
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

On June 28th, Leon Scarbrough and I, along with representatives of the other retiree groups, attended another luncheon in Chicago hosted by Donna Towle, VP of Human Resources, and some of her staff. We were prepared for a major discussion of the new pass policy. The first statement from Donna concerning the pass policy was that despite all the criticism, the pass policy would be implemented as written. After the policy has been in place for awhile, a new survey will be taken and the policy will be fine-tuned based on results. The company's reasoning for implementing the policy is because there are many problems associated with the merger. They felt that they needed to get the pass policy issue off the table so that they could concentrate on the more immediate problems. Apparently, communication and cooperation are difficult to nonexistent because of interim agreements and union contracts. One example is that flight attendant staffing is short but they cannot transfer F/A's between airlines.

We still managed to have a discussion about the retiree concerns. In regard to the change from date of hire to length of service, I told Donna that this would have a major effect on the ability of many of the retirees to be able to pass ride. Using myself as an example, I pointed out that I have 32 years and 5 months seniority from date of hire. Based on length of service, anyone hired between 12/1969 and 05/1979 and is still working is now ahead of me on the standby list. As every day goes by, more and more people who surpass 32 yrs and 5 mos. go ahead of me. If length of service means time on the property (I did not get a definition of that), then my LOS is now just over 25 years due to furlough time. I stated that the pilot group was restricted to the amount of years they could build up due to mandatory age 60 retirement. Current pilots can retire at age 65 which now puts more junior retirees ahead of me. We were also restricted on accumulating years because the majority of us spent 4 years in college and at least 5 years in the military learning our profession. Donna's response was that the company felt it was unfair to accumulate seniority when you are not working.

Another topic of discussion was the vacation pass. A great deal of confusion still exists based on personal e-mails and e-mails Donna has received. Biggest concern was the question of whether or not widows receive passes. There has been no change to this policy despite all the rumors. Widows will get what the spouse would have gotten if he were still alive. Second concern was the amount of vacation passes the CAL people would bring into the merge. Their passes are good for only 5 years. They have to use one pass per person for a one-way trip. In other words, a family of five would have to use 10 passes for a round trip under the old system and only 2 passes under the new system.

Two other issues were discussed. Issuance of a retiree photo ID which will allow you to get discounts, fly other airlines, have access to UAL/CAL offices, and from what I have personally witnessed with CAL retirees, access to the crew line at airport security check points, at least in Chicago. The other issue was the restoration of the travel desk in Portland, OR. More on both of these issues in the future.

It is now official. The site for the 2012 RUAEA convention will be in Washington, DC. They have changed the date from May to October because of travel concerns of many of this year's attendees. Putting on one of these conventions is a great deal of work. Even though you are not a RUAEA member, they would appreciate any help. Stay active, *Ron*

Do not send money here, letters only, please
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Address changes, Dues, Snowbirds & Others:

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

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

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

ABOUT THE COVER

B747 over the Golden Gate Bridge

ABOUT THE JUNE COVER

We always like to give credit to the photographer who took a picture we use on our cover, but quite often the contributor omits this information. This is what happened with the picture we used on the June cover. I later received an email from Terri Edwards, Domicile Operations Representative, IADFO, stating that he had taken the picture and was curious as to how I had gotten it as he had only distributed it to the IAD Flight Office personnel and their Chief Pilot. It just goes to show you that when you put something on the internet it can go all over the world without your knowledge.

Thank you, Terri, for your unintended contribution to our publication. It was greatly appreciated. Cheers, *Cleve*



LETTER FROM THE SEC/TREASURER'S DESK

Last month I sent a letter to the Area Reps asking them about their groups. Some have a long list of addresses and e-mail addresses kept on a computer. Others have not much at all, and are using post cards to inform those in their area of the next luncheon. So then the question becomes, do we need everyone on the same page, and can we use, or do we want to use the Area Reps as a means of communication? It would be nice if someone with computer knowledge volunteered to help out those Luncheon groups that are not computer literate. Even if you do not attend a luncheon group, a volunteer to help out the Area Rep's would be appreciated. And out of our approximately 2,535 active members, 2,112 having e-mail. So am I looking for a big response in my e-mail box? NO. Find out who your Area Rep is, and send him an e-mail or phone call and help out. I have been told that information is knowledge.

Cleve reminds me that the *RUPANEWS* is not time sensitive. To help correct that issue we are in the process of updating and revising our RUPA website. This won't help those who aren't computer literate, but information will be available to those 2,112 members who are. At this time, that leaves only 423 who don't have access to the internet. We will try our best to keep the website up-to-date, but it will still be the responsibility of those with computers to log on to our website to get the latest information. All we can do is make the information available; the rest is up to the individual member. Maybe the 423 members without computers have grandchildren or friends who can help them out. There is always the local library.

Pass Policy. From that last meeting in ORD on June 28 of this year, the present new Pass Policy is Set in Stone. However, there are still many questions that are unanswered, and a few knowledgeable people feel that the implantation date may be pushed back. And a new survey will probably be done in the future. There is power in numbers. Joining RUAEA is an option. They have approximately 8,000 members, and RUPA has 2,535. Both memberships are declining, and the age 65 group will not be retiring any time soon. Strength in numbers is what the company will listen to--maybe. (how long, if ever will the new UA/CO pilots be joining RUPA?, and what kind of merger of the retiree groups will take place?)

The meeting in ORD was strictly the company's idea and a "how can we use the retiree groups' as they had used us before, like the Denver tax issue, or getting the route to Beijing. However, the meetings seem to spend more time on Pass Policy. My opinion of the HR group is that they are working very hard with the aim to have the UA-CO merger completed so they can have one operating certificate.

Dale Harper sends out daily notes (Skynet, obits, etc) to about 700+ each day, and uses Google to do so. I had thought about it, but 1) don't want to spend that kind of time sending out an occasional message, and 2) don't think that we would have that much relevant information to send out.

Our recent recruitment drive netted us 50+ new members and a few rejoins. Nice to have them! Thanks for listening, and keep those cards and checks coming. *Leon Scarbrough*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

We had a pleasantly cool day for our luncheon at Mimi's on July 14. The following 15 attended: Jack & Joyann Moore; Bob Mosher; Dick Unander; Mike Herriott; Doug Bielanski; Doug & Marcene Rankin; Don & Gloria McDermott; Rex May; Tom & Mary McQueen; Ray Engel; and Denny Fendelander.

After a nice hour of socializing Don McDermott greeted us and turned the floor over to Rex May who told of the recent Memorial Service for Jack Macdonald. Doug Bielanski then gave us the latest information that he had regarding the Pilot's for Justice actions. He mentioned that there apparently was a law suit charging discrimination against the Retirees due to the new pass policy.

Our Frequent Traveler by plane and cruise ship, Mike Herriott, spoke of trials and tribulations of using passes, ZED fares, etc. He warned if you're going on a cruise, it's a very good idea to fly to the port city a day or two prior to the cruise to make sure you are there in time for sailing. He told of his very close call sailing out of San Francisco, when they held the ship for 10 minutes for him. He also said Southwest Airlines was a good choice to use because of their policy of not charging to check bags.

Ray Engel mentioned that RUAEA was a good group to belong to because of the large size of the organization.

Mike Herriott said that he deals with lots of travel companies and he thought that *Vacations to Go* was one of the better ones. Mike also was the lucky winner of our charity drawing.

The next luncheon at Mimi's will be Thursday, Sept 8th. Hope to see you there. *Doug & Marcene Rankin*

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

On July 6 we gathered at the Tolay restaurant in the Petaluma Sheraton for our monthly luncheon. If you live in the North Bay please feel free to join us on the first Wed. of the month. We are informal and all are welcomed.

As always, we gathered in the lounge to quench our thirst. At 12:30 we take our seats in the dining room and Bob calls the "meeting" to order with his trusty "clicker" from 1985. We may need to get him a new one as this one is about worn out.

Several pages of information regarding the new pass policy and grievance were passed around for all to read. A minute of silence was held for Capt. Lee Wood. I had the pleasure of flying as Lee's co-pilot on the Convair and learned so much about how to be a Capt. Our Health and Welfare reporter, "Doc" Hise usually has a report on why we should drink alcoholic beverages but today he threw us a curve telling us that a new study concluded that red wine has no health benefits. Bad news for the wine country. Barney Hagan passed on some info regarding the F-15 the Pacific Coast Air Museum has and its pilot, Col. Duffy. Col. Duffy and this F-15 were the first military aircraft to arrive over New York on 9-11. Norm DeBack gave us some insight into the dealings with UAL after the 747 incident when the cargo door and part of the fuselage left the aircraft. Norm was a General in the Air Force who had to deal with UAL parking the aircraft at Hickam. UAL did not know that he was also a UAL pilot.

Now that the "business" part of the meeting was over and our orders had been taken by Wendy it was time for some serious eating and talk.

Attending were: Tom and Joyce Grey, Ken and Shirley Corbin, Jules Lepkowsky, Jim Mansfield, Bill Smith, Deke Holmn, Galen Wagner, Larry Whyman, Gardner Bride, Dick Hanna, Dan Barger, Leon Scarbrough, George Hise, Barney Hagen, Norm DeBack, Bill McGuire, Dick Lammerding, Sam and Mickie Orcjard, Don and Ligia Booker, Bob and Doris Donegan and me, *Bill Greene*

SONOMA'S ANNUAL GUPPY GATHERING

The annual Guppy Gathering will be at the Sonoma town square on Wednesday, September 28 from 11:00 to 3:00. Please mark your calendars and let Jan Wheadon (janicewheadon@aol.com) know if you'd like to come. Hope to see you there. We had a great time last year! *Jan*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Fourteen intrepid aviators, former flight attendants, and wives enjoyed our July 11th luncheon at the Rio Grill in Carmel. We initially had twenty RSVPs – we hope all is well for those that missed the meeting. In attendance were: Will and Fran Blomgren, Paul and Brigitte Olson, Beth Welch-Ege, Pete and Donna Walmsley, Barrie Nelson, Mike Donnelly, Richard Myer, Lee Casey, Phil and Pat McLain, Milt Jines, and yours truly.

Now that the “private room” at the Grill is fully finished the management has decided to add various charges for the privilege of using their space, so our days may be numbered there. I passed around the new proposed “room” agreement for everyone to read and comment on and even though we loved the food, service, and privacy - with the booking deposit, time limits, restricted menu selection, and numerous other associated fees - our investment for lunch was above our budget! (We have no budget!) We discussed other restaurant options. We have temporarily planned that our next luncheon will be back at Edgar’s at Quail Lodge located in Carmel Valley. Thanks to Pete and Donna Walmsley, who are members, for arranging our return to Edgar’s – at least for August.

Pete announced that our second annual RUPA Golfers Day is set for Monday November 14th. Pete has arranged “T” times for 20 – 24 golfers. Please contact Pete directly for RSVPs, costs, and further details at 831 624-7786 or email kiwigolf@sbcglobal.net. Out-of-towners are welcome!

Richard Myer shared his recent experience of ferrying a Rotax powered AirCam twin-engine amphib open cockpit experimental home built from Florida to San Carlos, CA. The journey included the extremes of heat (hot) at airports and the cold at cruise altitudes. With a top cruise speed of 75 knots indicated with an even slower west bound ground speed, the numerous restricted and prohibited airspaces enroute, weather conditions, and the “windows above them” - Rich had a remarkable adventure not to be repeated! While in Florida Rich also experienced the blast off of the last shuttle flight for the Atlantis – a witness to history.

We discussed the June UAL/CAL HR meeting held in ORD – this was the second meeting. I wasn’t able to attend so asked Secretary/Treasurer, Leon Scarbrough, to attend in my place since the UAL invitations are to officers only, he graciously accepted. The reports from Ron Jersey (RUPA President) and Leon were forwarded to the group upon my receipt. Bottom line - no changes in our favor and no plans for change!

Next lunch will be at **Edgar’s** at Quail Lodge Monday **August 8th** starting at 11:30 a.m. Please “repondez s’il vous plait” by the Friday before! *Phyllis Cleveland*

RENO’S BIGGEST LITTLE GROUP LUNCHEON

The monthly "Biggest Little Group" met for our monthly gathering promptly at 13:00 at Sparky's Sport Bar in NW Reno, the day after the Summer Solstice. A two and a half hour session of reminiscing, libations and lies ensued.

17 were in attendance, including a "pop in" by Dallas Nelson, who was driving from Phoenix to Bend Oregon and heard we were meeting.

In attendance were, in no particular order: Charlie Kettering, Rick Schwartze, Lyle U'Ren, Tommy Diehl (RNOTR ret), Len Bochicchio, Tom Taber, Bill Shepard, Gordon Cupples, Dallas Nelson, Cort de Peyster, Jim Whitely, Pat Flanagan, Ken Miller, Jim Nugent, Bill Elliott, Gary Dyer, and Dean Shuff.

Respectfully submitted by "substitute scribe". *Cort de Peyster*

SEATTLE GOONEY BIRDS LUNCHEON

Attendance doubled since May’s luncheon. The word must be out about the host’s jokes. Bob Howard told the best joke this time. The conversations were lively and everyone seemed to have a good time.

In attendance: Ted Wood, Ray Hanson, Howard Holder, Eric Malm, Rex Joseph, Herb Marks, Fred Sindlinger, Jim Chilton, Dave Carver, Al Haynes, Gere Pryde, Chuck Westfphal, Dave Farenbach, Bill Jensen, Bob Howard, Ken Case, and *Bill Brett*.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



In early 1942 the United Air Lines pilot-training offices were moved from Oakland and Tracy, California to the Wortham Machinery Building in Cheyenne, Wyoming. In late 1942 the Flight Training office was moved again, to downtown Denver's Temple Court Building. Pilot-training was based at Denver Municipal Airport in offices at the rear of the WPA hangar (right).



The trainees spent approximately 120 hours in ground school, 15 hours in Link trainers and 25 to 35 hours in flight training. Upon completion of the Denver training program they flew approximately 30 days on United's Domestic Military Transport routes logging 25 hours as Observers and 25 hours as Co-Pilots. They then received active-duty assignments in the Air Transport Command (ATC).

Marvin Berryman DENTK (Ret.) Photos are from UAHF's DENTK archives, & the Denver Public Library.

A Request: Please send UAHF or RUPA your Cheyenne & Denver WWII Era Training Experiences, Information and/or Photos.

Send your 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 TUCSON TOROS LUNCHEON

A date has been picked for the next annual luncheon here in Tucson. It will be on Tuesday, January 24th, 2012, and will once again be held at the Tucson Country Club.

As usual wives, widows, partners, friends, (you get the idea) are also invited. While it is far too early to predict the menu or the cost I'll do all I can to keep the cost down and have an interesting entrée selection. If you will be visiting Tucson, or if you live in the Tucson area (Case Grande to Green Valley or Nogales and even to Sierra Vista) or if you know of someone who might be in the area (house guests, seasonal visitors, etc.) please talk about the luncheon with them and if they sound interested let me know and I'll include them in future e-mailings.

Yes, this is a pretty early notice but you can always write on your 2011 December calendar the date for January, 2012.

Let me know your suggestions for the name of the group (I just picked one out of the air!) as well as any suggestions for the luncheon. We hope to see you there. Bring a friend!

Randy Ryan randyryan40@msn.com

SAN FRANCISCO BAY-SIDERS RUPA LUNCHEON

It may have been a gloomy day outside when we met at Harry's Hofbrau in Redwood City for the July SFO Bay-Sider's Luncheon, but inside all was sunny and bright as we happily welcomed Rich and Georgia Bouska back into the fold. They had been in Loma Linda, CA for several weeks as Rich was being successfully treated for prostate cancer. We also welcomed first time attendee, Ken Miskow, to the group. Welcome aboard, Ken.

Adhering to our long established tradition of celebrating every Holiday possible, we enjoyed French chocolate truffles in honor of Bastille Day, July 14th.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Roz Clinton, Sam & Billie Cramb, Bob & Jill Ebenhahn, Dick Johnson, Karl Kastle, Norm Marshall, George Mendonca, Ken Miskow, Walt & Mary Ramseur, Cleve & Rose Spring, Gene & Carol Walter, Ron Weber, and Larry & Pat Wright.

Our Luncheons are always on the second Tuesday of the month. The next luncheon will be Aug. 9, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, **Cleve**

SAN DIEGO COUNTY RUPA LUNCHEON

Dear Leon- The San Diego area luncheon attendees consisted of me and Bill Pauling. Good food, good conversation. I called Bob Bowman, who faithfully shows almost always, but he had a chore that had to be done. I think the rest of the gang will resume after the summer.

The two new RUPA members whose names you sent me might make it after awhile.

That's all for July. Best 2 ya, **Bob Harrel**

Zits/Jerry Scott and Jim Borgman



THE NEW 747-81 WITH SLIDES DEPLOYED

Here is a very interesting picture of the new 747-81 with the new Air Cruisers door 1 and upper deck escape slides deployed. At the time of this picture they were doing FAA repeatability testing on this airplane, which requires five deployments from each door using the same slide. This is the airplane that was shown at the Paris Air Show fly-in in June.

The upper deck slides are a new and unique patented design that features the arch tubes. Traditional slides use many large cross tubes and tension straps on the bottom of the slide to give it beam strength. Beam strength prevents the slide from buckling under the load of evacuating passengers. In this case the slide needs to hold several thousand pounds and not buckle. This slide is over 45-feet long. The typical arch bridge type construction provides the necessary beam strength for a large slide at less weight and reduced pack volume.



The Pony Express 75th Anniversary

The Pony Express was founded by William H. Russell, William B. Waddell, and Alexander Majors. Plans for the Pony Express were spurred by the threat of the Civil War and the need for faster communication with the West. The Pony Express consisted of relays of men riding horses carrying saddlebags of mail across a 2000-mile trail.

The service opened officially on April 3, 1860, when riders left simultaneously from St. Joseph, Missouri, and Sacramento, California. The first westbound trip was made in 9 days and 23 hours and the eastbound journey in 11 days and 12 hours.

Marv Berryman, our contributor of historical information, thinks that this picture was taken in 1935 which would have been the 75 anniversary of the Pony Express. In checking his "home library" he found that the Stewardess is wearing a 1935 uniform. Thanks, Marv.



2012 RUPA EUROPEAN RIVER CRUISE

I am pleased to announce the cruise for next year. While we were on the Mediterranean cruise last year, we held a meeting on board the ship and took a survey of our group as to where they would like to go in 2012. The majority of the vote was for a European River Cruise. The cruise selected was the Grand European Discovery cruise by Uniworld on the River Countess. Uniworld is an award-winning Cruise Line with honors from Conde Nast, Zagat, and Travel + Leisure. The River Countess is a relatively small river boat and can accommodate only 134 passengers. It is 361 feet in length and only 37 feet wide. It is quite low to the water so that it can pass under the numerous bridges over the rivers and it is built so that it can pass through the many locks along the way.

There are three options available for next years cruise. The first would be the eight day Danube Discovery Cruise, from Vienna Austria to Nuremberg Germany. After leaving Vienna the boat will cruise the Danube River through the scenic Wachau Valley with stops at Melk Austria, and Passau, Deggendorf, and Regensburg, Germany. Here the Danube joins the Main-Danube Canal to Nuremberg Germany, where you would disembark and transfer to the airport.

Option two would be the eight day Rhine Discovery Cruise from Nuremberg to Basel Switzerland. From Nuremberg the boat would continue along the Main-Danube Canal with a stop at Bamberg where the Rhine River joins it. From Bamberg the boat would continue along the Rhine with stops at Rothenburg, Wurzburg, Miltenberg, Nierstein, and Strasbourg Germany to Basel Switzerland. At Basel you would disembark and transfer to the airport.

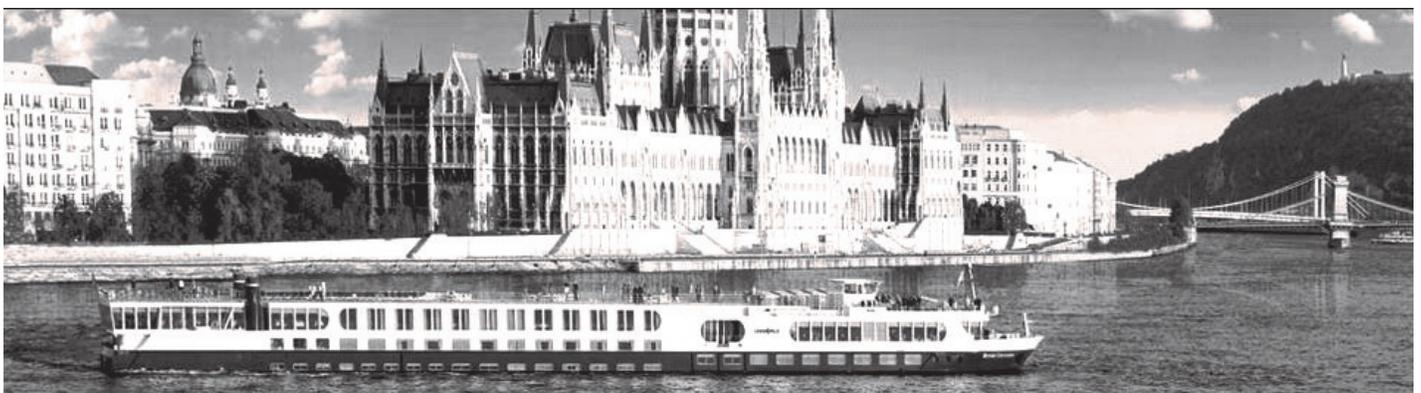
The third option is the combination of the two options above; Vienna Austria to Basel Switzerland. Along the way the boat will negotiate its way through several locks as the river rises from Austria to Germany and then back down on its way to sea level. Along the way will be a multitude of quaint towns and villages nestled beside the rivers. At each stop there will be local English speaking guides to take small groups through the villages on guided tours. Each of these guided tours will be conducted with state of the art Quietvox portable audio headsets.

The staterooms are rather small with large hotel-size beds and plenty of storage. All meals onboard are prepared using the finest and freshest ingredients which you will see boarded at each stop. Complimentary fine wines, a choice of beer, and soft drinks are served during dinner on board.

We are using the same travel agent, Jerry Poulin, who we have used in the past. He has obtained several discounts for all of the above options available to us for this cruise. The name of the game here is to sign-up early. In order to take advantage of all the discounts and reap the most savings, we have to commit early. The boat only holds 134 passengers.

You can check out deck plans, staterooms and itineraries on the Internet at www.uniworld.com. All cabins are subject to availability. Rates are subject to change until booked. If a lower rate becomes available we will rebook at the lower rate. A deposit of \$200 per person is due at the time of booking and is nonrefundable. Airfare is not included in the pricing but is available through Uniworld. This cruise is available to all friends and family at the RUPA prices. Submitted by *Rich Bouska*

For more information call: Jerry's Travel Service, 36 Mark Bradford Drive, Holden, MA 01520-2119 (508) 829-3068 – 1-800-309-2023 ext. 33 – gpsp@aol.com



**2012 RUPA EUROPEAN RIVER CRUISE
ON UNIWORLD'S RIVER CONTESS**

There are 3 options available

1st 8 day, Danube Discovery, Vienna to Nuremberg, Oct. 21, 2012 to Oct. 28, 2012

The following discounts apply to the rates listed below:

\$100 Discount for past passengers of UNIWORLD

\$150 PP Early booking discount if booked before 11/30/2011

\$100 PP Additional discount if booked by 8/31/2011

\$300 PP Discount if paid in full by 9/30/2011 for categories. 3, 4, and 5

\$400 Discount if paid in full for categories.1 and 2

(NOT COMBINABLE WITH EARLY BOOKING DISCOUNT)

Prices before above discounts:

Category 5 \$2549 pp

Category 4 \$2739 pp

Category 3 \$2999 pp

Category 2 \$3224 pp

Category 1 \$3524 pp

A port charges of \$126 pp for the above option is additional

Also included is a \$100 per cabin on board credit, complimentary wine with dinner
and most shore excursions.

**2nd 8 day, Rhine Discovery, Nuremberg to Basel Switzerland, Oct. 28, 2012 to
Nov. 4, 2012**

THE SAME DISCOUNTS ABOVE APPLY TO THIS OPTION

Prices before above discounts:

Category 5 \$2149pp

Category 4 \$2339pp

Category 3 \$ 2599pp

Category 2 \$2824pp

Category 1 \$3124pp

A port charge of \$126 pp for the above option is additional.

Also included is a \$100 per cabin on board credit, complimentary wine with dinner
and most shore excursions.

**The 3rd option combines both option 1 and 2 into the 15 day
Grand European Discovery cruise from Vienna to Basel.**

The following discounts apply to the rates listed below:

\$100 Discount for past passengers of UNIWORLD

\$300 PP Early booking discount if booked by 11/30/2011

\$100 PP Additional discount if booked before 8/31/2011

\$600 PP Discount if paid in full by 9/30/2011 for categories 5, 4, and 3

\$1,000 PP Discount if paid in full by 9/30/2011 for categories 2 and 1

(NOT COMBINABLE WITH EARLY BOOKING DISCOUNT)

Also included is a \$200 per cabin on board credit, complimentary wine with dinner
and most shore excursions..

Prices before above discounts:

Category 5 \$4349 pp

Category 4 \$4674 pp

Category 3 \$5274 pp

Category 2 \$5524 pp

Category 1 \$5924 pp

Prices do not include air fare – Port Charges are \$252 pp additional

DEMAND FOR AIRLINE PILOTS SET TO SOAR

USA Today

"There was no specific moment," says Sivyllis, 20, a junior at Embry-Riddle Aeronautical University. "I've grown up my whole life knowing this was it."

Sivyllis hardly could have picked a better time to enter his chosen profession, and he knows it. "I'm very excited about the future ... because we've never really seen anything like this," he says.

After nearly a four-year drought of job openings, the airline industry is on the brink of what's predicted to be the biggest surge in pilot hiring in history. Aircraft maker Boeing has forecast a need for 466,650 more commercial pilots by 2029 - an average of 23,300 new pilots a year. Nearly 40% of the openings will be to meet the soaring travel market in the Asia-Pacific region, Boeing predicts, but more than 97,000 will be in North America.

"It is a dramatic turnaround," says Louis Smith, president of FltOps.com, a website that provides career and financial planning for pilots. "Pilot hiring was severely depressed in the last three years. The next 10 years will be the exact opposite, with the longest and largest pilot hiring boom in the history of the industry."

The demand for pilots will be so great that the industry could ultimately face a shortage, sparking fierce competition among airlines across the globe vying for candidates qualified to fill their cockpits.

"We're already seeing in some spots around the world a shortage of pilots ... and if you were watching this a few years ago at the last peak, you had airlines stealing from other airlines," says Sherry Carbary, vice president of flight services for Boeing Commercial Airplanes in Seattle. "It's a global marketplace for pilots, and ... we'll not have enough if that growth trend continues over the next few years. That's something the industry needs to come to grips with. Where is our pipeline of new pilots going to come from, and how are we going to finance them?"

The hiring surge is being fueled by several factors: ·The rapid growth of travel in Asia, which is on track to surpass North America as the largest air travel market in the world; ·A looming wave of pilot retirements in the USA; ·Proposed changes to rules that could increase the time pilots must train, rest and work; ·And increasing demand for air travel within the USA as the economy improves.

U.S. carriers had 4.9% more pilots in 2010 than in 2009, with much of the increase fueled by low-cost carriers that are continuing to expand, according to the U.S. Department of Transportation's Bureau of Transportation Statistics.

Low-cost airlines such as Southwest, Virgin America and AirTran increased their pilot staffing 11.2% in 2010 over 2009, while regional carriers increased their pilot numbers by 4.9%. Major network airlines, however, saw their pilot workforce drop 1.3% last year, the bureau says.

"The cost of the fuel has spooked a few carriers," Smith says, noting that the massive earthquake and tsunami in Japan have also had some impact. But, he says, the industry-wide hiring explosion is "still on track."

Finding jobs over there; Many new pilot opportunities are in Asia, particularly China, where the rapidly growing economies are spurring a demand for air travel.

Beijing became the second-busiest airport in the world last year, and Boeing projects that the region will need 180,600 pilots in the next two decades, 70,600 for China alone. In March, Boeing announced that Hong Kong Airlines was planning to buy 38 aircraft.

Air China, pending government approval, plans to buy five 747-8 Intercontinental jets. Bigger fleets mean "more resources needed to support those planes," Carbary says.

U.S. airlines, many of which are expanding their reach into Asia, also will need to widen their pilot pools to handle the lengthy flights.

"Say you wanted to start a route from Chicago to Shanghai," says Les Westbrooks, a former commercial pilot who's now an associate professor of aeronautical science at Embry-Riddle. "That one route alone could require an airline to hire 40 additional pilots because of the staffing and equipment requirements for such a long journey."

Across the USA, the need for pilots will be sparked by increasing passenger demand, and perhaps most significantly, an exodus of senior pilots that is expected to start next year, as a large wave of pilots hits the age of 65, which is the mandatory retirement age for airline pilots under federal law.

"The mandatory retirement age is starting to catch up with us," says Westbrook, noting that many of those scheduled to retire joined their airlines during hiring booms in the 1980s and '90s. "The large-scale hiring we had then is now turning into large-scale retirements, which will require replacements to maintain the status quo."

"The increasing need for pilots is almost all the flying community talks about," Sivyllis says. "That's definitely the big news around not only our campus but (among) anybody who's a flight instructor or entering the entry level of the industry. "The top level of the industry is going to open up, and when it does, it will open fast."

A full-time student, and a flight instructor with 600 flight hours under his belt, Sivyllis' goal is to be a captain, flying to Europe for a carrier such as Delta or United.

But flying for a commercial airline is far from the only opportunity that will be tempting such young pilots as Sivyllis, says Westbrook. "There's competition from other types of pilot occupations, such as ... corporate flying, that's going to limit the supply."

As worldwide competition for pilots begins to heat up, some overseas carriers are making dramatic overtures to fill their cockpits.

Emirates, the Dubai-based carrier, will hire more than 500 pilots by April 2012, says Michael Keating, the airline's flight crew resourcing specialist. The carrier already employs roughly 300 Americans as pilots, and is visiting job fairs in New York City and Las Vegas to seek candidates. "As a rapidly expanding carrier, with 153 aircraft ... plus another 200 planes on order, and options for more, the need for flight crew professionals continues to grow," he said in an e-mail.

The compensation package for these pilots includes perks such as a chauffeur-driven car to and from work, an education allowance for the pilot's family, and profit sharing.

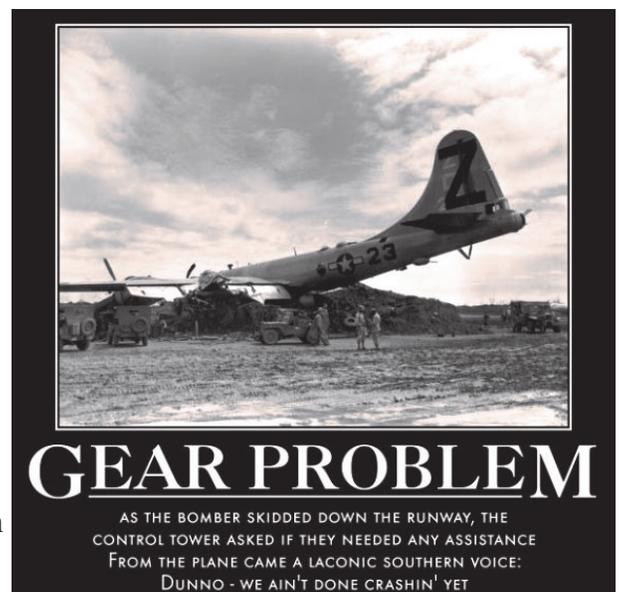
Though English is the international language of aviation, Westbrook says Spanish-speaking students also are being sought by Latin American airlines. "We have airlines knocking on our doors," he says. "If you can speak Spanish fluently and can fly an airplane, wow, you can write your own ticket."

There are concerns whether there will be enough pilots to meet the industry's needs.

Airlines, struggling in recent years to stay afloat amid a global recession and rising fuel costs, weren't focused on cultivating new pilots. Many young people who might have sought a career in aviation a generation ago turned their attention to software companies or other industries, turned off by a field in which opportunities were scarce, benefits were eroding and starting pay at regional carriers was low, some analysts say.

"We've got to attract qualified people, smart people into the industry and you're going to spend \$50,000 to \$60,000 on flight training, plus your college (costs)," Westbrook says. "You've got a guy who'll walk out \$100,000 in debt, and we're going to tell him, 'We'll pay you \$22,000?' The airline industry has relied on passion for years - that people love to fly and will do whatever they have to do to fly. But there comes a time when it's a matter of dollars and cents."

The average starting salary for a pilot at a regional carrier is roughly \$21,000 a year, while the most senior captain, flying the largest plane at a major airline, typically makes more than \$186,000 a year, according to FtOps.com.



Carbary adds, "You're seeing kids coming out of school wanting to go to Microsoft or Google, and frankly, the technological developments going on in aviation are now as robust as that in some of the software fields. So part of it is reminding people of that and trying to attract them back to aviation."

Sean Cassidy, a pilot for Alaska Airlines and first vice president of the Air Line Pilots Association International, which represents more than 53,000 pilots in the USA and Canada, says that "whether or not we could meet those (pilot hiring needs) domestically depends on how robust the hiring process is, how lucrative it is to attract new entrants into the industry, especially at the regional level."

Small airlines, big losses? Smith believes that regional U.S. airlines, which often are the first rung on the career ladder for pilots, could be hit particularly hard as their ranks are recruited and depleted by larger carriers in the U.S. and overseas. "We suspect they're going to lose thousands of (pilots) to the folks above them," he says.

Roger Cohen, president of the Regional Airline Association, disagrees. "Today, flying for a regional airline for many individuals has become their career," says Cohen, noting that while opportunities at larger carriers have decreased amid several mergers, pay is rising in the regional sector, and pilots are able to fly larger and more sophisticated aircraft. "They make lifestyle choices to stay at regional carriers because benefits, compensation, and the type of flying suits them well."

"This notion Americans are going to all of a sudden, because they're trained pilots, are going to go fly in India; it's still not the good old USA," he says. "What we just need to do is open up the mouth of the pipeline even wider, attract more people, get them into the programs and trained. This is really where the government has a major stake." For those already in the pipeline, the sky may literally be the limit, as pilots possibly win back benefits and perks that airlines cut in recent years amid restructuring efforts.

"My son just got hired by a regional airline, and I told him, 'Your career is going to be explosive,'" Westbrooks says. "It's going to be a pilot's market."

AMERICA THE BEAUTIFUL SENIOR PASS

AMERICA THE BEAUTIFUL SENIOR PASS: This pass, which replaces the Golden Age Passport, is arguable the world's best travel value: For travelers age 62 or older, the pass provides no-fee entrance to more than 2,000 federally managed recreation sites including all U.S. national parks, monuments, historic sites, recreation areas and wildlife refuges, as well as sites managed by the Bureau of Land Management, Bureau of Reclamation, Fish and Wildlife Service, Forest Service and some Corps of Engineers and TVA sites.

Where admissions are based on vehicles, the pass covers the holder plus any others in the car; where admission is per-person, it covers the holder plus up to three others.

The price? A one-time fee of \$10, and that's for a lifetime. Without it, you pay far more than that for just a single entry to such blockbuster parks as Grand Canyon and Yellowstone. The pass also provides discounts on a lot of in-park facilities and activities. Buy it at any participating federal locations.

Notice on British bulliton board

RICHMOND GOLF CLUB

TEMPORARY RULES. 1940

1. Players are asked to collect Bomb and Shrapnel splinters to save these causing damage to the Mowing Machines.
2. In Competitions, during gunfire or while bombs are falling, players may take cover without penalty for ceasing play.
3. The positions of known delayed action bombs are marked by red flags at a reasonably, but not guaranteed, safe distance therefrom.
4. Shrapnel and/or bomb splinters on the Fairways, or in Bunkers within a club's length of a ball, may be moved without penalty, and no penalty shall be incurred if a ball is thereby caused to move accidentally.
5. A ball moved by enemy action may be replaced, or if lost or destroyed, a ball may be dropped not nearer the hole without penalty.
6. A ball lying in a crater may be lifted and dropped not nearer the hole, preserving the line to the hole, without penalty.
7. A player whose stroke is affected by the simultaneous explosion of a bomb may play another ball from the same place. Penalty one stroke.

United Continental Pilots Split on Training Simulators

By Andy Pasztor and Susan Carey (WSJ)

United Continental Holdings Inc. wants to use less-expensive and less-realistic flight simulators than most big international airlines for essential, recurrent pilot-training tasks, prompting criticism from outside safety groups and many of its own cockpit crews.

With pilot-training issues on the minds of many of the industry leaders gathered at the Paris Air Show this year, the company's strategy could have broader safety implications for airlines around the world, according to some safety experts.

By pitting pilot-union leaders at the company's Continental Airlines unit—who are comfortable with the less-expensive, 10-year-old regime—against counterparts at United Airlines, who strongly oppose it, the behind-the-scenes debate also shows the technical and personnel challenges of fully integrating operations of the combined company.

The disagreement within United Continental revolves around using fixed-base simulators—which don't mimic the movements of planes in flight—rather than full-motion devices to conduct certain types of mandatory, recurrent pilot training.

A decade ago, Continental received Federal Aviation Administration regulatory approval to use such devices, costing roughly one-third less than full-motion simulators, during the last phase of periodic proficiency checks for pilots flying its Boeing Co. 777 fleet. Continental was moving to expand the practice to its Boeing 737 pilots before last year's merger agreement with United shifted the combined airlines' focus to integrating all FAA paperwork.

Continental believes its novel approach is superior to traditional practice by stressing human factors and cockpit interaction and thereby enhancing safety. But the position, according to some safety experts, appears to run counter to at least some of the latest guidance coming from parts of the FAA and international standard-setting groups such as the International Civil Aviation Organization, an arm of the United Nations.

"We should be aiming for the greatest possible realism to teach crews how to use both mental skills and motor skills to most effectively deal with emergencies," according to Mark Rosenker, a former member of the U.S. National Transportation Safety Board. The NTSB continues to champion full-motion simulators for recurrent training. Except for cost considerations, Mr. Rosenker said, "why would anyone opt for anything less?"

Bryan Burks, a pilot for Alaska Airlines Group Inc. and a participant in various U.S. and international study groups looking into training, also questioned Continental's stance. "For a flight exam that goes beyond just checking procedures," he said, "there is broad consensus that simulator motion is essential."

Capt. Wendy Morse, chairman of the Air Line Pilots Association branch at United, said the disparity between recurrent Boeing 777 training for Continental and United pilots "absolutely" will be an internal hot issue as the two carriers prepare to bring their operations into harmony. "When it comes to safety, let's go the more conservative route," she said recently. "When the simulator doesn't move, we feel strongly you don't get the quality [of] training."

Depending on the outcome of United's training-integration efforts, the airline could set the stage for other carriers to follow suit. Smaller, financially-strained airlines—including some in developing countries and certain U.S. commuter carriers—may try to jump on the cost-saving trend, safety experts said.

That would undercut the general tendency of commercial-jet manufacturers and global pilot-training companies to prod fast-growing carriers to embrace full-motion simulators with the greatest possible realism.

"All of our training programs meet and exceed FAA requirements," said a United spokeswoman. "We continuously review and implement best practices" to ensure optimal training methods to give pilots "a complete and thorough experience."

An FAA spokeswoman said Continental relies on "an innovative approach" for using so-called fixed-base simulators to assess the ability of pilots "to work together to assess and handle unusual, complex situations."

Now, leaders of the merged company's training department are pushing to expand that training model across the entire fleet.

Continental pilots still must periodically demonstrate mastery of certain flying skills in full-motion simulators. But for their final simulator test—replicating various problems or emergencies encountered on what is supposed to be an actual flight—aircraft motion isn't a factor.

Training managers at other carriers, by contrast, contend it is short-sighted and even potentially dangerous to validate pilot skills and decision-making without the benefit of the most realistic aircraft motion. Full-motion simulators are designed to help pilots better understand and cope with engine failures, aircraft upsets, impending stalls, windy landing conditions and many other types of emergencies.

John Allen, a senior FAA official who helped devise the principles allowing Continental to specifically tailor training to its operations, declined to comment.

Continental convinced the FAA by showing that pilots who successfully go through its training program are just as proficient as those who use full-motion simulators. In addition, every Continental pilot must pass a random check of cockpit proficiency at least every two years.

Maynard L. Hill, Small-Scale Lindbergh, Dies at 85

By Bruce Weber, The New York Times

In August 2003, his balsa-and-Mylar plane with a six-foot wingspan and a fully-fueled weight of just under 11 pounds made the nearly 1,900-mile crossing from Newfoundland to the west coast of Ireland. It was named the *Spirit of Butts Farm*, for the Maryland site of many a test flight.

Mr. Hill was 77 at the time and, amazingly, nearly blind from macular degeneration and mostly deaf as well. The successful journey, which took just under 39 hours, was the culmination of seven years of work on the plane and a lifetime's devotion to — some would say obsession with — the design, construction and flight of model aircraft.



An inveterate tinkerer who enjoyed, above all, pushing the limits of model planes, he set 25 world records for speed, duration and altitude, for both powered flights and gliders. In 1970, he designed a model that ascended to 26,990 feet. Another of his planes reached a speed of 150.9 miles per hour in 1984. The trans-Atlantic flight set records for distance in a straight line — 1,882 miles — and flight duration: 38 hours, 52 minutes, 14 seconds. He had help in programming the in-flight computer, in building and testing the plane and in guiding it to a landing in Ireland, but its design was purely his own.

Mr. Hill, who helped design early military drones, worked for 26 years as a metallurgist for the Johns Hopkins University Applied Physics Laboratory, first as a specialist in metals that can endure high temperatures, later as the manager of a program that was right up his avocational alley: research into unmanned aircraft.

Maynard Luther Hill was born on Feb. 21, 1926 — a year before Charles Lindbergh's historic flight — in Lehigh, PA, north of Allentown, where his father, Claude, was a blacksmith, and his mother, Esther, worked in a mill. He was fascinated by aviation, both life-size and miniature, from an early age. "By age 9," he wrote in an autobiographical essay, I had acquired a fairly serious addiction to balsa wood and glue."

He served in the Navy during World War II and afterward studied metallurgy on the G.I. Bill at Pennsylvania State University, where he earned Bachelor of Science and Master of Science degrees.

Mr. Hill had built predecessors to the *Spirit of Butts Farm*. One, *Marvelous Martha*, set several distance records; on its test flights. Mr. Hill had a habit of chasing it down the highway in a convertible. Another, *Old Faithful III*, set a pair of duration records. Their success put the trans-Atlantic journey in Mr. Hill's mind.

Using specially made glasses and a glue that was dyed red so he could see it, he eventually built 29 versions

of his design and traveled to Newfoundland with a flight team in August of three consecutive years. In 2001, the flight was postponed because of technical glitches. The next year, Mr. Hill and his team launched three separate planes, and all three crashed into the ocean. The first attempt in 2003 suffered the same fate; but the second was successful. The plane took off at 8 p.m. on Aug. 9, and word reached Mr. Hill from Ireland that it had landed safely just after 2 p.m. there on Aug. 11.

"I buried my head on Gay's shoulder and wept unashamedly for joy," Mr. Hill later wrote.

HO HUM. JUST ANOTHER ROUTINE MEMO FROM THE FLIGHT OFFICE

I thought you would like to see the notice that British Airways sent to its pilots explaining what we in the US refer to as the "monitored approach" method where on an approach to very low visibility and ceiling one pilot flies the approach and when the other pilot sees the runway he takes the plane and lands. This removes the problem of the pilot having to make the transition from flying instruments and at the last minute looking outside and getting his bearings" as the other pilot is already "outside". If the pilot not flying says nothing by the time they reach "minimums", the pilot flying automatically starts the "go-around" procedure as he is still on the instruments.

Now try this actual explanation of this procedure from the British Airways manual:

*** *British Airways Flight Operations Department Notice* ***

There appears to be some confusion over the new pilot role titles. This notice will hopefully clear up any misunderstandings.

The titles P1, P2, and Co-Pilot will now cease to have any meaning, within the BA operations manuals. They are to be replaced by:

- Handling Pilot,
- Non-handling Pilot,
- Handling Landing Pilot,
- Non-Handling Landing Pilot,
- Handling Non-Landing Pilot, and
- Non Handling Non-Landing Pilot.

The Landing Pilot, is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot, hands the handling to the Landing Pilot at eighty knots. The Non-Landing (Non-Handling, since the Landing Pilot is handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot. The Landing Pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go-around", in which case the Handling Non-Landing Pilot, continues Handling and the Non-Handling Landing Pilot continues non-handling until the next call of "land" or "go-around", as appropriate. In view of the recent confusion over these rules, it was deemed necessary to restate them clearly. Ahh yes! The ever so difficult Official Definition of "I got it versus You got it" situation.

Pickles/Brian Crane



Koga's Zero

by Jim Reardon

In April 1942 thirty-six Zeros attacking a British naval base at Colombo, Ceylon (now Sri Lanka), were met by about sixty Royal Air Force aircraft of mixed types, many of them obsolete. Twenty-seven of the RAF planes went down: fifteen Hawker Hurricanes (of Battle of Britain fame), eight Fairey Swordfish, and four Fairey Fulmars. The Japanese lost one Zero.



Five months after America's entry into the war, the Zero was still a mystery to U.S. Navy pilots. On May 7, 1942, in the Battle of the Coral Sea, fighter pilots from our aircraft carriers Lexington and Yorktown fought the Zero and didn't know what to call it. Some misidentified it as the German Messerschmitt 109.

A few weeks later, on June 3 and 4, warplanes flew from the Japanese carriers Ryujo and Junyo to attack the American military base at Dutch Harbor in Alaska's Aleutian archipelago. Japan's attack on Alaska was intended to draw remnants of the U.S. fleet north from Pearl Harbor, away from Midway Island, where the Japanese were setting a trap. (The scheme ultimately backfired when our Navy pilots sank four of Japan's first-line aircraft carriers at Midway, giving the United States a major turning-point victory.)

In the raid of June 4, twenty bombers blasted oil storage tanks, a warehouse, a hospital, a hangar, and a beached freighter, while eleven Zeros strafed at will. Chief Petty Officer Makoto Endo led a three-plane Zero section from the Ryujo, whose other pilots were Flight Petty Officers Tsuguo Shikada and Tadayoshi Koga. Koga, a small nineteen-year old, was the son of a rural carpenter. His Zero, serial number 4593, was light gray, with the imperial rising-sun insignia on its wings and fuselage. It had left the Mitsubishi Nagoya aircraft factory on February 19, only three and a half months earlier, so it was the latest design.

Shortly before the bombs fell on Dutch Harbor that day, soldiers at an adjacent Army outpost had seen three Zeros shoot down a lumbering Catalina amphibian. As the plane began to sink, most of the seven-member crew climbed into a rubber raft and began paddling toward shore. The soldiers watched in horror as the Zeros strafed the crew until all were killed. The Zeros are believed to have been those of Endo, Shikada, and Koga.

After massacring the Catalina crew, Endo led his section to Dutch Harbor, where it joined the other eight Zeros in strafing. It was then (according to Shikada, interviewed in 1984) that Koga's Zero was hit by ground fire. An Army intelligence team later reported. bullet holes entered the plane from both upper and lower sides. One of the bullets severed the return oil line between the oil cooler and the engine. As the engine continued to run, it pumped oil from the broken line. A Navy photo taken during the raid shows a Zero trailing what appears to be smoke. It is probably oil, and there is little doubt that this is Zero 4593.

After the raid, as the enemy planes flew back toward their carriers, eight American Curtiss Warhawk P-40s shot down four Val (Aichi D3A) dive bombers thirty miles west of Dutch Harbor. In the swirling, minute's long dogfight, Lt. John J. Cape shot down a plane identified as a Zero. Another Zero was almost instantly on his tail. He climbed and rolled, trying to evade it, but those were the wrong maneuvers to escape a Zero. The enemy fighter easily stayed with him, firing its two deadly 20-mm cannon and two 7.7-mm machine guns. Cape and his plane plunged into the sea. Another Zero shot up the P-40 of Lt. Winfield McIntyre, who survived a crash landing with a dead engine.

Endo and Shikada accompanied Koga as he flew his oil-spewing airplane to Akutan Island, twenty-five miles away, which had been designated for emergency landings. A Japanese submarine stood nearby to pick up downed pilots. The three Zeros circled low over the green, treeless island. At a level, grassy valley floor half a mile inland, Koga lowered his wheels and flaps and eased toward a three-point landing. As his main wheels touched, they dug in, and the Zero flipped onto its back, tossing water, grass, and gobs of mud. The valley floor was a bog, and the knee-high grass concealed water.

Endo and Shikada circled but there was no sign of life. If Koga was dead, their duty was to destroy the downed fighter. Incendiary bullets from their machine guns would have done the job, but Koga was a friend, and they couldn't bring themselves to shoot. Perhaps he would recover, destroy the plane himself, and walk to the waiting submarine. Endo and Shikada abandoned the downed fighter and returned to the Ryujo, two hundred miles to the south. The Ryujo was sunk two months later in the eastern Solomons by planes from the aircraft carrier Saratoga. Endo was killed in action at Rabaul on October 12, 1943, while Shikada survived the war and eventually became a banker.

The wrecked Zero lay in the bog for more than a month, unseen by U.S. patrol planes and offshore ships. Akutan is often foggy, and constant Aleutian winds create unpleasant turbulence over the rugged island. Most pilots preferred to remain over water, so planes rarely flew over Akutan. However, on July 10 a U.S. Navy Catalina (PBY) amphibian returning from overnight patrol crossed the island. A gunner named Wall called, "Hey, there's an airplane on the ground down there. It has meatballs on the wings." That meant the rising-sun insignia. The patrol plane's commander, Lt. William Thies, descended for a closer look. What he saw excited him.

Back at Dutch Harbor, Thies persuaded his squadron commander to let him take a party to the downed plane. No one then knew that it was a Zero. Ens. Robert Larson was Thies's copilot when the plane was discovered. He remembers reaching the Zero. We approached cautiously, walking in about a foot of water covered with grass. Koga's body, thoroughly strapped in, was upside down in the plane, his head barely submerged in the water. We were surprised at the details of the airplane, Larson continues. It was well built, with simple, unique features. Inspection plates could be opened by pushing on a black dot with a finger. A latch would open, and one could pull the plate out. Wingtips folded by unlatching them and pushing them up by hand. The pilot had a parachute and a life raft. Koga's body was buried nearby. In 1947 it was shifted to a cemetery on nearby Adak Island, and later, it is believed, his remains were returned to Japan.

Thies had determined that the wrecked plane was a nearly new Zero, which suddenly gave it special meaning, for it was repairable. However, unlike U.S. warplanes, which had detachable wings, the Zero's wings were integral with the fuselage. This complicated salvage and shipping. Navy crews fought the plane out of the bog. The tripod that was used to lift the engine, and later the fuselage, sank three to four feet into the mud. The Zero was too heavy to turn over with the equipment on hand, so it was left upside down while a tractor dragged it on a skid to the beach and a barge.

At Dutch Harbor it was turned over with a crane, cleaned, and crated, wings and all. When the awkward crate containing Zero 4593 arrived at North Island Naval Air Station, San Diego, a twelve-foot-high stockade was erected around it inside a hangar. Marines guarded the priceless plane while Navy crews worked around the clock to make it airworthy. There is no evidence the Japanese ever knew we had salvaged Koga's plane.

In mid-September Lt. Cmdr. Eddie R. Sanders studied it for a week as repairs were completed. Forty-six years later he clearly remembered his flights in Koga's Zero. My log shows that I made twenty-four flights in Zero 4593 from 20 September to 15 October 1942, Sanders told me. These flights covered performance tests such as we do on planes undergoing Navy tests. The very first flight exposed weaknesses of the Zero that our pilots could exploit with proper tactics. The Zero had superior maneuverability only at the lower speeds used in dogfighting, with short turning radius and excellent aileron control at very low speeds. However, immediately apparent was the fact that the ailerons froze up at speeds above two hundred knots, so that rolling maneuvers at those speeds were slow and required much force on the control stick. It rolled to the left much easier than to the right. Also, its engine cut out under negative acceleration, as when nosing into a dive due to its float-type carburetor.

We now had an answer for our pilots who were unable to escape a pursuing Zero. We told them to go into a vertical power dive, using negative acceleration, if possible, to open the range quickly and gain advantageous speed while the Zero's engine was stopped. At about two hundred knots, we instructed them to roll hard right before the Zero pilot could get his sights lined up. This recommended tactic was radioed to the fleet after my first flight of Koga's plane, and soon the welcome answer came back: It works! Sanders said,

satisfaction sounding in his voice even after nearly half a century.

Thus by late September 1942, Allied pilots in the Pacific theater knew how to escape a pursuing Zero. Was Zero 4593 a good representative of the Model 21 Zero I asked Sanders. In other words, was the repaired airplane 100 percent. About 98 percent, he replied. The zero was added to the U.S. Navy inventory and assigned its Mitsubishi serial number. The Japanese colors and insignia were replaced with those of the U.S. Navy and later the U.S. Army, which also test-flew it. The Navy pitted it against the best American fighters of the time, the P-38 Lockheed Lightning, the P-39 Bell Airacobra, the P-51 North American Mustang, the F4F-4 Grumman Wildcat, and the F4U Chance Vought Corsair, and for each type developed the most effective tactics and altitudes for engaging the Zero.

In February 1945 Cmdr. Richard G. Crommelin was taxiing Zero 4593 at San Diego Naval Air Station, where it was being used to train pilots bound for the Pacific war zone. An SB2C Curtiss Helldiver overran it and chopped it up from tail to cockpit. Crommelin survived, but the Zero didn't. Only a few pieces of Zero 4593 remain today. The manifold pressure gauge, the air-speed indicator, and the folding panel of the port wingtip were donated to the Navy Museum at the Washington, D.C., Navy Yard by Rear Adm. William N. Leonard, who salvaged them at San Diego in 1945. In addition, two of its manufacturer's plates are in the Alaska Aviation Heritage Museum in Anchorage, donated by Arthur Bauman, the photographer. Leonard, recently told me, the captured Zero was a treasure. To my knowledge no other captured machine has ever unlocked so many secrets at a time when the need was so great.

A somewhat comparable event took place off North Africa in 1944, coincidentally on the same date, June 4, that Koga crashed his Zero. A squadron commanded by Capt. Daniel V. Gallery, aboard the escort carrier Guadalcanal, captured the German submarine U-505, boarding and securing the disabled vessel before the fleeing crew could scuttle it. Code books, charts, and operating instructions rescued from U-505 proved quite valuable to the Allies. Captain Gallery later wrote, Reception committees which we were able to arrange as a result may have had something to do with the sinking of nearly three hundred U-boats in the next eleven months. By the time of U-505's capture, however, the German war effort was already starting to crumble (D-day came only two days later), while Japan still dominated the Pacific when Koga's plane was recovered.

A classic example of the Koga plane's value occurred on April 1, 1943, when Ken Walsh, a Marine flying an F4U Chance-Vought Corsair over the Russell Islands southeast of Bougainville, encountered a lone Zero. I turned toward him, planning a deflection shot, but before I could get on him, he rolled, putting his plane right under my tail and within range. I had been told the Zero was extremely maneuverable, but if I hadn't seen how swiftly his plane flipped onto my tail, I wouldn't have believed it, Walsh recently recalled. I remembered briefings that resulted from test flights of Koga's Zero on how to escape from a following Zero. With that lone Zero on my tail I did a split S, and with its nose down and full throttle my Corsair picked up speed fast. I wanted at least 240 knots, preferably 260. Then, as prescribed, I rolled hard right. As I did this and continued my dive, tracers from the Zero zinged past my plane's belly.

From information that came from Koga's Zero, I knew the Zero rolled more slowly to the right than to the left. If I hadn't known which way to turn or roll, I'd have probably rolled to my left. If I had done that, the Zero would likely have turned with me, locked on, and had me. I used that maneuver a number of times to get away from Zeros. By war's end Capt. (later Lt. Col.) Kenneth Walsh had twenty-one aerial victories (seventeen Zeros, three Vais, one Pete), making him the war's fourth-ranking Marine Corps ace. He was awarded the Medal of Honor for two extremely courageous air battles he fought over the Solomon Islands in his Corsair during August 1943. He retired from the Marine Corps in 1962 after more than twenty-eight years of service. Walsh holds the Distinguished Flying Cross with six Gold Stars, the Air Medal with fourteen Gold Stars, and more than a dozen other medals and honors.

How important was our acquisition of Koga's Zero? Masatake Okumiya, who survived more air-sea battles than any other Japanese naval officer, was aboard the Ryujo when Koga made his last flight. He later co-authored two classic books, *Zero* and *Midway*. Okumiya has written that the Allies acquisition of Koga's

Zero was no less serious than the Japanese defeat at Midway and did much to hasten our final defeat. If that doesn't convince you, ask Ken Walsh.

INSIDE THE ZERO

The Zero was Japan's main fighter plane throughout World War II. By war's end about 11,500 Zeros had been produced in five main variants. In March 1939, when the prototype Zero was rolled out, Japan was in some ways still so backward that the plane had to be hauled by oxcart from the Mitsubishi factory twenty-nine miles to the airfield where it flew. It represented a great leap in technology. At the start of World War II, some countries fighters were open cockpit, fabric-covered biplanes. A low-wing all-metal monoplane carrier fighter, predecessor to the Zero, had been adopted by the Japanese in the mid-1930s, while the U.S. Navy's standard fighter was still a biplane. But the world took little notice of Japan's advanced military aircraft, so the Zero came as a great shock to Americans at Pearl Harbor and afterward.

A combination of nimbleness and simplicity gave it fighting qualities that no Allied plane could match. Lightness, simplicity, ease of maintenance, sensitivity to controls, and extreme maneuverability were the main elements that the designer Jiro Horikoshi built into the Zero. The Model 21 flown by Koga weighed 5,500 pounds, including fuel, ammunition, and pilot, while U.S. fighters weighed 7,500 pounds and up. Early models had no protective armor or self-sealing fuel tanks, although these were standard features on U.S. fighters. Despite its large-diameter 940-hp radial engine, the Zero had one of the slimmest silhouettes of any World War II fighter. The maximum speed of Koga's Zero was 326 mph at 16,000 feet, not especially fast for a 1942 fighter. But high speed wasn't the reason for the Zero's great combat record. Agility was. Its large ailerons gave it great maneuverability at low speeds. It could even outmaneuver the famed British Spitfire. Advanced U.S. fighters produced toward the war's end still couldn't turn with the Zero, but they were faster and could out climb and out dive it. Without self-sealing fuel tanks, the Zero was easily flamed when hit in any of its three wing and fuselage tanks or its droppable belly tank. And without protective armor, its pilot was vulnerable.

In 1941 the Zero's range of 1,675 nautical miles (1,930 statute miles) was one of the wonders of the aviation world. No other fighter plane had ever routinely flown such a distance. Saburo Sakai, Japan's highest-scoring surviving World War II ace, with sixty-four kills, believes that if the Zero had not been developed, Japan would not have decided to start the war. Other Japanese authorities' echo this opinion, and the confidence it reflects was not, in the beginning at least, misplaced. Today the Zero is one of the rarest of all major fighter planes of World War II. Only sixteen complete and assembled examples are known to exist. Of these, only two are flyable: one owned by Planes of Fame, in Chino, California, and the other by the Confederate Air Force, in Midland, Texas.

Note: Jim Rearden, a forty-seven-year resident of Alaska, is the author of fourteen books and more than five hundred magazine articles, mostly about Alaska. Among his books is *Koga's Zero: The Fighter That Changed World War II*.

What to do when talking to Customer Service Rep in a foreign Country

When you are talking on the phone to any US customer service representative that is based in a foreign country (like India, the Philippines or Mexico), you might consider doing the following.

I have done this and it works! Any time you call an 800 number (for a credit card, banking, charter communications, health insurance, insurance, you name it) and you are transferred to a representative from a foreign country and you have a hard time understanding them try this.

After you connect and you realize that the customer service representative is not from the USA politely say, "I'd like to speak to a customer service representative in the United States of America." The rep might suggest talking to his/her manager, but, again, politely say, "Thank you, but I'd like to speak to a customer service representative in the USA." YOU WILL BE IMMEDIATELY CONNECTED to a rep in the USA. It only takes less than one minute to have your call re-directed to the USA. Once when I got redirected to a USA rep, I asked again to make sure - and yes, she was from Fort Lauderdale. Author unknown

LETTERS

ROBERT AHRENS—Belmont, CA

I have reached the age of 87, extended my Drivers License for another five years, and most of my body parts are still working, thanks to the modern supply of pills.

I still volunteer several days a week at our local Senior Center. Ocean fishing has declined due to raising cost, fewer boats, less fisherman and limited catch. It's more successful to take a trip to the food market.

Haven't been on or near an airplane for some time but still look up when one flies over head. Stay healthy, *Bob*

WALLACE E AMLING—Leucadia, CA

Enjoyed the RUAEA convention in PDX. A few other pilots were there.

I broke my hip 9/29/2010 and am just about back to normal. I can't surf but am playing tennis and golf.

Thanks for all your efforts in putting out the *RUPANEWS*. *Wallace*

MYRWIN "Andy" ANDERSON—Henderson, NV

Once again I am late with the dough. Please forgive me for not getting my check in sooner, but a lot of

things around my house have kept me pretty busy. I have my Grandson living with me and, since he just started college in September, I have been on the move to make sure he keeps up on his studies. It's worst than flying an all nighters'. Teenagers sure keep you busy.

The Las Vegas High Rollers have taken a break from our monthly luncheon meeting and will start them up again in October. That seems to be when we get most of our members back from the cool north weather, you know who you are. (Joke).

I would like to thank all the people who work on the *RUPANEWS*. I sure enjoy receiving it each month. Thanks. *Andy*

MARGARET BARNARD—Los Angeles, CA
Hello Cleve. August 8 would have been the 90th birthday of my husband, Charles Barnard, and it's dues time again.

This past year has had ups and downs for me. The ups-- two trips to Virginia, once Thanksgiving, and May to attend graduation of my grandson from James Madison University. Then in March, another grandson was married to a lovely young lady here in Orange. Not so good news: Two weeks ago my home was broken into. I was doing errands but arrived home in a short time and he or they scampered. Luckily, very little was taken, and a window was broken. Needless to say I now have an alarm system. Also this year, I needed surgery because of glaucoma in one eye. Mostly, things are Aokay.

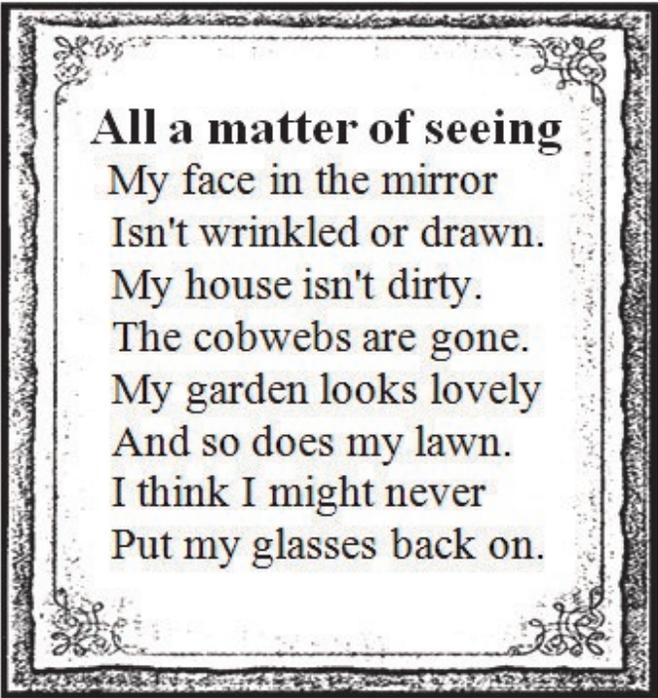
I have sent my dues check to Leon. Thank You for all the work you gentlemen do to keep us in touch. *Margaret*

JIM BERTELSON—Ivanhoe, IL

64 years old, time for my biennial report. Linda and I are doing well. Medically, triccare takes good care of us (no need for any UAL offering).

It was a good idea to stay in the Navy Reserves. The kids are fine. Son Eric and wife Janie have two boys now, Mac and Gus. They're quite a pair. With our children educated, employed and married, we are finished being parents. Grand parenting is the current gig. Amanda and husband, Jared, live in England (Chelsea, if you remember those London layovers).

Linda retired last October, so my three years of autonomy are over. We bought a Cadillac STS for



All a matter of seeing
My face in the mirror
Isn't wrinkled or drawn.
My house isn't dirty.
The cobwebs are gone.
My garden looks lovely
And so does my lawn.
I think I might never
Put my glasses back on.

the long road trips. With sixteen years since the last new vehicle, great changes in technology, four days to get through the owner's manual.

We spent one week in Charleston, SC for our daughter's wedding, and a week in Connecticut for Turkey Day with our son. Then two weeks in Florida, missing the big blizzard in Chicago-land, with stops along the way in Nashville (Country Music Hall of Fame for Linda's birthday), and Pensacola (Naval Aviation Museum on the fortieth anniversary of my Navy Wings of Gold). We visited friends along the way. We then took a flight to Heathrow for a great week with our daughter and her husband. Linda stayed over there to attend Wimbledon. We enjoy following our sports teams, Northwestern, White Sox, Blackhawks and Packers.

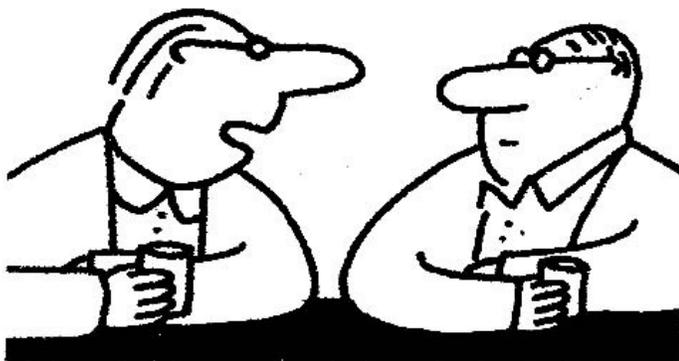
I read a lot of the old classic books and watch old movies. Work out six days a week to fight the aging process, also a little golf, tennis, biking and do volunteer work with the Community Emergency Response Team.

It took three years to sell the old house, but at least it is gone. Life is good, and if you are in our area, stop in for a beer. *Jim*

JOHN BIEGER—Boca Raton, FL

Surprise! Big 90 on August 26, 2011. Never imagined I'd grow old. The doctors said I wouldn't, but I feel old. No hurting and good family. Lucky me.

John



**"I'm at that awkward age—
can't decide whether to get a hearing
aid or an earring."**

JERRY BLALOCK—Carmichael, CA

Hi Cleve, Thanks for all the good work you have done for RUPA over all these years. It's well appreciated. For a big change I have mailed my renewal check plus a little *right on time*.

Same old things up here in Sacatomato, actually Carmichael. Am still flying our club's super C182 and giving the other 9 members all their flight reviews - a great way to standardize them and extend the TBO. Am active in the Sac County Sheriff's Air Squadron at Executive Airport and I'm a Reserve Deputy Sheriff which gets me in on some exciting assignments. I'm also having fun with the Aerospace Museum of California located at the old McClellan AFB property, now known as McClellan Park. We have 6 excellent "X-Plane" simulators which we use to familiarize young'uns with the principles of aviation. So I keep pretty busy and out of the bars ... well, almost.

Ann now has 41 years with United! Gad, that's a lot! Beats my 27 very junior years (thank goodness for the 2½ years at TK and 23 with the USAF!!). We rec'd a nice plastic plaque from UAL for her 40-year mark. She'll wait till the merger is firm, then make a decision regards retirement.

I was saddened at the passing of Captain Lee Wood. It was a joy flying with Lee as a "Third Man" in the B737 up and down the Valley. An outstanding Captain, pilot, gentleman and friend. He will be missed by us all. *Jerry*

TOM COSGROVE—Potomac, MD

Just had my 81st birthday and don't feel 2 days over 80. Health wise the usual, foot problems, back and other aches and pains.

Our only daughter-in-law (we have seven daughters) had a bad year as she had a brain aneurism in the spring. Her recovery is slow. She is very active, teaches school, swims daily with seniors, plays golf etc. She is in our prayers daily.

A couple of high school and college graduations have kept us busy.

Look forward to the end of July when we take all of the kids to the beach.

I enjoy the RUPANEWS each month. See you all next year. *Tom*

JIM DOWNING—Crystal Lake, IL

It's time to start year six of retirement; in some ways it seems like yesterday and in other ways, a time so long ago I can barely remember. Like others have mentioned, I still have goofy dreams about United, like endlessly walking the terminal while looking for my gate.

Joani and I continue to live in the same house in Crystal Lake, we hate the winters but enjoy the summers and the company of our two adult daughters who live in Chicago.

For the third time, we rented a condo in SW Florida for February and March. When you include driving back and forth, that gets us out of the snow for three months and makes winter pretty tolerable.

We continue in the local Corvette club; day trips, weekend trips, a little racing, and the long vacation in Florida. Great fun and the Corvette with the exhaust open does sound like a P-51. One of the members turned 81 this month and is still growing strong, a real inspiration for us.

One of our exchange-student "daughters" from 16 years ago just got married in Switzerland, and all 5 of us (including our son-in-law) went for the occasion. Wife/1 daughter/I flew Icelandair to Keflavik and then Milan, train to a small town on Lake Como, and a leisurely week of driving/touring to Geneva. A great trip! The daughter hadn't driven a stick shift for many years and was never very good at it, this time she was chewing gum to cover the smell of her burning clutch.

Hopefully, RUPA will start to get some new members soon as pilots hit age 65.

The check is enroute via snail mail, plus a little extra to cover the misc expenses. Thanks for all your work keeping RUPA going. *Jim*

MIKE & CLARE GALLAGHER—Sparta, NJ
Another year has gone by and we are still living in Sparta, NJ in the same house my father-in-law designed 36 years ago. All our daughters and their families are close by making it easier to see our eight grandchildren. Our youngest daughter, Casey, just had her first baby Jan. 23, 2011.

We are in good health and feel truly blessed. We are planning on a trip to Paris this month on CAL out of EWR and then using miles on BA to go to London in Sept.

Until next year keep the blue side up.

Mike & Clare

LISLE HICKS—Loon Lake, WA

Dear Cleve and everyone else. Time goes quickly these days. I seem to be busy all the time but do not seem to get much accomplished.

Both Donna and I are in good health; thank God for that. Our daughter graduated from high school, turned 18 and decided to get married. Talk about a rush job!

We are fixing up a mobile home on our property to help them get started. Our grandson, whom we are raising, is 13. In another five years I suppose I can look forward to the same thing. Everyone seems to be in such a rush.

I miss the flying and all the wonderful people I flew with, but things are so different now. I am glad to be out of the rat race. We spend a lot of time just working on our property and doing church activities. Seeing the world again just does not interest me.

I would like to express my appreciation for all those hard-working and faithful comrades who make this magazine possible. God bless you all. *Lisle*

NICK HINCH—Parker, CO

Hello Cleve. Can't believe it's time for the yearly update, and to once again say thanks for all of the wonderful work you do.

Just turned 65 on the 8th of July, and at long last I am done with commercial aviation. The long, personal nightmare of flying with Air India is over, and the detox process will now begin. I'm guessing it'll take about six months to get all of the curry out of my body. To say that it was a miserable experience is putting it mildly, but we got the job done. Sorry to say there are still some lost souls, about half a dozen from United, still over there.

I don't have any plans for the moment, as I want to relax and enjoy the summer without the thought of commuting to India to fly for three weeks out of every month. My wife's mother entered hospice just after I returned from my final flight, and I know that is going to be our priority for the next several weeks.

We do have a trip planned at the end of August to our time share on Kauai, so we are really excited about our first real vacation since 2004 and a little R and R on the island. And now that I am a free man, I do want to connect with the RUPA group here in Denver. I have been wanting to see former United

cronies from the past "good old days," whenever those were. I'm looking forward to my first luncheon with the Denver Good Ol' Boys. Cheers, *Nick*

H. "BO" HUMPHREY—Camarillo, CA

Another year older, health nothing to brag about, but at least I'm still vertical.

A little good news from the PBGC last November that I would get a small increase in the retirement paycheck. This happened right away, but the check for the back pay took exactly six months.

Going thru some old files, I found an old "Dear Abby" column published in the Los Angeles Times a few years ago. Thought you might enjoy reading it:

"Dear Abby, When I went to City Hall to renew my dog's license, I told the clerk I wanted a license for Sex. He said "I'd like one too!" Then I said "But this is for a dog." He said he didn't care what she looked like. Then I said "You don't understand. I've had Sex since I was 9 years old." He winked at me and said "You must have been quite a kid."

When I got married and went on my honeymoon, I took my dog with me. I told the hotel clerk I wanted a special room for Sex. He said "You don't need a special room for Sex. As long as you pay your bill, we don't care what you do." I said "Look, you don't understand. Sex keeps me awake at night." The clerk said "Funny, I have the same problem." Well, one day, I entered Sex in a contest, but before the competition began, the dog got loose and ran away. Another contestant asked me why I

was just standing there looking disappointed. I told him that I had planned to have Sex in the contest. He said "Wonderful! If you sell tickets you'll clean up!" "But you don't understand," I said. "I want to have Sex on TV." He said, "They already have that on cable. It's no big deal anymore." Well, my wife and I decided to separate, so we went to court to fight for custody of the dog. I went to the judge, "Your honor, I had Sex before I was married." The judge said, "The court is not a confessional. Please stick to the facts." Then I told him that after I was married, Sex had left me. He said "Me too." Well, last night Sex ran away again, and I spent hours looking all over town for him. A cop came over and asked "What are you doing in this alley at 4 o'clock in the morning?" I said "I'm looking for Sex." My case comes up Friday."

Until next year, stay healthy! *Bo & Barbara*

ANDRE LAMBERT—North Palm Beach, FL

Here is a check for two more years. I was going to bitch about Capitol Hill, but I see a lot of people beat me to it.

Health is good. Riding my Harley, flying my Beech Baron and the Robinson helis. Cheers, *Andy*

GEORGE McCULLOUGH—Suquamish, WA

Eighteen years of retirement now, all good, and am now beginning to look into retirement communities.

Beth does not feel comfortable traveling anymore, due to health considerations, so the only traveling I do is solo. I usually try to make a couple of trips each year to a spot where it is warmer and dryer to use my telescope for star gazing. I got so frustrated with the cold, wet spring here that I used a pass to spend a few days of sunshine in Hawaii. United had everything so badly oversold that I ended up in the bowels of a 767 to get there. It was a disgusting experience that I will never accept again.

I still enjoy the *RUPANEWS*, an excellent publication, and thanks to all those involved.

So long for now, I plan on being here next year.

George

DOUG MERRICK—Walpole, ME

Another year has sped by, and Sue and I are running like crazy trying to keep up, but think we are losing the battle. Maybe we need some new Keds.

But our health is good and we are having a good



time here in Mid-coast Maine. Beautiful Winter with some good snowstorms to play around in. Now we are working on keeping the mosquitoes down to a manageable level and waiting for the fog to burn off. Pretty soon though the good life here will return. Nothing like the tornadoes, floods, and wildfires that a lot of people are suffering through. Our hearts go out to them!

Made our annual pilgrimage to Maui last Fall to check on the condo, and came back home via Vancouver and a train trip across Canada to Toronto, with stops at Banff, Lake Louise, and Jasper National Parks. Great trip, and sure was a lot more enjoyable than the flight over. We don't even bother with passes anymore, but still it doesn't seem to make much difference....flying isn't what it used to be.

This past Spring we took a quick jaunt over to Barcelona. Service was much better on Lufthansa and we really enjoyed the city. Over to Scandinavia country next week for a spell, and then the rest of the summer here in Maine. Seems like we sit here and see our boat on the dock, but are never around long enough to use it much. Guess part of the reason is because we are also back to camping (if you can call RVing camping). But we get to see parts of the country we would probably never get to. Got back two weeks ago from a quick trip to the 1,000 islands.

With both of our sons flying for the airlines, we sure don't hear much in the way of good news!!

Guess that's it from here. Back to weeding the garden! Needless to say, my golf game is definitely going downhill!! Cheers; *Doug & Sue*

HANS MIESLER—Penrose, CO

Hello, I flew my retirement flight from OGG to DEN on the 24th of June, 2007. It was with little fanfare that I walked off that 767-300 and took the employee bus to the parking lot for the last time. The two hour drive to my home in Southern Colorado was tougher that summer than the four hours I spent getting home one winter in a snow storm. With the loss of the ESOP and a UAL retirement, my mood was somber to say the least.

I was determined to resign from flying 767's on my terms and found a position as Captain flying from a small island nation in the South Pacific. Most of the flying was long haul, over water and it was then that

I decided life was too short to spend on making a point which I'm sure didn't register with the FAA or ALPA anyway. After nine months of commuting to the left seat in paradise, it was time to retire from the Boeing.

Since then, my wife and I have taken numerous trips and none of them required vacation override and a need to return home at a particular time. In '09 we explored the Coast of California on our Harley Heritage that now has 110,000 miles and still going strong. On our return from CA, we spent a week in Utah exploring the Reef National Monument and the Escalante area including the Staircase. I made it a point to visit Hanksville and show Mary the VOR so prominent on our flights out West.

Last summer we embarked on a road trip I've long dreamt about. We drove the length of the ALCAN Highway and eventually ended up in Prudhoe Bay. The Canadian Provinces BC, Alberta and the Yukon are spectacular and we enjoyed camping in our Big Foot truck camper. On a PBGC retirement, that's about as big a rig I'll own but it sure beats sleeping in tents like we observed the younger guys riding bicycles. We logged over 10,000 miles and seven weeks on that trip and felt fortunate to actually see Mt. Denali which is covered by clouds 70% of the time. It took three days to clean the mud from all the nooks and crannies under my truck. Summer is road repair time up North and it goes 24/7.

The remaining months in '10 was used in preparation for a climbing adventure in Ecuador. I was scheduled to train on glacier and ice climbing technique and then summit three volcanic peaks in South America. Prior to departing on this adventure, I spent many days in our mountains hiking and climbing to be prepared for the 20 day stay in Ecuador. I had a wonderful time and not only met the challenge but many nice people as well. I had no idea that palm trees could live at 9,500ft or that Ecuador highlands had vast greenhouses to grow and export flowers. Try that in Leadville CO.

I will digress for a moment now and explain my decision to join RUPA. In 1973 while stationed at Ft. Lewis WA and after a tour in Viet Nam flying the AH-1G attack helicopter I met Fred Sindlinger. Fred had recently completed a scale British Hurricane fighter and we met at a fly-in. Fred was a UAL pilot back then and he had built the neatest little fighter your heart could want. His workman-

ship was impeccable and I drooled all over that little airplane while he patiently explained the building process in using wood, fabric and steel. At the time I was on Military leave from UAL where I had worked in the Maintenance Facility at SFO and we had a common love for homebuilts. It was obvious to this pilot/A+P mechanic, Fred was a first class builder. That meeting planted the seed for me to eventually build my own fighter and by 1986, now employed as a pilot for UAL, I started on an RV-4 which I completed in 1989. Just sixteen years after meeting Fred my fighter was airborne and it now has over 2,000 hours of "can't get the grin off my face" flying. I never saw Fred again but the memory of him and his Hurricane never diminished and I was happy to see his name mentioned in the Seattle Gooney Birds.



Well it's time to sign off now. We are getting ready to do a four day raft/kayak trip down the Yampa River and the Dinosaur National Monument in June. The tent has been cleaned out from last year's bugs, sleeping bags aired out, air mattresses checked for inflation and multitude of details completed for running the rapids. Hey, this retirement business is ok!!! *Hans*

STEVE PAHS—Denver, CO

I have missed a few years. At 83, I'm still plugging along.

Enjoy *RUPANEWS* and the RUPA meetings, here. Good turnout and great stories thanks to Ted Wilkinson.

Surgeries: Right and left Knee replacements with great results. Two eye lense replacements and am now "hawkeye." Hope this will improve my skeet and trap shooting on Wed & Sat at Buckley AF Base.

I renewed CFI II & MEI even though I never use them, but hate to lose them! The AOPA gives a great two day refresher course every two years. Also rRenewed my Real Estate Broker's license for 3 years, don't use this either.

Last Spring I fell down a couple stairs and cracked two ribs, had to cancel our annual April trip to Europe, but will do it last week of August. UAL: DEN-ORD-FRA, LUF: FRA-MUN. A week in Garmisch at a Military Hotel with tours to surrounding areas, no driving! Another week in Paris at a French Officer club. Madrid 7 days. Hope to see another bull fight. Do NOT yell "OLE" as in Mexico!!! Rota NAS Spain via USAF C-5 to East coast. Mary Jo enjoys poker slots at LAS. They comp us at Circus Circus. I do not gamble as I was based at Nellis AFB in '50's & '60's.

Again, we really enjoy *RUPANEWS*.

My thanks and greetings to all. Regards, *Steve*

JOHN PINTER—Vermilion, OH

Once again I'm able to remember my birthday month and to write about my past year. Now all I have to do is remember what happened. I'll be enclosing a little more in the dues check again this year. RUPA is the best deal going even at twice the price but don't tell Cleve and the boys. Remember what happened when we said we would all fly airplanes for free and United heard us?

Last year we worked the spring, summer and fall tours in Cleveland for USKids Golf. It was a lot of work but our granddaughter is playing great and it was a family affair. She was 7 years old last summer and was invited to play in the World Championships at Pinehurst NC. She finished 22 out of 49 kids in her age group from all over the world. She played individual 9 hole rounds with a girl from Japan, one from Mexico and one from Australia. She played a 4th round but I can't remember where the girl was from. (Memory's doing pretty good so far isn't it?) She will be playing in the "Worlds" again this year and we will be attending. Hopefully we will see some of the CLE Crazy's that live down there.

You hear me talk about golf all the time and I live on a golf course in Florida during the winter. If the truth-be-told I'm a high handicapper, not too impressive. However, last winter we heard that the park district was having senior games and golf was

included. Golf would be held at PGA National in Palm Beach Gardens on the Champion Course. That is the same course the Honda Classic is played on. The price was \$70 including lunch and prizes. On top of that we could play the course for \$40 prior to the tournament. That's a real Captains bargain! What a great time we had! I thought all the low handicappers would show up and it would be hit the ball and drag John, but I was wrong. There were 17 guys in my age group. It was stroke play, without handicaps, and I finished 4th. On top of that I understand the top 5 in each group will be invited to the senior championships in Lakeland FL next December. I plan to be attending but now I'm sure it will be hit the ball, drag John.

We are also busy rehabbing a new home with our daughter and her family. It was a Freddy Mac re-possession and it was totally stripped by the previous owner. All mechanicals, light fixtures, cabinets and even toilets were gone. Our son-in-law has friends in all the trades and will be able to complete the project at a fraction of the cost to having it done. It's a fun family project.

Still working on my flight simulator. I have all the hardware up and running so now I need to design the cockpit enclosure. The problem is that I seem to be flying it more than working on an enclosure. It's a lot of fun just the way it is now. That leads me to think I don't need a real cockpit design but just an enclosure open at the back with the monitors and controls at the right height (like the CPT's). My biggest challenge was to design a button I could press that would ring a bell and turn on a blue light in the kitchen so my wife would bring me a cup of coffee. She found the solution...putting a coffee pot next to the simulator.

We haven't taken any long trips but travel around visiting friends. We just had the Steidinger's from Pinehurst visiting so they could attend the CLE Cra-zies "Summer Do" hosted by Rich McMakin. A gathering of old rusty eagles, but still my hero's! Speaking of that, we will be in Ohio for Christmas this year so we will resurrect the old annual Cle Cra-zies Christmas party in December.

Stay tuned for more, *John*

HAL SPROGIS—Incline Village, NV
Cleve, thanks for your outstanding contributions to RUPA, through your "editorship" of *RUPANEWS*. Thanks also for "staying on" a bit longer. We all

understand that change is part of life and will be part of your well earned time to relax, when you are ready.

On the home front, my bride Gloria & I continue to experiment with the happy side of togetherness, during our "magical eighties." Since Gloria has 5 years more on the seniority list than I do, she has earned "cougar rights and privileges" (the equivalent of achieving the position of captain). As such, I am required to perform as her "co-pilot cub" and to obey her every wish, which I of course do! For example, she has made me attend "special meetings" on cruises. I had to take trips to spas for massages, choose "lines of flying" with travel that even required overnight stays at hotels with her (in one room no less)! So, my career is in its infancy. I am learning and eagerly awaiting my first "*CR Report*" (*Cougar Report*). I want to do --- SO well. On top of that I am required to be happy and laugh a lot, which I must admit is not to shabby of a requirement. There is a "giggle" factor that comes in to play as well, usually after a cocktail potion, that I must drink. Then there is the requirement that before every take-off I must not develop any negative thoughts. The future flight must always be positive with a philosophy of not worrying about that which we cannot control, but only "control the controllable." I admit, I have bought in to that philosophy and my "copilot-cub" life is becoming easier. Now, if I could only apply that control to my tennis (another requirement), that would be cool.

So, in closing, I have to thank my fellow pilots for giving me such useful advice, about those mysterious creatures that we affectionately call --- women. I put many of those recommendations to use when my daughter, Kimberly, found Gloria for me!

By the way, I know things are really getting good now, as I no longer have to salute my bride when we meet in the cockpit! She just reminds me that the best is always yet to come, after each landing and on to our layover! I love her positive thinking. The check is in the mail and good health to all.
Sincerely, *Hal* SFO-LAX-JFK-IAD-MIA-HNL

MRS. JUANITA STARR—LaGrange Park, IL
I had been a recently employed AA stewardess when World War II began. The article "Forty Minutes to Pearl" was very interesting!!

I enjoy every issue of the *RUPANEWS*. *Nita*

F. B. “Steve” STEPHENSON—Sonoma, CA
Cleve and all...That time of year again. I checked the final page of the June issue and I am not listed. Will forward the usual to Leon...his P. O. is just up the road from mine, so he will get my check any week now.

It has been twenty five years, more or less, since I last committed aviation for UAL. You may view my aircraft at the nearest museum.

Our health is good, considering, still playing that Scottish game. My scores, alas, bear a regrettable resemblance to my blood pressure. However, every body part works after a fashion, except for my ears.

I have the latest in hearing aids. It transmits vowels very well, and ignores consonants entirely. Goes like this. Wife asks a question. I answer. She breaks out in loud and unseemly laughter. Disconcerting, to say the least. Despite this, I will keep her. Can't move fast enough to catch another one.

Have been doing some traveling, won't bore you with it. Have one more destination on our check list. We would like to tour Italy. May get around to it one of these days. No hurry. Our family keeps expanding...no, Shirley is not pregnant, but some of our grandchildren (twelve in number, thirteen to twenty seven in ages) probably are. Some of them are even married.

See you next year, deity, choose your own, willing.
FBS

MURRAY WARREN—Lake Worth, FL

As usual, I'm a little late with my annual letter. Nothing new to report this year (number 21) except the usual frustration with my golf game. Nothing to boast or complain about which means I'm leading a dull but enjoyable life.

I get to the RUPA luncheons when we have them and stay in touch with friends via email. I still miss the flying and I guess that never leaves any of us. I hope to send another no-news-to-report letter next year. *Murray*

E.K. WILLIAMS—Round Hill, VA

Greetings from Round Hill, Virginia. This has been a good year involving family gatherings, two trips to Cape Hatteras and my annual fishing trip to Yakutat, AK with my son Eric and Bernie Schwartzman. While standing in the middle of the Situk River, I did my very best to avoid attracting the in-

terest of a Brown Bear who had managed to get between the riverbank and myself. My Son and my Buddy Bernie, most helpfully, made a photographic record of the event to ensure my survivors would have closure.

I spent a few hours with the RUPA Washington Area Eddie O'Donnell group. In addition to the quarterly luncheons, the monthly breakfasts, hosted by Gary Cook in Leesburg and Dave Malone in Manassas, were most enjoyable gatherings. I was only able to attend two of Earl Jackson's quarterly "Boy's Night Out" in Hagerstown, MD at the Schmankerl Stube Restaurant. It is always good to get together up there with the Pennsylvania and West Virginia contingent. If you are interested in meeting with us, contact me and I will see that you get on the email notice list.

We had a grand adventure leading up to my birthday. Betty and I set out, mid-May, with a 5-week road trip planned. Planned that is in a general sense. Pensacola, New Orleans, family in Houston, Austin and then a visit with her sister in Las Vegas. In the vicinity of Montgomery, we got word of the passing of the sister's husband and by-passed all planned stops in a three-day drive to Las Vegas. After a week in Las Vegas we resumed our trip by heading to Utah and spending a couple of days visiting the canyons on the way to Moab for more canyons and the Arches. At Custer, SD we checked on progress at the Crazy Horse Mountain Carving and dined at the Alpine in Hill. Then on to Fargo, ND, with a stop in Mitchell, SD where in exchange for visiting the Corn Palace I got to spend a most satisfying period of time at Cabela's.

After a good visit with friends in Fargo, we drove across the northlands to Sault St. Marie to see the Narrows and the Locks. Then over the Mackinac Bridge, by Saginaw to Dearborn, MI with plans to visit the Ford Museum. I would mention that as a Station Agent in RIC for Capital, I would dispatch the evening DC-3 going north with final stops in Saginaw and Sault Ste. Marie.

We arrived at our hotel and checked-in at 6:07 pm. Hotel security tape shows our 1997 Suburban with 245,800 miles being stolen at 7:05 pm. Responding Officer said "LoJack??, that is not used anymore. That is old technology." USAA to the rescue! They arranged a rental car with Enterprise and as soon as the office opened next morning we had a

car to get us home. After three weeks at home, there was a call from the police that began with the question "Do you have LoJack in your car?" They had received a report of a LoJack signal "somewhere" in Ohio. Four days later, by use of LoJack, the Suburban was recovered in the vicinity of Pontiac, MI. The detective involved in the recovery described the condition as mint. I asked Detective Law, yes that is his name, if the CSI unit had gotten the prints, DNA, hair and fibers collected. He replied "Yes, and we will get it solved in an hour." It is now a week later and the investigators have not released the vehicle. Despite the loss this has been a good year.

Cleve, thanks for staying on. Leon, thanks for the membership updates.

E.K. Williams '66-'97 DCA, SFO, ORD, CLE, ORD, DCA, JFK, DCA, ORD, HNL, Rolling stone gatherslittle attention.

NORMAN WITT—Palos Verdes Estates, CA
Dr. Norman E. Witt, Ed. D. LAX 1956--1988.
(Flew last trip in 1986 on DC8-71.)

I was awarded the Doctor of Education degree at UCLA in 1969. My son and former UCLA associates are about the only people who address me as "Doctor Witt." I was 84 on May 2, 2011 and decided it didn't matter if I were to use my title before I pass on.

My son Norman Jr. graduated from UCLA in 1975 and was on the UCLA rowing team and later assistant coach. He later graduated from UC, Irvine, California with an MBA and was a VP of the Irvine Company for many years. I am having a racing shell built for the UCLA rowing team by a boat builder named Coppock in the Seattle area. The shell should be finished in August 2011. Norm's wife Monica was a coxswain on the rowing team. Their daughter Colleen is also a graduate of UCLA--so, there are three generations of us who are alumni of UCLA.

The Chronic Fatigue Immune Deficiency Syndrome (CFIDS) has continued to prevent me from doing much of anything since 1995 and bladder cancer for the last seven years, which has seemingly been in remission for the last year, adds to the fatigue.

I continue to play the alto saxophone with mostly octogenarians once a week. Our leader is a Pearl Harbor survivor--having been in the engine room of

one of the ships that was bombed December 7, 1941. He is approaching 90 years of age and has outstanding stamina. Our piano player is 95 years of age. Music is a great hobby and the last stop for many of my friends.

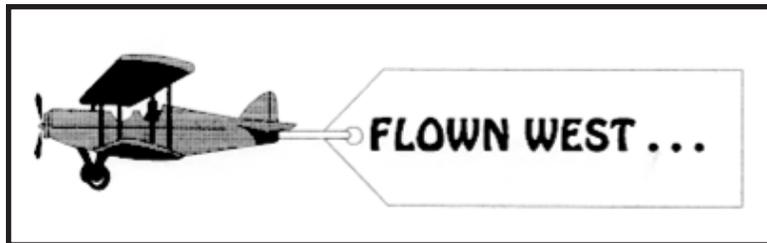
My other hobby "Ham Radio" gives me a chance to help with the Los Angeles County Disaster Communications system. The City of Palos Verdes Estates now has its own Neighborhood Amateur Radio Team (NART) disaster communication system that checks in on 447.800 Mhz with a PL of 131.80 on Monday nights at 1930 hrs. The police department is actively involved as well as employees of the Palos Verdes Peninsula School District along with the Palos Verdes Amateur Radio Club. My call sign is WI6TT, my son, Norm Jr. has the call of W6ITT and my grandson, Kevin's call is WI6TTT

W. Y. (Willie) Anderson passed away a few days ago--a P-51 Ace of WWII. He was one of a kind. I Flew the DC-6A with him as an engineer in about 1957. We took off from Midway in Chicago and barely cleared the service station at the end of the runway, and couldn't climb above 5,000 feet. We landed at OMA and barely got off the ground there. When we arrived in Denver, it was found that there was steel boiler plate on the plane that load planning never included in the gross weight!

I flew the F-51 in 1952 when it was designated as a Fighter-Bomber. The liquid cooled engine was vulnerable from ground fire in Korea and some of my classmates went down behind enemy lines after losing the coolant. One of my Class 51-D classmates, John Schaddick, was shot down on his first B-29 mission to bomb the electric plants on the Yalu River. He parachuted out safely and was in communications with a Search and Rescue team but never repatriated at the Panmunjom prisoner exchange in 1954.

I am lucky to still be alive after the Naval Aviation during WWII, the USAF during the Korean War and United Air Lines! *Norman*





Jack MacDonald	Jun. 22, 2011
J. David Gardner	Jul. 05, 2011
Robert A. Hitt	Jul.04, 2011



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 Toros (Jan. 24, 2012)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

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)—*Location to be announced*—*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, 650-349-6590
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 Crazyies (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