 Guggenheim Medal for "Successful pioneering and advancement in aircraft manufacturing and transport." The 247's cockpit was equipped with dual controls, a two-way radio, the latest navigational devices, night-flying equipment, adjustable seats, and sliding shatter-proof windows. One of the most unusual features was the forward-slanted windshield.

The twin supercharged Pratt & Whitney "Wasp" S1D1 engines were rated 550h.p. at 5,000 ft. Changing the 3-bladed fixed-pitch propellers to 2-bladed "variable-pitch" propellers increased the top-speed from 180 to 190 m.p.h. Construction of the Retractable landing-gear, tail-wheels and other small assemblies were "farmed-out" to Stearman Aircraft of Wichita, Kansas, also a United-owned company.

Boeing designers invented these "trim-tabs." These small moveable surfaces on the ailerons, rudder and elevators allowed the air-stream itself to help control the large surfaces. Although small items, these servo-operated tabs were a major contribution to future airplane design.

In early 1932, while the plane was still in the mock-up stage, Boeing Air Transport placed an order for 60 of the planes for use in the four United Air Line divisions. The 247 first flew in February 1933. Total delivery numbers were: BAT - 20, NAT - 23, PAT - 9 and Varney - 7.

In October 1934 the 247-D entered service. It had a backward-slanting windshield, geared (3:2) S1H1-G "Wasp" engines developing 550h.p. at 2,200 r.p.m. at 8,000 ft. and was equipped with the new Hamilton-Standard 3-blade "controllable-pitch" propellers.

Ultimately, only seventy-five model 247s were built, including thirteen model 247-Ds. Approximately thirty-two of United's earlier 247s were converted to "D" standards. The single model 247-A became the United Aircraft & Transport Company's "Executive Plane" and had a 14-year-career before being scrapped in 1947. The final two model 247-Ds were sold to Lufthansa (Germany) in 1934.

During WWII, twenty-seven 247s were "drafted" into the U.S. Army Air Force and designated C-73. They were used for both pilot training and transport duty. In Delford, England a 247-D, "Adaptable Annie", was the first plane to use an Instrument Landing System (ILS). All modern Automatic Landing Systems evolved from these C-73/247 test flights in 1944. Following the war the 247s were either returned to the original airline owners or acquired by smaller U.S. and foreign airlines. *By Marvin Berryman, DENTK (Ret.)*

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

The RUPA Washington Area Eddie O'Donnell Luncheon

Our April 21, 2011 luncheon was for members and their guests. The meeting was held at the Marco Polo Restaurant located in Vienna Virginia. This was our third meeting at this location. As always, we had a nice get-together before lunch and then we were served a very tasty luncheon.

After lunch we were pleased to welcome our guest speaker, Grant Begley, who is a retired US Navy Captain. He described the history of Libya under the rule of Muammar al-Qaddafi. In particular he discussed Operation El Dorado Canyon, as it was code-named. This was a strike against Libya in retaliation for the Libyan sponsorship of terrorism against American troops and citizens. On April 14, 1986 the United States hammered Libya with dramatic air strikes against Tripoli and Benghazi. The attacks were carried out by 14 navy A-6E attack jets based in the Mediterranean and FB-111 bombers from bases in England. There were also over a 100 support aircraft involved. Because France refused to allow the F-111s to fly over French territory, they had to fly over 2,500 miles round trip from England. Three military barracks were hit, along with the military facilities at Tripoli's main airport and the Benina air base southeast of Benghazi. The raid began a little before 7 PM and was finished in about an hour. Five military targets and "terrorism centers" were hit, including the headquarters of Libyan leader Muammar al-Qaddafi.

Captain Begley's presentation was very interesting.

The attendees were: Bob Aldridge, Jane Aldridge, Al Badrow, Jon Beckett, Ray Best, Hal Cockerill, Gil Coshland, Pat Coshland, Gene Couvillion, Ed Duffy, Peg Duffy, Eleanor Forsythe, Paul Gilson, Jerry Goebel, Betty Goodman, Bob Goodman, Clara Grigg, Dale Grigg, Larry Grube, Bob Huguley, Bo Huguley, Earl Jackson, Roger Lemieux, Joyce Lopez, Dave Malone, Fred Martin, Lew Meyer, Dolores Miller, Ed Miller, Kathy Miller, Truman Miller, Bill Nolan, Edna Nolan, Ward O'Brien, Marilyn Pasley, Ralph Pasley, Herb Pettit, Laura Pettit, Bud Ruddy, Theresa Ruddy, Bill Salisbury, Charles Schwab, Bernie Schwartzman, Gale Seaton, Jack Sodergren, Gloria Soltis, Joe Soltis, Louise Tucker, Paul Tucker, Betty Williams, E.K. Williams, Betty Wolfe, Andy Yates. Grant Begley, our speaker, was accompanied by his wife Peg, mother Bette and daughter Helen Maurer.

Thanks to:

Jerry Goebel for handling the reservations.

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

A special thanks to Theresa Ruddy for the pretty flower arrangements.

Our next scheduled luncheon will also be at the Marco Polo Restaurant on Thursday, July 21, 2011. The next luncheon be a buffet, and will be for members only. *Jon P. Beckett*

SEATTLE GOONEY BIRDS RUPA LUNCHEON

The Seattle Gooney Birds April luncheon began on time and the conservation was lively as usual. Bob Howard made his pitch for the golfers among us to join in a tournament and told a good joke about a Texan and his new boots. There was some discussion of PBGC and their timely determination (6 years) of final benefits.

The host told a joke to polite laughter, (I'll try to do better next time). In attendance: Herb Marks, Don Anderson, Fred Sindlinger, Herb Breivik, Bob Howard, Jim Chilton, Dick Wiesner, Howard Holder, Gere Pryde, Neil Johnson, Bud Gudmonson, Chuck Westpfhal, Dave Carver, Tom Smith, George Brown, Jim Barber, Jack Brown, Don Foreman, Dick Anderson, and *Bill Brett*

SAN DIEGO COUNTY RUPA LUNCHEON

The San Diego County RUPA luncheon was held at the San Marcos Country Club at our regular second Tuesday noon.

Present were: Bill Pauling, Bob Bowman and myself. Good food and lots of laughs as well as some serious talk. Enjoyable as always, but we'd like to have more people show. Where are all you intrepid birdmen?

We have great chats about current events and sometimes old stuff, like being on Red 8 on the way to Cleveland on a dark and stormy night with the headphones tight trying to discern an "A" or an "N" or an on course hum. Lightning, turbulence, Towering CBs, etc. Ah, those were the days (and nights). *Bob Harrell*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

April 12 and May 10th, 2011

TWO for ONE! OUT WITH THE OLD, IN WITH THE NEW!!! BOTH of those comments apply to this news article. Now that I think about it, we might as well add: Do you want the GOOD NEWS or the BAD NEWS first? That also fits.

OK, now for explaining the above..... 2 for 1, that's because this piece covers both April and May's Luncheons here in Stuart, FL. As far as the last 2 phrases are concerned, they refer to the April get together as being our VERY LAST one at Mariner Sands CC where we have been meeting for many years, thanks to our host, Jim Dowd. It was a fantastic Luncheon Buffet as always and a GR8 time was had by all. However, it was our LAST.....all good things must come to an end as they say. The Good News is that we've moved on (as we all must do at certain points in our life) and will now be meeting at another one of our previously attended FAVORITES, Shrimper's, located on the water's edge of Stuart's own Manatee Pocket with one of the GR8'est views that anyone could ever experience while having a very good lunch (off of the menu) and a few Adult Beverages along the way. Oh yes, as Jackie Gleason used to say, "How Sweet it IS". We had our May get together at Shrimper's just yesterday and the WX was 'outstanding'/PERFECT for the UAL'ers who attended. The view of the Yachts, Marinas, calm water was Outstanding and every single guy really enjoyed the food that he ordered. We sat inside, at water's edge and the whole experience could not have gone any better. As an additional note, our waitress, Hannah (just moved down from MI 3 months ago) was very attentive and responsive to our group, good service and very pleasant and YES, NICE to 'look at'. Yes Shrimper's.....we'll be back. Just a note, we will be checking out other locations as well to give us alternatives as well as experiencing other venues and keeping our options open. A little variety never hurt anyone and it's always good to have a back-up plan.....just in case. We, as Aviators, know all about that don't we?

Those in attendance at our April Luncheon at Mariner Sands were: Dick Artus (a new Attendee), Paul Andes, Dick Baese, Jack Boisseau, Jim Dowd (our Host), Del Gartner, Frank Guglielmino, Dave Hoyt, Ted Osinski, John Pinter, Sid Sigwald, Bill Smith, Dick Starita and myself, Bob Langevin.

Those in attendance at our May get together at Shrimper's were: Jack Boisseau, Jim Dowd, Del Gartner, Ted Osinski, Bill Northup, Stan Smilan, Dick Starita and Bob Langevin (your scribe and writer). Needless to say, we had a few less attending in May than we did in April because quite a few of our Members and Guests leave South Florida around Easter time and return up North for the Summer and won't be back until sometime in the Fall. However, even though we have a smaller group, we are going to CONTINUE to have our Luncheons throughout the Summer, the 2nd Tuesday of each month. Even though our numbers will be smaller than usual, we still enjoy getting together for camaraderie sake and telling a few lies to each other. Pilots do THAT ya know.....just in case you haven't noticed.

Needless to say, no matter where we meet or what month it is, our conversations always seem to focus around the recent UAL/CAL Merger, the new Pass Travel Policy, ZED fares, Retiree Insurance, and how we (as Retirees) are getting "screwed over" again by virtue of just about every change that comes down runway. That's about it from The Treasure Coast.....but wishing all of you a Happy, pleasant and a Healthy Summer and we'll be back in touch after next month's Luncheon at Shrimper's which will be on June 14th. So long for now, *Bob Langevin*

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

We had only 21 in attendance at our May luncheon which is very small group for us. Perhaps the warm spring weather lured some to partake in outdoor activities instead.

We were very pleased to welcome first time attendees, Kay Mazzola and Gloria Green both formerly of the SFO Flight Office. We look forward to seeing them at future luncheons.

In attendance were: Floyd & Charlene Alfson, Bob & Roz Clinton, Gloria Green, Dick & Jeri Johnson, Howie & Pat Jundt, Bob Kallestad, Kay Mazzola, George Mendonca, Walt & Mary Ramseur, Cleve & Rose Spring, Jerry Terstiege, Gene & Carol, Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be June 14, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

DENVER GOOD OL' BOYS RUPA LUNCHEON

The April meeting of DEN Good ol' Boys occurred on a delightful spring day and a good turnout eventuated. The noise level increased as happy hour proceeded, until the bell sounded at noon on the dot. (you coudda set your watch) The foodstuffs met with general approval, and the line kept moving, and pride maintained as the dining room filled.

To start the boring business meeting the scribe managed to get off a pretty good'un, as several chuckles ensued (this is always a tough crowd). Jim Adair took the floor to update all on the changes in the pass policy attendant with the merger. It was apparent that UAL retirees aren't going to be pleased with the changes, and retired pilots especially are getting the short end of the stick.

There was considerable discussion of the recent poll relating to opening our meetings to wives/lady friends/male friends, and the consensus favored adding two additional meetings for the distaff sides.

Charles Fellows related his recent vacation in Florida, and his having encountered and met one of the only three remaining Dolittle Raiders, and of having with him a recently published book about the Dolittle raid. That was certainly interesting.

Bob Blessin held forth about this summer's picnic at Cherry Creek state Park, one of the year's highlights and top notch social event.

There was spirited competition for the coveted "Distinguished Taxiing Cross", (similar to the DFC, only not as distinguished) but it wasn't awarded on this occasion.

The meeting adjourned at a suitable hour.

Those in attendance included: Bill Hanson, Jack Wilhite (who had to leave early) Phil Spicer, Curly Baker, Bob Blessin, Tom Johnston, Maury Mahoney, Jim Nist, Herb Gieffer, Gary Gore, Ed Riehl, Bill Hoygaard, Sam O'Daniel, Rex Bales, Jack Davis, Jim Adair, Al Dorsey, Ken Ewing, Bernie Stoecker, Casey Walker, Duane Searle, Ed Cutler, Bill & Claire Fife, Cliff Lawson, Charles Fellows, Bob Crowell, Stanley Boehm, Denis Getman, and the coordinator, *Ted Wilkinson*.

THE JOE CARNES NW ILLINOIS RUPA LUNCHEON

On May 10th the Joe Carnes NW Illinois RUPA Luncheon was held at the new 31 North Banquet & Conference Center (old Warsaw Inn). The fine Polish Buffet was missed but the family style meal was delicious and the service was fine.

Barb Hanson and Carole Tye of the United Historical Foundation attended. They had prepared a display of United memorabilia and pictures. Barb told us about the current efforts to maintain the items of United History both in Chicago and Denver. The new management seems to be much more interested in their efforts than the most recent bunch.

Cliff Sanderson told us of the status of the United Retired Pilots Foundation. They are looking for help and if interested there is room on the BOD.

Bernie Sterner had some information about the merger and new pass program and the group had an extended discussion on the subject.

In Attendance were: Don & Joan Anderson, John Anderson, Dale & Glenys Bird, Bob Bowles, Jim & Corrinne Boyer, George & Cathy Braum, Mike Brueggeman, James Chernich, Bill Cherwin, Norm Clemetsen, Cheryl Depner, Jim Downing, Allan Englehardt, Thomas Franklin, Marty & Sylvia Gallagher, Jim Gesler, Dave Harris, Tom Harvey, Bob Helfferich, Tom Helms, Mike Hepperlen, Jim Higbea, Buck Hilbert, Paul Hubbert, Milt & Ina Jensen, Tom Jones, Bob & Carolyn Kelly, Les Kero, Dick Kuhn, George & Jacquie Mathes, Rob McCutcheon, Ralph Mikulich, Bob & Shirley Moncur, Jack Mumnaw, Dick Murdock, Ned Neumann, Claude Nickell, Jim & Jan Noble, George Pylawka, Tom Roskens, Harry Rupp, Cliff Sanderson, Bill Silvester, Ole Sindberg, Bernie & Rachel Sterner, Roger Thibodeau, Jim & Mary Trosky, Lyman Walter, Tom Wedel, Paul Wember, Russ & Barbara Williams and Frank Zackary.

We will have our next meeting at 31 North on September 13th. *Claude Nickell*

THE INTREPID AVIATORS OF SOUTHERN

Greetings to one and all from Southern Oregon. We had lunch yesterday at our usual haunt in Jacksonville, the Pony Espresso. Numbers small, but mighty!!!

Around the table on the attached photo are Steve and leann Fusco, Marty and Bob Niccolls, Art Lumley, Catherine Dimino and her Dad George Elliott and Scott Lee.



Though difficult to tell on some days, it finally looks like Winter has taken its leave and Spring abounds everywhere! flowers, blooms, bulbs, trees all alive and beautiful now. The snow is still on some of the mountains around the valley and the skiers still on Mt. Ashland but soon the trout beckon in the streams and lakes of the area.....not a bad transition really.

With best wishes to all in the RUPA family, we pass along an invite to join us on the third Thursday of each month, noonish at the Pony Espresso in Jacksonville. Cheers, **Bob**

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

Twenty two retirees and spouses came to the May luncheon at Tolay, the restaurant at the Petaluma Sheraton Hotel. As always, we gather in the lounge for refreshments and socializing until 12:30 when we take our seats in the restaurant. Wendy, who has been the bartender changes hats and now is our waitress and takes our orders. Somehow she manages to put up with us every month.

Bob Donegan had another aviation quiz question for us, that question being "have you ever done a canyon approach in a link trainer?" Four members said yes so I would expect Bob to come up with a much more difficult question or two for June so we had better start studying and learn how many Knuter Valves does a DC-6 freighter have, or how many gallons of prop watch did a Convair 340 need to have on board? The luncheon is getting to be like taking a PC. Just kidding Bob!

Our "health and welfare" reporter was absent today, so no new information on how to stay healthy by consuming alcoholic beverages and his other helpful tips.

Someone asked where Rick Saber was since we have not seen him recently. Seems that he is off on another one of his adventures so he should have some interesting stories to tell when he returns.

We still have one member who has not received a final determination letter from the PBGC.

Attending where: Lee Anderson, John Baczynski, John and Sharon Candelo, Ken and Shirley Corbin, Dwight Daley, Norm DeBack, Bob and Doris Donegan, Bob Grammer, Tom and Joice Grey, Dick Hanna, Jules and Sybil Lepkowsky, Don Madson, Jim Mansfield, Bill McGuire, Leon Scarbrough, and your reporter, **Bill Greene**

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

The May RUPA Luncheon was held at Mimi's on Thursday, May 15. The sixteen in attendance were: Mike Herriot; Jack & Joyann Moore; Norm Marchmont & Trudy Ann Buck; Richard Unander; Bob Mosher; Rex May; Tom and Mary McQueen; Gene & Susan Biscailuz; Don & Gloria McDermott; Doug & Marcene Rankin.

Don McDermott started us off by reading an article from a newspaper regarding how the FAA wanted to "Strengthen Pilot Training." Then Gene Biscailuz gave a short report about the UPFJ group as well as the PBGC.

Mike Herriott brought us up to date on what is known about pass policies. Mike has had extensive experience traveling and he gave us much information on what we could expect in traveling space available.

Rex May said he heard that Gary Meermans is quite ill.

The Charity half & half drawing after lunch resulted in Doug Rankin being the winner.

The next luncheon meeting at Mimi's will be Thursday, July 14, 2011. Hope to see you there.

Doug & Marcene Rankin

S.E. FLORIDA GOLDCOAST LUNCHEON

Thursday April 14 was our last lunch of the season with a good turnout of 26 in attendance. It was a memorable luncheon as they had a large crowd for the main dining area and assigned us to a very noisy side room that only had 20 seats. So with 26 present, we moved to the Patio Bar till it started raining and all the umbrellas leaked so we moved everything into the bar area. Our move was Deja-Vu after laughing at all the golfers making a mad dash to the club house at last month's luncheon while we chuckled from the dry inside restaurant.

It was a great treat having Dick Bodner in attendance as he had an operation less than a month ago and will now be wearing an eye patch. Others in attendance were; Deny Keast, Lyn Wordell, Ham Wilson, Jim Good (from Naples area), Ed Wheeler, Ed Dechant, Ham Oldham, Jim Carter, Jerry Bradley, Terry Lewis, Dick Smiley, Warren Hepler, Dave Dryer, Ralph Rodriguez, Art Jackson, Jack Wink, Jim Morehouse, Mike Ward, Bob Langevid (from Stewart area), Dick Burke, Jack Smith, Bartlett Rolph, Bill Lancaster, Stan Blaschke and myself Ned Rankin. Next official meeting will be in October, and Lyn and I will be back for November.

BA TO OFFER ELECTRONIC ZED TICKETING

Effective May 12, British Airways (BA) will no longer accept paper tickets for employee/interline pass travel. All Zonal Employee Discount (ZED) travel on BA after May 11 will require an e-ticket. To keep our current ZED agreements in place, BA has developed a website to assist subsidiary UA and CO co-workers with all future e-ticketing needs.

BA will charge co-workers using the site a non-refundable service fee of GBP 2.50 per segment, and another GBP 1.00 per segment for e-ticket refunds. Co-workers must make all ticketing requests, changes, refunds and listings through this site.

Subsidiary UA and CO co-workers will continue to follow their original ZED agreement terms with BA.

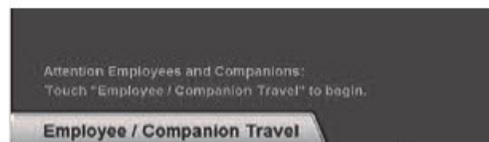
For more information and instructions on how to use the BA interline ticketing site, subsidiary UA co-workers should visit the Travel page on SkyNet. Subsidiary CO co-workers should see ePass News and Announcements on employeeRES. Each subsidiary has separate user access information.





TIPS FOR ACCESSING EMPLOYEE TRAVEL LISTINGS USING NEW KIOSK SCREENS

Kiosk Changes: We are introducing a new look and feel to several screens on our EasyCheck-in kiosks. As a result, the way employees access their non-revenue travel listings will change slightly. The main screen no longer offers the employee check-in button that appeared in the lower left corner of the screen. By following the steps below, employees can access their travel listing. The majority of kiosks won't change until mid-May; however, there are several test units in our hubs today.



Co-workers continue to have the option for electronic check-in and to print their own boarding passes or download them to a mobile device.

Step 1	New Main Screen
<p>New screens on EasyCheck-in kiosks will no longer have the employee check-in button that used to occupy the lower left corner of the screen.</p> <p>Non-revenue travelers need to touch the gold button that says:</p> <p style="text-align: center;">Search for your reservation</p>	 <p>The screenshot shows the 'New Main Screen' with the United logo and 'A STAR ALLIANCE MEMBER' text. It says 'Welcome Continental and United customers.' and 'To begin:' followed by two options: 'Scan your boarding document or passport' and 'Swipe a credit card, driver's license, passport, Mileage Plus or OnePass card'. A button labeled 'Search for your reservation' is circled in red.</p>
<p style="text-align: center;">Step 2</p> <p>Touching the gold button will bring up the entry screen (right) with an onscreen keyboard. <i>Although not listed as one of the options, file numbers for subsidiary-UA employees can still be used.</i></p> <p>Use the onscreen keyboard to enter:</p> <ul style="list-style-type: none"> • Confirmation number <li style="text-align: center;">OR • File number 	<p style="text-align: center;">Sample Entry Screen</p>  <p>The screenshot shows the 'Sample Entry Screen' with the United logo and 'A STAR ALLIANCE MEMBER' text. It says 'Enter confirmation, eTicket, Mileage Plus or OnePass number' and has a text input field. Below the input field is an onscreen keyboard with numbers, letters, and 'Back' and 'Clear' buttons. At the bottom are 'Main menu' and 'Continue' buttons.</p>

The new screens are intuitive, and users follow the on-screen directions to complete the check-in process. If the system is unable to identify the listing, the user may be prompted to provide additional information or make a selection.

EMPLOYEE SELF-TICKETING

Why: In the beginning of 2010 Airport Operations (AO) and Chicago Reservations (CHIRR) conducted a Proof of Concept (POC) at SFO called Off-Airport Ticketing. The main goal of Off-Airport Ticketing was to support Airport Operation's initiative of simplifying our lobbies, while improving the airport experience for both our customers and employees. The POC was a success and AO would like to introduce a new product that evolved from the POC called *Employee Self-Ticketing*.

What: Employee Self-Ticketing will be at a specific location at each United HUB where employees/retirees and dependants are able to pick up a phone and direct dial to a ticketing representative operating 24 hours a day.

Ticketing representatives will be able to issue*:

- ZED Tickets
- Industry Discount Tickets (ID75/ID90/ID95, etc...)
- Paper ID tickets
- Electronic employee tickets

to a designated printer at the Employee Self-Ticketing station.

Where: Employee Self-Ticket stations will be located at:

- DEN Lobby – Counter Position 13/14
- IAD International Lobby – Ticketing position 45
- LAX Baggage Claim – Near claim area 4
- ORD Baggage Claim – Near claim area 1
- SFO Baggage Claim – Near claim area 1 and MOC

How: The Employee Self-Ticketing process is simple:

- 1) Proceed to Employee Self-Ticketing location and pick up the phone provided – it will direct-dial you to a ticketing representative.
- 2) Advise the representative which location you are calling from.
- 3) Provide ticketing details: your employee file number, seniority date, flight details, and a valid credit/debit card.
- 4) Once the representative has completed your IDTVL ticketing, your ticket(s) and flight details will be printed at your station (positioned at the ticketing station).

For all other United mainline locations: employees/retirees and dependants will still be able to obtain tickets through normal ticketing procedures that are in place today.

** Employees/retirees and dependants wishing to refund tickets will need to mail them to our refund department for processing.*

EMPLOYEE SELF-TICKETING FREQUENTLY ASKED QUESTIONS & ANSWERS

Q: Why the need for Employee Self-Ticketing?

A: Simplifying our airports is an essential step in improving our operational performance and customer expectations. Our goal is to provide our customers with the best flying experience possible while recognizing the needs of our employees.

Q: How does this benefit me?

A: Employees will have their own dedicated ticketing area and be able to purchase interline tickets during all hours of lobby operation.

Q: Why do I still need to obtain paper tickets for travel?

A: At this time UA is ready to support e-ticketing for employee travel however, most of our interline partners are not. This unfortunately requires us, as employees, to travel with PAPER tickets for ZEDs and IDXX tickets.

Q: What kinds of tickets can be purchased at these ticketing stations?

A: NRSA (Zed, IDXX) and NRPS, paper and E-Tickets.

Q: What airports have Employee Self-Service ticketing stations?

A: DEN, IAD, LAX, ORD and SFO will have Employee Self-Service ticketing stations. If you are in United stations other than the airports listed above, please use normal procedures.

Q: Where are the Employee Self-Service ticketing stations located?

A: The self-ticketing stations are located:

DEN Lobby-Counter position 13/14
IAD International Lobby – Ticketing position 45
LAX Baggage Claim –Near claim area 4
ORD Baggage Claim – Near claim area 1
SFO Baggage Claim – Near claim area 1 and MOC

Q: How do I use the Employee Self-Service ticketing station?

A: Employee self-ticketing is very easy:

Pick up the phone provided – it will direct-dial you to an employee ticketing representative

Advise the representative which location you are calling from

Provide your ticketing details: employee file number, seniority date, flight details, and a valid credit/debit card.

Sign the auditor's coupon in the upper left hand corner authorizing the charges. The auditor's coupon is the first coupon of the ticket package and **AUDITOR** will be printed on the coupon;

Once the employee ticketing representative has completed your IDTVL ticketing, your ticket(s) and flight details will be printed right there at the ticketing station.

Q: What if the phone doesn't work?

A: If the phone is out of order, please see a Customer Service Representative in the main lobby for assistance.

Q: What if the printer doesn't work?

A: If the printer is out of order, please advise the employee ticketing representative for assistance.

Q: Do I need to do anything in advance before using the ticketing station?

A: No, there is nothing for you to do in advance.

Q: For my future travel plans, do I have to use the employee ticket center?

A: No, employees/retirees with a U.S. mailing address and a U.S. credit card billing address can still request ZED tickets two or more weeks in advance by contacting Detroit Reservations at 1-888-874-1581.

Q: Can I use cash or check for my IDTVL tickets?

A: No – Unfortunately, all ZED and IDXX will require a valid credit/debit card, if you do not have a major credit/debit card please see a Customer Service Representative in the main lobby for assistance.

Q: Can I purchase revenue tickets through this ticketing station?

A: No – this service is strictly for interline pass travel ticketing. Revenue tickets should be purchased at united.com.

Q: Can my travel eligibles use the Employee Self-Service ticketing station?

A: Yes! – As long as the individual is an eligible in your FNZ profile they are welcome to use this service. Remember you are still responsible for ensuring your eligibles are aware of, and abide by, company policies.

Q: Is there a limit of how many ticketing requests I can make at one time?

A: No - As long as you are eligible for the number and types of tickets, there is no limit to the number of requests

Q: What about ZED/IDXX refunds?

A: All refunds of PAPER ZED and/or IDXX tickets must be mailed into the following address. The mailing must include all flight coupons and the ticket receipt.

United Airlines Refunds
P.O. Box 66282
Chicago IL 60666

Q: In the past I have used an Employee Transportation Request for certain transactions. Is this still necessary with the new employee ticketing and how would I provide that form to the ticketing specialist?

A: When the Employee Transportation Request form is needed, you will be able to attach the form to the auditor coupon.

Letter From The President of RUAEA about the new pass policy

The internet and email are wonderful tools but can also be a deterrent. It is an efficient way to communicate with others, but rumors and other misinformation can spread like wildfire. This has been quite evident with the newly announced Pass Travel Program. From the first inklings that a new “combined” program was in the works, opinions hit the cyber-airways. The infamous Travel Survey only fueled the fire. Finally, the outline of the new program was released and now there is more frustration than anything else moving about cyberspace.

In the meantime, RUAEA along with the other major retiree organizations, RUPA, ARECA and the Golden Eagles have sent a response to the company looking for improvements to the program to become effective in January 2012. There are many issues but we, at this time, focused on additional vacation passes, an option for retirees to choose either the Enrolled Friends or Buddy Passes, Date of Hire (seniority) for boarding, combining employees and retirees in group B and continued pass benefits to surviving spouses. The Retired AFA and Retired IAM are also supporting these improvements and have submitted their response.

There is a group calling themselves United Retiree for Action, they are asking for signatures on a petition to the company for changes to the announced program. The retiree organizations have not endorsed this action since we have already submitted our response to the company which is essentially what they are covering in their petition. It is believed that they have over 4,500 signatures so far.

Then we have Jeff Smisek at a recent employee meeting in San Francisco who stated, when asked about the new Pass Travel Program, that he has not had as much mail about the program as he expected and that it seems that most are satisfied with the new program. We have no way of knowing how much mail or email he has received or for that matter, any other executive of the company. He did say that change is always possible.

During the first week of May, the company has started posting answers to inquiries to questions submitted via mypasstravel@united.com. You will find this information on Skynet on the left side of the screen under Travel Tools and then Questions and Answers. The company has seen fit to post a Disclaimer which reads as follows: *“United’s pass travel policy is a privilege and is not a right of employment. The terms of the policy are subject to modification or termination, in whole or in part, by the Company at any time and for any reason.”*

Many folks are looking for an immediate response and action from the company on these issues. From the tone of the Disclaimer that is not likely to happen. In spite of Jeff Smisek’s claim that he hasn’t seen much reaction to the new program, many of his subordinates have seen reaction from the organized retiree groups: RUAEA, RUPA, RAFA, ARECA and the Golden Eagles, as well as numerous individuals. And the unstated message by the new United management is be quiet and accept what has been announced. I don’t think this is going to happen and there still are six to seven months before the program becomes effective.

Ron Bertacini President – RUAEA

DELTA PONDERES PILOT SOURCES

Source: Air Transport Intelligence news

When age 65 takes effect, United and Continental combined will retire 1 pilot every 18 hours, that's 487 pilots per year. That will cause a phenomenal amount of seat movement even without growth.

Take a look at USAir. They are very upside down too. Northwest has about 400-500 that were specifically pulled out of the merged list because of their age. The windfall it would have given the Delta pilots when they retire, and then slotted back in to the new list.

The wave of hiring should adversely affect the regionals in the long term.

Delta Air Lines is considering a "blue sky" theory for how to meet future pilot demands. Called "CAPT," for Civil Airline Pilot Training program, the carrier stresses the idea is conceptual in nature and that it is not committed to the implementation, nor is it engaged in discussions with potential sponsors.

Speaking at the World Aviation Training conference in Orlando, Florida on 19 April, Arnie Kraby, Delta's manager of pilot selection, said a dramatic pilot shortage is a "gathering storm" that industry must address. Delta alone in the next 15 years will lose 7,600 pilots who will reach age-65 and retire, says Kraby.

CAPT would mainly look to high-tier college aviation programs as means of cultivating pilots. "Statistical data indicates that a quality college education from a top-tier university or college provides us with a much better pilot in terms of fewer training failures, overall performance and reliability," notes Kraby.

The program would include advanced jet aircraft simulation training and would be on par with military training, which produces skilled pilots qualified to fly high-performance aircraft in a shorter period compared with the civil sector, says Kraby. He is a former US Air Force pilot who flew Delta aircraft for 38 years.

"First we need to educate, mentor and train students," says Kraby. The CAPT program would invite stakeholders across industry to come onboard as sponsors and jointly work out solutions. One of the first goals would be to build an outreach program focused on middle- and high schools in an effort to stir up enthusiasm for the pilot profession.

CAPT candidates would be carefully screened to choose only those who have skills necessary to become a pilot. The candidate would have to maintain a 2.75 GPA, and 3.0 GPA for aviation courses. Upon earning a degree, the candidate would be required stay on as CAPT member and accrue 1,000 hours as a flight instructor at the university, thus providing a stable workforce for the school and to acquire FAA-required flight hours.

Graduates of the program would be guaranteed an interview at a sponsoring regional airline. Then, after meeting regional airline requirements and logging required number of hours for a mainline slot (Delta requires 1,200 hours), CAPT would offer an interview at a major airline sponsor-- "another light at the end of the tunnel", says Kraby.

With aviation training costs running \$80,000-\$100,000, Kraby stresses: "We've [industry] got to provide financial assistance for students if we are to get the [pilot] numbers." The program might require that student loans be guaranteed by the sponsoring organization. Another solution might be to have loans reduced by 5% per year up to a maximum of 50% for each year the candidate works for a sponsoring airline.

NEW, CONSISTENT BOARDING PROCESS

UA and CO have adopted a common boarding process. This change is a key step in aligning policies and providing a similar gate-room experience for our customers.

First, they will invite customers requesting physical assistance to board, then uniformed members of the military, followed by elite and premium-cabin customers. Then they will invite families with children under 4 years old to board, along with non-disclosing special needs customers. Boarding for the main cabin will then begin, rear to front by row, five rows at a time.

There is no change to customer boarding times or to flight attendants' pre-departure carry-on baggage procedures and responsibilities.

FORTY MINUTES TO PEARL

By Jim Snyder

Captain Harry L. Turner (PAA) had a crew of nine and a full load of passengers on Pan Am's Anzac Clipper that morning. It was the first leg of a 14-day roundtrip from San Francisco to Singapore, and he was 40 minutes away from arrival in Honolulu. It was Dec. 7, 1941.

The Anzac Clipper was a Boeing 314, one of the Pan American family characterized most often as the China Clipper. Captain Turner now retired, was one of the first skippers to fly the transpacific runs. He had started with Pan Am in 1929 at Miami, later moving to the West Coast for duty that took him to Latin and South America. Turner flew seaplanes or flying boats throughout most of those early years. The Clipper was the biggest and, of course, the most luxurious. It was a \$1 million airplane that earned the nickname Flying Hotel.



It was also an extremely practical concept, since its long hull, spread across the water, could take greater load distribution than an aircraft sitting on three points on the ground. The Clippers carried heavy weight on the Pacific runs and had ample margin for fuel.

But not only did the Pacific require an extraordinary airplane, the crews faced exceptional working conditions. Looking back on the Clipper days, Captain Turner says: "It wasn't unusual to have a light physical check-up by company doctors before each departure." The airmen would be gone for at least 14 days on each run. They were only allowed to fly the route seven times a year.

The events that put Captain Turner 40 minutes from Pearl on that December morning are vivid in his memory. He was scheduled for a 5 p.m., Dec. 6 takeoff from Treasure Island, the night of his daughter's first piano recital. "I wanted to drop in and hear at least the first few notes. I telephoned Dispatch at Treasure Island and got permission." On the way from Oakland, where the Turners lived, traffic snarls tacked another 10 minutes to the delay. Then there was an extraordinarily long briefing session at the base because of what Captain Turner describes as the "political atmosphere" in the Pacific. As it turned out, the Anzac Clipper departed Treasure Island at 5:40 p.m., 40 minutes late and way ahead of the game.

It was an uneventful night. Captain Turner recalls that optimum cruise for the Boeing Clippers was about 92 knots. With fuel so critical during the overwater passage, nobody tried to make up lost time. This time was no different and there was no change in the routine.

The crossing to Honolulu usually took between 14½ to 16 hours, although Turner says that on one trip in the original China Clipper, it took 25 hours 42 minutes. Terrific headwinds developed after the point of no return.

This time, though, it was textbook all the way up to just before 8 a.m., Honolulu time. The Clipper had arrangements on the flight deck for two pilots, a flight engineer and a radio operator in addition to the captain who had in-transit workspace at the rear.

First Radio Officer, W. H. Bell, was listening to music from a Honolulu station as Turner left the flight deck for breakfast. Turner went down a spiral stairway near Bell's desk, descending into the dining salon. Most of the passengers were out of their sleeping berths and moving about.

Turner had just poured his coffee when Bell clattered down the stairway. "His eyes were about the size of saucers," Turner recalls. "He informed me" of the bombing at Pearl Harbor. "I went back up and he got to the phones again. I put on a pair of phones and at that time it was announced definitely that the aircraft attacking were Japanese."

At that moment, the Anzac Clipper was just 40 minutes from a landing in Pearl Harbor itself; the same 40 minutes lost in delay at Treasure Island and the same 40 minutes never made up because Turner was deter-

mined to stretch his fuel. Looking back, he says: "The fact that I had delayed this departure by 40 minutes was exactly the time that I normally would have been into or over Pearl Harbor. And it goes without saying we would have been the first to be shot down. It was a big craft and they were shooting at anything they could see, and very effectively too."

Reviewing his situation, Turner decided to steer for Hilo and its protected harbor. Hilo was directly abeam to the south. He got the Clipper turned and then went below to tell the passengers what was going on. Meanwhile, Turner's copilot concentrated on dodging through the clouds for cover.

It took about two hours to make Hilo. The island appeared completely tranquil, its green hills and white beaches unmolested by the turmoil that was building nearby.

Turner dragged the harbor once to look for obstructions and to test that peaceful atmosphere. "We landed cautiously, I might say, because word of the attack had gotten out and there had never been one of our aircraft or any other flying boat in that harbor to my knowledge." Turner was worried about gunfire from two sources: the Japanese and Hilo's residents, who might be taking potshots at anything with wings.

"Anyway, we eased onto the water, pulled up and tied to a buoy available there. A launch came over with military, FBI and several other agencies aboard that might be interested in a strange airplane." The launch took the passengers and Turner ashore.

Turner went to a hotel to find a telephone. He placed a call to Pan American's tower at Pearl Harbor and somehow managed to get through. Turner explains that it was usual routine for the airline's station manager to go to the tower before a Clipper arrived to supervise the operation.

"I was talking to him and he was describing to me the blow-up of some of our naval vessels just as if I were looking right at it. That was cut off, however, when they either recognized that information was going out or that the line was needed."

Turner went back to his airplane to prepare it for the next day's race to safety. It would take a long time to refuel the flying boat and, in the meantime, he thought he ought to get it out of sight.

"We pushed it up into the bushes along the shoreline. In the old days of barnstorming, I recalled, we used to mix buttermilk and lampblack together, getting a concoction with which we could paint signs on our airplanes to make advertising messages. When you got through with it, you just washed it off." Turner and his crewmen got five gallons of buttermilk and the necessary lampblack and attempted to camouflage this big old tub.

"Whether it was necessary or not, we don't know, but we assumed that it may have helped in case there was a strike."

Colored down to a dull black from its normally bright metallic luster, the crew was pretty confident the airplane wouldn't be seen in the bushes.

Turner recalls that aircraft were heard above a low overcast during the night but the military told him there were no US planes in the air. Two or three shells, he says, were lobbed toward the Hilo seawall, but there was no real damage.

The next morning, the Anzac Clipper was alone. None of the passengers, including the Shah of Iran and U Saw, the premier of Burma, elected to return to the US mainland. Turner reflects that it wasn't surprising that U Saw continued to his homeland, since he had been accused of collaborating with the Japanese.

After refueling the Clipper and stowing aboard three leftover barrels of gasoline, Turner took off, starting to retrace the more than 2,400 miles to San Francisco. He flew in radio silence, keeping the blackened airplane in or near the clouds to avoid detection. Turner says that on a couple of occasions, he and his crewmen monitored radio conversations concerning possible sightings of Japanese submarines near the California coast. They looked for the subs, he says, but could not confirm the reports. The return trip, flown by dead reckoning, was completed on the morning of Dec. 9, more than 72 hours after the original departure for Hawaii.

Once back at Treasure Island, the authorities "required some three to four hours more of my services" to

bring them up to date on details Turner and his crew could furnish as the first civilians to return from the Pearl Harbor area.

"In a matter of two or three days, we were taken into active duty as a transport squadron. I had the honor of being Admiral Nimitz's pilot when he went over to relieve Admiral Kimmel as commander-in-chief of the Pacific Fleet." Nimitz arrived in Hawaii on Christmas Day. From that point on, Turner spent most of his time shuttling the admiral and his staff around the Pacific to reconnoiter beachheads and to meet with officers on the firing line. For these missions, Turner says they used either Navy PB2Y3s or refitted Twin Martins.

Turner finished 35 years with Pan Am in 1966, retiring from Boeing 707s. Commenting on his "40-minute episode," Captain Turner says: "It's one of those things that one looks back upon many times, realizing each time that there's no copilot like God."

What is an American?

written by an Australian Dentist

You probably missed this in the rush of news, but there was actually a report that someone in Pakistan had published in a newspaper, an offer of a reward to anyone who killed an American, any American.

So an Australian dentist wrote an editorial the following day to let everyone know what an American is. So they would know when they found one.

An American is English, or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be Canadian, Mexican, African, Indian, Chinese, Japanese, Korean, Australian, Iranian, Asian, or Arab, or Pakistani or Afghan.

An American may also be a Comanche, Cherokee, Osage, Blackfoot, Navaho, Apache, Seminole or one of the many other tribes known as Native Americans.

An American is Christian, or he could be Jewish, or Buddhist, or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them chooses.

An American is also free to believe in no religion. For that he will answer only to God, not to the government, or to armed thugs claiming to speak for the government and for God.

An American lives in the most prosperous land in the history of the world. The root of that prosperity can be found in the Declaration of Independence, which recognizes the God given right of each person to the pursuit of happiness.

An American is generous. Americans have helped out just about every other nation in the world in their time of need, never asking a thing in return.

When Afghanistan was overrun by the Soviet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country!

As of the morning of September 11, Americans had given more than any other nation to the poor in Afghanistan. The national symbol of America, The Statue of Liberty, welcomes your tired and your poor, the wretched refuse of your teeming shores, the homeless, tempest tossed. These in fact are the people who built America.

Some of them were working in the Twin Towers the morning of September 11, 2001 earning a better life for their families... It's been told that the World Trade Center victims were from at least 30 different countries, cultures, and first languages, including those that aided and abetted the terrorists. So you can try to kill an American if you must. Hitler did. So did General Tojo, and Stalin, and Mao Tse-Tung, and other blood-thirsty tyrants in the world. But, in doing so you would just be killing yourself, because Americans are not a particular people from a particular place. They are the embodiment of the human spirit of freedom. Everyone who holds to that spirit, everywhere, is an American.

LETTER ABOUT EXPERIMENTAL NIGHT FLYING (1923)

By UAL Captain Jack H. Knight

Omaha, Nebraska – March 9, 1923

Letter from: Jack H. Knight, Pilot – Experimental Night Flying - to: Mr. J. V. Magee, Special Assistant to the General Superintendent, Air Mail Service, Washington D.C.

My Dear Mr. Magee:

After several forced landings due to a faulty motor in ship #242, I arrived in Omaha, Nebraska from Dayton, Ohio on February 5th, 1923. Numerous repairs to the motor were made from February 5th until February 8th. On this date, after a test flight in Omaha, I flew the ship to North Platte, Nebr.

At North Platte, on the night of February 8th I made a flight of slightly over one-half hour, before being forced to land by a broken rocker arm and a “missing” motor.

The 8th was a very dark night with no horizon whatsoever. I had an excellent opportunity to test all my lights as well as my new Turn Indicator and Banking Indicator. On take-off it had been simply a matter of turning out all lights - dash lights and navigation lights - and flying the ship by “feel” until I was positive of 1000 feet altitude.

At this altitude a slight error in judgment does not have the same embarrassing effect on the ship and pilot that it might have at 100 feet.

The ceiling on this particular evening was about 1600 feet and hazy, as well as black. Until my eyes had become accustomed to the darkness I felt the same degree of accuracy that a person feels in a perfectly strange room which is dark and full of obstacles.

I found that it was comparatively simple to fly toward a light [on the ground] some distance away, because you could check your direction as well as balance, but it was a difficult matter to fly into pitch blackness and maintain an accurate compass course at one altitude.

After flying ten minutes North by my instruments, I flew a credible return trip by the same method. I next flew the ship from my previous altitude to about 100 feet from the ground and cut-in my Wing-tip lights. The lights carried about 3/4 mile ahead and illuminated fairly well, but the “pencil of light” had a tendency to dazzle slightly and after turning them out, had a tendency to blind temporarily until my eyes became accustomed to the dark again. Regaining 1000 feet, my motor started missing badly so I came back to the field and landed OK, with one search light [landing light] burnt out.

At this time there were no Boundary lights on [North Platte’s] landing field except two burning Buckets of Gasoline to show the limits.

After taxiing up to the hangar we found the broken rocker arm, so suspended flying for the night.

On February 9th I flew #242 back to Omaha for repairs on the motor and to wait for new bulbs for landing lights and also for 10 acetylene “blinker” lights to be sent from Chicago to North Platte.

My motor and ship were fixed up in Omaha in six days. We had considerable trouble with the generator and voltage regulator. The lights for the ship finally came on February 19th and I left Omaha for North Platte that same day with mechanic Stafford as a passenger (he has been assigned to Experimental Night Flying). Over Gibbon, Nebr. a cylinder on the left bank cracked-open and I was forced to land at Kearney, Nebr. (fifteen miles further on).

We welded the cylinder and finally got into North Platte at about 4 o’clock. After a little work on the motor, I made a test-flight from 5:00 until 5:50; then made another flight from 6:30 until 7:00. I had intended staying aloft about an hour longer, but my motor was running irregularly and my ammeter points were sticking - so I landed about 15 minutes after dark by aid of my Wing-tip lights.

On February 21st I flew back to Omaha after laying-out four locations for the Route lights (Blinker lights put out by the Gas Accumulator Co.). We located these lights three miles apart in fields that would be large enough to land in - in case of an emergency.

I flew back to North Platte on February 23rd and had trouble with the voltage regulator and burnt out my generator completely. I had to “limp” into North Platte, flying on my battery, with a badly missing motor.

I might say right here that the motor in #242 was surely the poorest Liberty motor I’d ever confessed sitting behind, and my language enroute was highly uncomplimentary.

My generator could not be repaired, so with Superintendent Colyer’s permission, I borrowed ship #281, and that night, flew for over an hour back and forth over the Route lights at all altitudes and under all conditions. I found 2500 feet the best altitude for seeing these lights and at that height I could see two Blinkers ahead (about 6 miles).

I made two good landings and take-offs this night [the 21st] with the aid of a small Search-light suspended under the wing and hooked up to the storage battery.

This night we had a 12 mile course, lighted with Route lights three miles apart, and also used four Blinkers for boundary lights on the field. I am strongly for a clear, steady burning light for Boundary lights on all permanent fields, as an intermittent light has a tendency to confuse you during a landing.

It was a great relief to fly a good motor again after riding behind the “oil can” in #242.

I stayed around with Mr. McKee all day Saturday, hoping it would be possible to fix the generator [in #242] good enough to get back to Omaha. We ordered a new generator and voltage regulator from Dayton Ohio. I then “Trained-back” to Omaha Saturday night arriving at 7:00 P. M. - U. P. R. R. time.

In Omaha, I flew a test-flight on ship #226 on the 26th of February. North Platte had made temporary repairs on the generator of ship #242 so I “Trained” to that station on February 27th and flew #242 back to Omaha on the 28th. Supt. Colyer is going to have a new motor, generator and voltage regulator installed in #242 at this field by March 9th.

On March 2nd I flew Mr. Magee to North Platte in #226, a ship borrowed from Colyer. On March 3rd I flew #226 to Grand Island as a relief to Pilot Lewis who had motor trouble in that locality. Too much stormy weather and only 15 minutes of daylight remaining did not allow a flight back to North Platte.

I flew #226 on to Omaha on March 4th and am at present waiting out the weather, and the motor in #242.

I find at the present time that the Experimental Night Flying stage is in “crying need” of a car at North Platte (equipped with speedometer and large enough to carry supplies back and forth to the emergency fields).

It is absolutely essential that we have the Hispano-Suiza motored ship that was promised us by Chicago. This ship should have “detachable dual controls”; a sturdy landing-gear with wide-tread and oversize tires for landing in soft fields; and it should be equipped with 40 gallon gas tanks and enough oil for 4 hours. Such a ship is in Chicago at present - awaiting assembly.

We need about 4 Search lights; 2 Rotary Beacons and about 25 steady-burning Boundary lights. I would suggest that the present DH4 Liberty exhaust manifolds flare badly at night and I hope (with the aid of Supt. Colyer) in the near future to have a set of exhausts installed on #242 that are “glare-proof”.

My own personal opinion of the Wing-tip landing lights is that I believe they are in the wrong location and should be located either under the lower wing 7 or 8 feet from the fuselage or directly under the fuselage with adjustable beams thrown ahead, to right, or left, or straight down.

This point is debatable, and on the earliest convenient night, Mr. Lewis, Mr. Yager and Mr. H. C. Smith have consented to fly the ship and see what their consensus of opinion is in regard to the best location.

I hope it will be possible to do away with the 12-15 volt generator, the three-wire system, the voltage regulator, etc., as too much “delicately adjusted” electrical equipment spells trouble and requires an Electrical Engineer’s supervision.

By the end of the coming week I hope to have a 30-mile system of Route lights installed between North Platte and Gothenburg, with a regularly-equipped Emergency landing field at Gothenburg. I will fly over this course and compare it with another course between Gothenburg and Lexington (about 26 miles East) that has only a Rotary beacon at Gothenburg and another at Lexington.

I would suggest that so far as possible and permissible, the Route lights' "blinker lights" be placed in the center of a two-way East & West field good enough to land in, in case of emergency. This policy has been carried out so far in our operations around North Platte.

Approached properly, I believe that all cities and towns between Omaha and North Platte will spell out the name or initials of their town with electric lighting, in a prominent place. This would be a great aid to a "green" pilot on a new route.

The Banking and Turn Indicators work very nicely, but after a few tests at night, I am of the firm conviction that a Turn Indicator should be in conjunction with a Compass, and the Banking Indicator be combined with an Inclinometer. I will explain this in detail if you so desire.

If I cannot fly out [of Omaha] today or tomorrow, the 9th or 10th, I will ask Supt. Colyer for the Ford touring-car and drive up to Garrison and David City, Nebraska (roads permitting) and locate the fields you have asked for.

We have been handicapped so far with same equipment and the bad motor. I haven't been able to fly at night half as much as I would have cared to, but prospects look brighter now than they have for the past month. I will send you a report each week, if I can keep track of you for that long.

Sincerely Yours,

James H. Knight, Pilot

Experimental Night Flying

P. S. "Blinker" Route lights should have a clear top instead of frosted, or maybe a top of light red would show further than a clear light. They are much more efficient lights, flashing at 160 instead of 100 flashes per minute. JHK

Ed Prose's letter about Jack Knight

Ed Prose wrote this letter about Jack Knight in 2007. Ed joined United in 1940, retired in 1976 and flew west 2010 at the ripe old age of 94.

I was doing some reminiscing on Jack Knight. As an airmail pilot in the 1920's and pilot for UAL, his claim to fame was the daring completion of the first all-night mail flight in Feb 1921 from Omaha to Maywood's Checkerboard Field in Chicago in a DH-4B. The result of this historic coast-to-coast flight was that Congress funded the airmail service through the post office and funded the lighting of the airways.

At the end of airmail service in 1927, Jack flew for UAL until retiring in 1937. He died in 1945, poor (no pension in those days) and apparently without family. His ashes were kept by the UAL Vice President of Flying Ops, R. T. Freng (as best I can recall), in his office until 1946 when I was scheduled for a check-out in a DC-4 with Gus Summermeir and Paul Wallace.

Since Jack had requested that his ashes be scattered over Lake Michigan, it was finally decided that this would be a good time to comply with his wishes. Gus brought along the can containing the ashes for the flight which left from Chicago Municipal Airport (Midway).

Once we were over Lake Michigan at 2,500 feet, we opened the co-pilot side window and then the clear-view window. We opened the can to scatter the ashes and got the job done as Jack requested. It was the least we could do for someone who made a significant contribution to air mail delivery and UAL. He should not be forgotten for his accomplishments. Cheers, *Ed*

ABOUT THE GREEN LANTERN IN DENVER

In response to Bob Harrell's inquiry about the Green Lantern. If my old memory is correct, it was the rooming house I and many others stayed at during new hire school. It was on Gaylord street in Denver and owned and run by a wonderful old lady named Anne Fricke. I think we received Breakfast and Dinner week days and only breakfast on Sunday. For this I think we paid the outrageous sum of \$20 per week. Oh for the good old days! *Bob Fiedler*

LETTERS

HOWARD ARONSON—New Canaan, CT
Hello From New Canaan, CT! I have sent in my annual dues (plus a bit extra) by snail-mail to your Vineburg offices of RUPA.

As a bit of current information, all is going very well with me and my family. We are all in excellent health.

My wife Marge is still very involved doing her artwork and with her art business. My son Miles is living in Denver, where he has been living for a number of years. He is still single and has a good time in the great outdoors, skiing, hiking, biking, camping, etc. He also travels around the country when he can. We do not see him too often but recently he came home for a long weekend, and he and I went to a Yankee game. They beat Toronto 5-2, it's about time too!).

As for me, I am still very busy and active flying and instructing with the Civil Air Patrol here in southern CT, as well as doing some good fishing too when possible. I tried to get out to Colorado and ski with my son this year, but was unable to do so due to some commitments. I hope to hit the western slopes next year, however. Much of the time is also spent taking care of the house (necessary drudgery, right?).

Marge and I do manage to travel quite a bit throughout the world on our UAL and interline passes. Last year we were in Jordan for three weeks during April, and then off to South Korea in September where Marge had an international art conference.

This year we are flying to San Diego in May for an annual Marine Aviation Reunion of mine, and then shortly thereafter going "across the pond" to Germany for about two weeks or so in June, where we hope to get some great wurst, beer, and sauerkraut!! We plan to spend most of our time in the city of Berlin seeing the various museums and other sites. Also, I would like very much to visit the Luftwaffe Museum, about 6 miles west of the city.

Meanwhile, my next door neighbor, former Captain Rip Munger, who will turn 84 in May, is doing well. He was away in both Maui and Vancouver Island for about two months where he has a second home. When he is here in CT we manage to spend several

days a week having a get-together at the local DD (Dunkin' Dounuts), and hash out the happenings in the world.

That's about all for now. Please give my best regards to all of our RUPA buddies. In addition, I want to thank all of you who work so very hard for RUPA in keeping us bonded by communicating with each other. You do a fantastic job, and it is greatly appreciated!

Sincerely, *Howie*(JFKFO)

KEN BARMORE—Soquel, CA

I had just completed putting together a WWII diary that I had kept. I had written about my instructor in basic training at Shaw Field, SC in Class 43J. A few years ago, I was put in touch with a fellow with the same name. It turned out that he was the son of my instructor and had never known his father, as he was born a few months after his father was shot down and killed over France. He had never known anyone who had known his dad. We talked a long time on the phone. He lived near the Air & Space Museum at Dulles and I was planning a trip there, so we agreed to meet and I spent two wonderful days with him.

While there, we were looking at books when a lady came up to me and asked if I had been a pilot. I told her what I had flown B124's. My new friend came closer and asked her to take down Ambrose's book "*The Wild Blue*", and turn to page 68. He pointed to my name and said "that's him" as he pointed to me. He then pointed to his father's name and said "that was my father." She stood there looking at the book with her mouth open as we walked out.

I was a First Officer in SEA 1945-1948, but Bill Groken didn't like my flying I guess, so I retired from the LAX crew desk in 1981.



"He wouldn't move."

The only time I used a pass was this year when my daughter and I went to Germany. We got the last two seats in coach going over, but got first class coming home.

I'm still hanging in there at 89. *Ken*

PHILIPP BAUMANN—Ridgefield, CT

This is the first time in 10 years that I have sent a letter to the *RUPANEWS*. All of you who are responsible for the publication of the magazine should get a medal! I always look forward to the next issue. The info articles are well chosen and interesting.

The article on the Red Baron in the April issue struck a personal note. My mom met the Red Baron when she was a little girl in Germany and got an autographed picture of him. She would tell me the tale. Also I was recently reviewing some old issues of the *NEWS* and one article that brought back sad memories was "WITHER GOETH RUPA" by Capt. McCormick and Bruce McLeod's comments in the Sept 2010 issue. I hope things will turn around but sadly, divisions will always exist.

I retired in 2001 and have lived in Ridgefield for 33 years and have been a Carcinoid cancer survivor for the last 10 years. Interestingly, I have never used a UAL pass since I retired. I have traveled though, with included tour airfare. I couldn't take the stress, (Ho-Ho). I hope the pass policy works out OK from the merger though. Who knows I may get adventurous!

The best to all who I flew with for 34 years. Keep up the great work! My dues are on the way. *Phil*

HERB DELKER—Albuquerque, NM

So glad that we still have an editor and a magazine. I have information that might help someone with their medical problem.

The year 2010 was not a pleasant one for me. I discovered that I had Prostate Cancer. I investigated the many treatment options available to me. I remembered that some pilots had written in the *RUPANEWS* about having the Proton Radiation Treatment. After talking to some of these pilots, I decided to attempt this procedure. I tried to get it at Loma Linda in California, but they declined because I had a very special condition, and recommended that I find another proton center with more modern equipment. In my investigation I had found

that M D Anderson Cancer Center in Houston, TX had a Pencil Beam Radiation available. I applied there and was accepted by them.

The treatment is a walk in the park when compared to other treatments. You spend about one hour a day for a two minute radiation, five days a week for 39 treatments. I had no collateral damage or side effects and my PSA has dropped from 5.7 to 0.4. The only negative factor was spending two summer months in hot humid Houston.

I highly recommend that anyone with Prostate Cancer consider the Proton Radiation Treatment. I am available for any information that anyone might want. Just E-mail me at hed310@gmail.com or call 505-899-0658.

As to the merger, I am hopeful that the new management philosophy will improve working conditions. I am disappointed in the change in pass policy from DATE OF HIRE to TIME OF SERVICE because we were required to retire at age 60. However, this will help some employees.

Thank you Cleve for staying on the job. The world needs more men like you. *Herb*

RICHARD EMERY—Crystal Lake, IL

Betty Lou and I are presently at the Condo in Maui, sure beats the weather in the Chicago area, (snow and 35). Both of us really look forward to our time in the islands. This year was really special because the PBGC's final letter came just before we left and we were one of the lucky ones and didn't owe the PBGC, they owed us.

Medically we are both doing as well as you can expect, being in our seventies. I haven't seen the doors of a hospital this year but Betty has. She had knee replacement surgery in November just before the Thanksgiving Holiday but to see her now you would never know she had a problem.

Both our boys are doing great. Chris is a senior aice president at Leo Burnett in Chicago, he handles the Miller/Coors Beer account and Eric is a LCDR in the U. S. Navy. He is a Naval Aviator and he is based at NAS Whibey Island, WA. Both the boys are married to great ladies. Enjoying our family and grandkids is a full time job for Gramma & Pop.

Dick & Betty Lou

BILL ENGLUND—Portland, OR

Dear Cleve, I sure don't know where the last 15

years has gone. I wrote at 10 years but my letter got lost in cyber space and I forgot to re-do it. I love the cover on the May issue. That's the way a United airplane should look. I really like to read all the guy's letters, but I don't like to write.

I was deeply saddened to read that Ray Dapp and Jerry Beyer had flown west. I was Ray's flight engineer when he went through 727 captains training. What a super guy! Then when I was surplused out of SEA, I started commuting to LA and Jerry was my flight manager. Another super guy!

Marilyn and I are both in fairly good health in spite of a nasty car wreck a year and a half ago. We can both still feel it.

We've been doing lots of travelling on land, air and sea. Our favorite cruise line is Holland America although we did have a wonderful cruise around South America on NCL. They say it's best to start in Valparaiso and go from west to east. Our favorite trip was a river cruise from Budapest to Amsterdam on Uni-world (with friends). We had so much fun on that trip that we did it twice. By the way, if Uni-world is not full up they give airline discounts. Our favorite airline is Alaska for two reasons. One is that they usually go from where we are, direct, non-stop to where we want to go without having to go through SFO, DEN and/or ORD. Two is that using their mileage program you can use approximately half fare and half miles to get positive space with no limit to the number of seats available.

Thankyou guys so much for keeping this thing going. *Bill*

CHRIS GILCREAST—Kapolei, HI
Leon, I just thought that I would introduce myself as a new retiree to the RUPA clan.

Back in '08 I was a mid seniority Captain on the 737 in Denver shuffling around the US while the powers to be were selling off the fleet. I was looking at retraining on the Bus and a probable loss of relative seniority. I was getting tired of flying holidays, birthdays and weekends and besides, how



many 33 hour layovers in Des Moines can you take? So considering the company was offering voluntary furlough which came with 4.5 months pay and medical for a year my wife and I decided to take it. I had made the age 60 gate by 2 weeks so I worked almost to age 61. I figured why not save a job and start easing into retirement? I also figured that if the company starting calling back folks I would be at the top of the list. Well, they have not called back anyone and my wife, who works in a 3 letter agency for the government was offered a transfer to Hawaii. So what the heck? I retired officially 30 April and here we are on Oahu.

I'm the dependent now working on my handicap. Only requirement is to have dinner on the table when my wife gets home.

Cheers, *Chris*

JOHN GLAZE—Las Vegas, NV

Life Begins at Retirement. As some of you know, I am an avid bicycle rider. So, for my 75th birthday this year I completed a goal of 100,000 miles on the bike. It has taken me 16 years to do it. I didn't set out to do it—but there it is. Haven't had so much fun since we fed grandma to the pigs. It has taken me to 24 countries—Morocco to Mexico, England to Egypt, and most importantly, loads of new friends and innumerable exotic experiences. A few years ago I even got my son involved and he now has about 12,000 miles.

When I retired I knew that I had to do something to keep fit and thanks to my friend Rick Grether bicycles seem to be doing it for me. Along the way I have ridden in temperature extremes (25 to 108) and weather extremes (snow to blistering sun) and had literally, the ride of my life. All of this happened without one accident with an automobile. Remember: "Life's journey is not to arrive at the grave safely in a well preserved body—But rather to slide in sideways, shouting 'holy shit'....What a ride."

Jack

ROBERT HARRELL—Escondido, CA

Good grief! Stop the presses! I just remembered that another birthday is imminent and it's hard to believe that another year has flown by. This requires a message and a check to maintain membership in this august association. Even though most of the names are unknown to me, there are still a few stalwart old timers that I shared a sky with way back when.

Life is still good, no health problems, always busy with this and that. I'm about to leave on another Alaska trip this week and planning a couple of days at beautiful Catalina island in June. There is an outfit called Daytrippers, and they have some nice one day trips, and some longer for places that are nice to visit without having to drive through traffic. The local Senior Centers also offer inexpensive interesting trips that I take advantage of with a few friends. Three Masonic organizations also keep me happily busy as they have for the last 44 years.

I thank the dedicated people that keep RUPA and the magazine going. I enjoy reading the letters even though I may not know the writer. However, we are a fraternity of sorts, and that includes the female pilots that are members.

Wishing you all the very best, **Bob**
Class of 5/17/52, EWR, LGA, and JFK

RICK HOEFER—Mission Viejo, CA

Hi Guys, This year went by so fast. Our son Dan is doing fine after his sister gave him a kidney. He's been making presentations in Washington and elsewhere promoting his program that gives better care at lower cost to the potential hospice patients. It's a win win proposition except for the insurance companies who get a percentage of the expenses.

Dan's sister, Teri, is doing fine also, after some harsh early problems. She loves her kids in her Montessori school in Portland as is shown in the success of her school.



Our 52nd wedding anniversary and the waiters still hit on Marie

We accompanied Mark to Costa Rica for his shoulder replacement, after 2 hip replacements there. Very, very pleasant place. He's well liked there. When we were in Playa Negra during his recuperation, a bus came to a dusty screeching stop. The driver jumped out of his bus in the middle of the street, ran over and gave Mark a big abraso and asked, "When did you get back?" He loves Costa Ricans and it appears they love him too.

Steve is busy flying all over the globe on 747s and seeing the many friends that we have made.

I twisted my leg badly when we were on the way to Costa Rica and spent the 2 weeks there with a knee brace and a cane, but it only hurt when I laughed. Favoring that leg messed up the other one for a while but it is pretty good now. Our love life is back where it was. You guess.

A Swiss kid (40ish) came by on his new Harley for 2 days and a couple from Dresden Germany is coming soon for 2 weeks. We hope to go to Austria in September to see our Austrian daughter and her family.

Two of our Russian friends, Anya and Katya, were among 200 of the brightest kids in Russia who were invited to the Russian National Academic Olympiad. They did very well. I am proud to say that I helped them a little in their conversational English.

When I told a friend the world opinion of the US had improved recently he said, "I don't care about world opinion." I told him that he had better care because it plays a big part in our negotiations. But I understand why he thinks that way, my first 10 years were in Kansas, the very core of American thinking.

This month we get to babysit our granddaughters, Sina and Ploey, for 2 weeks while their mother goes back to Thailand to visit her family and be in a friend's wedding. Sina, 5, is easy, but Ploey, 2, needs at least 2 people to watch her. Steve will be here much of the time so that will help.

Lighten up everyone! Don't believe that saying, "Be afraid, be afraid, be very afraid!" That's only for wimps.

Enjoy something everyday, you only get that day once. **Rick**

HOWARD HOLDER—Tacoma, WA

Cleve says we need more human interest stories. I think we should have more flying stories, and here is one.

At Barin Field, Foley AL, I was up for carrier qualifications in the SNJ. Luckily, I got to be a fly-aboard and didn't have to get up damned early and ride a bus to Mainside Pensacola, board the Monterey CVL and take an hour out to the operating area. I had an SNJ fresh out of overhaul, it smelled like a new car. Six cadets and the instructor flew out to the carrier. When time came to start landings I pulled the handle to drop the hook, nothing happened. I pulled as hard as I could, it would not

drop. So the instructor and I flew back to base, as they did not trust us to fly over water. As soon as I parked, the instructor jumped up on the wing and pulled the T-handle. If the hook had dropped, I would have been on my way to boot camp before the sun set that day. Next day I got to be a fly-aboard again and got my six landings. I went on to qualify in the TBM, S2F, and AD.

Before you read this, I will have turned 80! I never thought I would be older than the Supreme Court Justices.

No travel this year except to NC for a nephew's wedding. No medical problems, just more pills. I sure hope you soon find a replacement, as this fine Magazine needs to continue. *Howard*
(*Not to worry Howard, I'll be around for quite awhile. Ed*)

MILT JINES—Carmel, CA

Another year ... POOF! They come, they go.

Sunee and I are enjoying the creative culture here in Carmel. She paints nearly every day and I still believe I can make something funny out of a handful of mud (clay). Our little co-op art gallery on Cannery Row keeps our creative spirits inspired. *Milt*

EDWARD KRIEGER—Fullerton, CA

Dear Cleve, Bruce, Arvi, Et Al: This is a little late getting there to redeem myself, but is such a joy to do it.

The latter part of 2010 was a little hard to take, but I'm in a better position now, medically speaking.

In review of the 37 years, as an employee, it dawns on me the wonderful working relationship I had. My thanks to all, male and female that touched my life.

Each and everyone has embraced in me a little something to carry through the years.

Thanks to one and all. *Ed*

DWIGHT LUBICH—Los Altos, CA

Elaine and I celebrated my three-quarter century mark sipping Mai Tais under the Moana banyan tree followed by a multi-course dinner. How Waikiki has changed in twenty-five years. One tower blocking the view of another, all trumped by Trump's tower! More than fifty years ago my father, a San Francisco business man, traveled on UAL's Stratocruisers and DC-6s here. At home on Sunday af-

ternoons he tuned "Hawaii Calls" announced by Webley Edwards, some of who's sound tracks were recorded by our own Hawaiian Captain Rick Kaapuni. With the shield ever present in my mind, this is probably why I applied only with UAL after Naval service. Elaine and I spent two nights at the Seaside, her old layover haunt, and two at Ft. DeRussy (Hale Koa) with a great view and good military rate.

The San Jose State University Aviation Department received an early UAL B727-100 in (about) 1994. In this time frame UAL donated other 727's to SFO Airport for evac/emergency training and one to the Museum of Science and Industry in Chicago. The day after it arrived at SJC, UAL mechanics removed the engines (JT8D-7) and APU as they could still be used in both the 727 and 737 fleets. It could be powered by ground power but I don't think external hydraulics were ever applied (leaks galore). Not much was done with it except that a FE course was conducted in it and grade school classes conducted 'imaginary flights'. The SJSU facility at SJC was recently demolished as was the Boeing. It was first somewhat stripped by volunteers from the Castle Museum and someone got the captain's yoke. Attached is a picture of it; you write the caption "twas the Captain's; the First Officer's or the Second Officer's leg"!



I am still volunteering aboard the USS Hornet Museum at Pt. Alameda leading tours and building exhibits. Financially she hasn't settled on the bottom of San Francisco Bay (yet), but we keep the bilge pumps going 24/7. I again want to thank all those who have supported her. For information, check her website at www.uss-hornet.org.

Health is good, no grandchildren.

Check gear, hook, flaps, line-up/ airspeed and I'll wave you aboard. *Paddles*

R. L. PETE MAURY III—Florence, OR
Hi Gang, Another year, checks in the mail, etc.

Thanks for the work putting out the magazine. And Cleve, thanks for the above and beyond effort by remaining editor. I keep thinking of the first time I met you. I was with Bill Authier on layover in wonderful downtown Cleveland. I was and am impressed!

This year, (my number eighty) has been fairly calm. A little scare with macular, shots in the eye, but seems to have stopped, or slowed the problem. My new knees are great and standing up to the Friday night dancing and partying at local Elks. Oh, I bartend on Sunday afternoons, kinda *fox in hen-house!!*

Still wake up with a smile on my face and laugh a lot, see Dick Markee and Sam Spayd at airport on occasion.

Rick's about ready for an engine on his RV-7 project, and is planning on coming out to the Van's homecoming at Independence, OR in August. Sadly, I don't know where Bob is.

I still look back in amazement at the great fortune I've enjoyed in my life and flying with the best. Affectingly, *Pete*

HAL MEYER—Centennial, CO
Birthday #86 has come and gone, and thankfully our health remains good.

We finally got some rain and the Piper passed its annual with minimal expenses.

There are no big trips to report but my former flight attendant wife manages to visit her folks in GA fairly regularly by using the non-stop into BHM and then renting a car. So far she has had good luck in getting on with her passes. That's about the news from here.

We do want to let you know that your work in getting the magazine out is much appreciated. *Hal & Janet*

FRED OLDHAM—Redondo Beach, CA
Stuff is still O.K. in Delray Beach. In June Ruth and I will celebrate 60 years of marriage.

In April we had two trips that aborted after we drove to Sun 'n Fun and The Cape. Sun 'n Fun by a tornado and space launch by a heater. The next trip is to DCA to attend grandson's graduation from

Georgetown.
Till next year, *Ham & Ruth*

MICHAEL L PERRY—Rye Brook, NY
Hi All, Well, we got through the first decade of retirement in tack, just a few aches and pains from golf.

Still working, helping people with financial, retirement, and estate planning.

I enjoy reading RUPANEWS and hearing how all of you are doing. I'm always checking the "FLOWN WEST" page...we've lost some real characters!

The best to all, *Michael*

ROBERT LEE SWOFFORD—Coppell, TX
I am sorry that it is so hard to find anyone to relieve you guys at the magazine. I for one thank all who volunteer. I enjoy reading the RUPANEWS even though I know very few of the writers.

I have reached twenty nine years of retirement. I wish I could have flown a few years longer for I loved it so much. I could not take a second officer position for I had two sons on furlough They needed the job.

It was a hard adjustment for me to go from flying as command pilot on the New York to Paris run to flying as copilot on DC 3 back and forth across Pennsylvania. I did enjoy flying with open cockpit mail pilots. Such Stories!! One pilot told me he had passed out on the floor of Cleveland dispatch. It was just fatigue. He had flown fifty-nine or sixty-nine days in a row between Cleveland and Chicago in an open cockpit mail plane. That was about eight hours a day. And I hear pilots complain today.

I don't envy anyone who works on merging the two pilot seniority lists. I was on the NEC when the UAL and CAP lists were put together. I also remember flying with the number one in the Washington base and hear him complain about the list that was put together by management in nineteen twenty eight. He griped about the fact that the senior man in Chicago was ahead of him when he should have been first. I asked him once if he planned on bidding Chicago and he said no but that didn't matter for he still should have been first. So I knew that there would be hard feelings until the last person on the list had retired. The worst merger we found was the Braniff and Mid Continent. Some of

the Mid C pilots could not be given a number until Braniff had hired more pilots. One pilot I knew had been flying Captain for eleven years. He could retain his bid but if he bid anything else he would go back to copilot.

My health is reasonably good considering that I had a heart attack a year ago. I still drive and go to three military groups a month. All in all life is good and I am very content.

Lee 1945-1982

EDWARD W. WALLOF—Lacey, WA

I shall attempt to chronicle my recent activities and complaints! I enjoyed very much reading Dick Woodin's epistle from AK. Strangely, I don't recall the gentleman; I'm what my long-time close friend (also fellow UA retiree as well as USAF classmate) Bob Gifford likes to refer to as a "Junior Puke." I only retired in June of 1990. I left a most pleasant home at the Carmel Valley Ranch mostly because I'm a "thrifty pilot" (I wanted to avoid state income taxes, and also the rather high homeowner association fees). I searched the internet for an "over 55" community in a state with no state income tax. For some reason, Rachelle was opposed to Nevada, and Texas had a most disagreeable climate as well as terribly high real estate taxes. I'm not certain, but FL may also be "sans state income tax," but I've spent a great deal of time there and know the humidity and heat are excessive.

I'm impressed with Dick's love of the Anchorage climate. I feel Gifford was accurate over the years when he referred to me with the W (wimp) word. The winter here seems far too long; especially this one just past. Not only has it been long, but cold and wet as well. The good news is we love the home we had built here.

My oldest daughter lived in AK for a good number of years; I still have a granddaughter there. She happens to be quite a traveler; she has also written extensively of her travels, mostly in Europe and Africa.

I read with some twinge of jealousy; all the reports of pass riding and/or long road trips. Life has been kind to Rachelle and myself, but we each find we are encountering increasing limitations on our activities; Rachelle's eyes don't work very well, and I have a rather bad case of Parkinson's disease in addition to an inoperable tear at the rotator cuff in my

right shoulder. The long and short of all this is that neither of us drives any more. We have hired a most pleasant and helpful young Pilipino lady to help us with cleaning cooking and driving. Incidentally, I gave serious consideration to having DBS (deep brain stimulation surgery), but the promised benefit just didn't seem quite worth the risk.

We tried to get into the Carmel Valley Manor (a highly regarded senior care facility), but they wouldn't accept us because of my tremors.

I've tried to follow the discussion of pass policies concerns with the new UA/CA merger. There was a time when I occasionally felt a minor twinge of guilt having boarding priority ahead of active employees. Then I remembered that it had taken me 15 years to earn unlimited passes; by then, new hires were getting them as soon as they went on the payroll as full time employees.

With the current numerous incidents of tower controllers falling asleep on duty, I'll relate an incident while I was a 727 Capt. in SFO: I had an early flight SFO/SJC/ORD. We frequently had no passengers SFO/SJC. One morning, while on approach to SJC, we were unable to make contact with the tower. I asked for a green light but no response. Finally, after going around, we got a call from the tower, assuring us that our radios were ok, and that the problem was in the tower.

I feel enough time has now elapsed to tell the rest of the story. My wife was on board; and since we had zero passengers, I talked it over with the flight attendants, and it was agreed to let my wife sit in one jump seat and one of the FA's in the other. Needless to say, my wife got a larger thrill than she had anticipated. *Web*

JOE WEST—Corvallis, OR

Hi Cleve, Though my required annual letter has already been sent and published this year, I'm writing about a subject that may be worthy of an annual letter. With the approach of Memorial Day my thoughts have been about a former UAL pilot who deserves to be remembered and honored for the way he lived his entire life and its tragic end.

He was John T. Ferrier. When I retired in 1988 due to a massive stroke, the RUPA Newsletter was in circulation and often seen in dispatch offices and flight offices. It was published in booklet form and mailed in envelopes the size of those in which we

got flight manual revisions. The editor was S.J. "Scotty" Devine whose inserted, often amusing, political barbs disturbed a few gentlemen. I began receiving it shortly after joining RUPA. An article by the late G.C. Kehmeir describing the exemplary life and the tragic end of John T. Ferrier. The article was so well done I thought I had saved it, but am unable to find it. Kehmeir described the exploits of John as a Colorado University football player, his career as a United pilot and also as a Colorado Air National Guard pilot.

It is my fervent wish that someone who was in RUPA in those post 1988 years has saved old copies of the newsletter, especially one with that article that he could share with us. Much of Ferrier's military flying career can be seen at "Captain John T.Ferrier.com". I admired and greatly respected John having flown with him in the Gaurd and on the airline. He deserves our honoring and remembrance! *Joe*

LYNDEN E WORDELL—Pompano Beach, FL
RUPA Staff, Enclosed are my dues for another year. Thanks for all your work in keeping RUPA operating and the *RUPANEWS* arriving each month.

We have had a wonderful winter season here in South Florida with our S.E. Florida South Coast luncheons. The attendance has been increasing and we all look forward to it each month. I enjoy doing my part in making it happen.

Another year is gone since retirement and another birthday this month. Martha and I are in good health. This year we had a visit with grandchildren at Disneyworld for six days. Some of the rides I went on with my grandson pulled more G forces since I experience Air Force Pilot Training. My other younger grandchildren spent a week here in March in Pompano Beach enjoying the warm winter and swimming etc. Life is good when grandchildren are visiting.

We will be off to France this week to visit Normandy for a week and then a barge trip in the Alsace-Lorraine. When we return to Florida we will make the Snow Bird journey back to Medford, New Jersey for the summer. We will be back in Florida in October.

Yours truly, *Lyn*

D. L. LARRY WRIGHT—Los Altos, CA

Another year has passed and fortunately no exciting news or changes.

We still drive to our property in Fox, OR, enjoy the pleasure (?) of space available travel to visit our son in Alabama and enjoy our local son and family; with the grandkids.

On our way home from Fox in Mid April, we decided to take a little detour to the North to attend the Tulip Festival at the Wooden Shoe Nursery in Woodburn, OR. I would estimate they have over 200 acres of tulips. They are in rows, well over 100 yards long, planted by color and type. My favorite is the mixed bulb rows. I assume they take all the left over and perhaps reject bulbs and throw them in a planter and plant them in the field. The result is a multi-color array that most closely resembles one of those 3-D picture puzzles that appear in the comic section of the newspaper. The festival generally runs from early April to May. They have bloom reports on the Internet, search Woodburn or Wooden shoe. And if you are really into tulips, you might check out the festival in Skagit Valley, Mount Vernon, WA.

Larry '68-'95 mostly SFO

IN MEMORIAM

WILLIAM Y "Willie" ANDERSON

William Y "Willie" Anderson, 89, of Crystal Lake died at home May 9, 2011. He was born June 28, 1921 in Kromfors, Sweden to Helmer

and Esther (Anderson) Anderson. In 1922, his family passed through Ellis Island and settled in Chicago. On November 26, 1944, he married Lois Anderson.

He joined the Army Air Corps in 1941 and became a highly decorated veteran of

World War II, receiving over 30 medals including the Silver Star and the French Croix de Guerre. General Eisenhower personally pinned on his Silver



Star. He flew a P-51 "Mustang" he named "Swede's Steed" on 126 combat missions. He was a triple Ace, and Sweden's only fighter Ace.

He made front page headlines in the Chicago Tribune on June 20th, 1944 when he shot down a German V-1 rocket which he named the "Buzz Bomb." He was the first to ever to do so. During the war he was known as quite a dare-devil---including flying THROUGH the Eiffel Tower in Paris.

He returned to the States and instructed cadets at the West Point Military Academy. Many articles and books have been written about him, and he still receives requests for autographed pictures. He is featured prominently in the Aviation Hall of Fame, the Fighter Aces Hall of Fame, and Who's Who in Aviation History.

After the war he took his flying skills to United Air Lines. He retired in 1981 as a Boeing-747 Captain. He was very popular with his fellow pilots, and would never hesitate to give them a flying lesson. His famous sense of humor entertained passengers and crews for 36 years. His wife Lois frequently accompanied him on his trips; the Honolulu layovers were a special treat for her.

As a father and husband, he was without equal. He adored his wife and pampered her for 66 years. She has nursed him with superhuman care for the last four years. His children and grandchildren took their every problem to "Poppy." He could fix anything, do anything and knew everything. He was the indestructible rock at the center of his family. His brilliance and love have shaped four generations.

He was also generous to others with his time. He served as Commander of the Crystal Lake V.F.W. and he was a member of the Tebala Shrine in Rockford. He gave many hours of his time and continuous financial support to the Shriner's hospital for crippled and burned children. He was a friend of the late Chancellor of Germany, Conrad Adenauer, worked with F. Lee Bailey, joked with Bob Hope, and sponsored Buzz Aldrin into the Aviation Hall of Fame.

He is survived by his wonderful wife, two daughters he spoiled, a son, Six grandchildren, and two great-grandsons.

"Willie Y", as he was called during his WWII flying days, was highly regarded throughout United

Air Lines both for his skill as a pilot as well as his wit. At his retirement dinner in 1981 he closed his remarks by famously saying: "and may the wind at your back always be your own." God speed, Willie. A Country well-served, a Life well-lived.

WALTER J. "Wally" FRANK

Capt. Walter Joseph Frank, 88, flew his last mission as he journeyed to meet God on May 10, 2011 from his home at Rancho Santa Fe, CA.

His 46 combat missions flown during World War II, contributions as a pilot during the Berlin Air Lift and Korea, and 37 years as a 747 captain with United Airlines pale in comparison to the contributions he made to our lives.

He was a fabulous cook who made sure our stomachs were as filled as our hearts. He was also known for always lending a hand whenever someone needed help.

A memorial mass was held at the Church of the Nativity in Rancho Santa Fe, CA. In lieu of flowers, please send all donations to the Helen Woodward Animal Clinic or another program that cares for animals.

LEROY RUSSELL SCROGGS

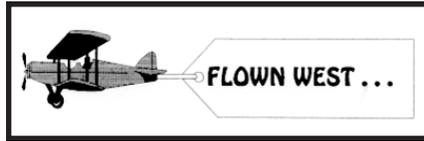
LeRoy ("Roy") Russell Scroggs passed away peacefully on Sunday, April 17, 2011. He was born on May 19, 1919, in Cherokee, OK. He was the youngest of seven children.

Roy is survived by his loving wife of 61 years, Lois Miner Scroggs, a brother, three children, 5 grandchildren and 3 great-grandchildren.

He was a civilian flight instructor during WWII before beginning a 35-year career as a pilot with United Airlines. His favorite activities included spending time with his family, helping other people and golfing with friends.

Roy was a loving and devoted husband, father, grandfather and friend. He was a man of few words, but modeled integrity, common sense, compassion and service to all who were privileged to know him well.

A memorial service and celebration of Roy's life was held at Faith Presbyterian Church in Sun City, AZ on April 30th. Gifts in Roy's honor may be made to the Faith Presbyterian Church Memorial Fund.



James G. Wise	Feb. 16, 2011
J. E. "Skip" O'Halloran	Feb. 23, 2011
Richard G. Ely	Mar. 07, 2011
*Jimmy W. Grider	Mar. 09, 2011
Joseph R. Kenney, Jr.	Mar. 26, 2011
Richard R. Colman	Mar. 31, 2011
*Robert V. Cooley	Mar. 31, 2011
LeRoy R. Scroggs	Apr. 17, 2011
Henry A. Lawinski	Apr. 30, 2011
William Y. "Willie" Anderson	May 09, 2011
Walter J. "Wally" Frank	May 10, 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, 630-832-3002



From:

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 (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)—561-756-4829

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)—31 N. Banquets & Conference Center - 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 Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Columbia River Gezzers - (TBA) - Ron Blash - 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