



RUPANEWS

Journal of the Retired United Pilots Association

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RUPANEWS

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PRESIDENT'S MESSAGE

I'm very sorry to report the passing of one of our most dedicated members, Jackie Abel. She was our Widow's Representative, and I used to consult with her two or three times a month. She was appointed to her position by our late President, Scotty Prescott, in 1997 and was a great help to many of our widows. She will certainly be missed. Is there anyone out there who would like to volunteer to take Jackie's place?

During our convention last year we had representatives from Blue Shield give us a briefing on our medical insurance coverage. One of the questions asked was what coverage do we have for hearing aids. They said that Blue Shield would pay 80% up to \$5,000, but only one time. I had been thinking about having my ears tested to see if I would be a good candidate for hearing aids. After a thorough hearing exam I was advised that my hearing could be greatly improved with them. The bill came to \$6,190 which I paid myself and the Audiologist said he would take care of notifying the insurance company. When I went back for my second checkup he presented me with a check for \$4,643. That meant I only paid \$1,447 out of my pocket and never had any contact with an insurance representative. So if any of you out there feel you might need hearing aids, now would be the time to get them.

In August 1996, Milt Jines and his cousin, Bud Puckett and I went on what was called a "British Aviation History Tour" which lasted 17 days. We visited many sites in London including the Cabinet War Rooms and many others too numerous to mention. We visited Farnborough, Duxford Air Museum, Yeovilton Naval Museum, Portsmouth, Tangmere Air Field Museum, Shuttleworth Museum, Dover Castle, Stonehenge and many other interesting places. This was such a well organized tour that I thought some of you might be interested in a tour like this. I have contacted the person who organized the 1996 tour, he is a retired USAF Col. who was an electronics specialist, and asked him if he would be interested in putting another tour together. He hasn't done one since 1996 but said he would be interested in organizing one for us. We would need at least 35 people to do this. I think we had about 40 on the last tour which included several married couples. It would be in the Fall so if you're interested please notify me and I'll start a list. I already have eight who said they would attend.

And last but not least, I'm still getting a few checks and letters that should be going to our new Sec/Treasurer, Jim Olson. Please check the previous page for Jim's address. Also, if you have email, please use it to communicate with us or submit your letters for the *RUPANEWS*.

Cheers, Cleve

EDITOR'S CORNER

Since I am the one that puts the "Letters" in the *RUPANEWS* (or not—oops!), they have to flow through me in the end. The majority of letters go to Jim Olson with a check, which makes sense. I would ask those that use a computer to write their letter, to copy and paste (Ctrl-a, Ctrl-c, and Ctrl-v) it in an email (or as an attachment) and send it to me- assuming you have email (some don't).

This saves Jim from having to snail-mail your letter to me, and my need to use the scanning process to get the letter into my computer. With an email, it's from your computer into mine.

Don't worry about formatting your letter; use whatever font, size, shape of the letter you wish-it's going to be changed anyway. Be sure to include your name as you want it to appear; your town would be helpful too.

IMPORTANT- Because I receive so much unsolicited email, I need help to sort the wheat from the chaff. Please put *RUPANEWS* as the subject of your email.

Thanks for your support,

Ted Larusson – Ed.

PBGC'S REDUCED BENEFIT AMOUNTS

By Doug Wilsman

(Written 2-16-06) About 3,600 participants who receive monthly benefit checks from the United Pilots' A-Plan got a letter two weeks ago stating the monthly benefit amount(s) PBGC will pay commencing on March 1 versus the amount that United previously paid. I have been sent a copy of this PBGC paperwork by about 75 recipients to see if I can decipher how PBGC arrived at the amount of the reduction.

About 2,600 participants got no letter because their benefit will not be reduced by PBGC and there are a few cases that PBGC has set aside because the reduced amount is tricky to figure out. These tricky-case-people will get a letter maybe by March 1st containing the estimated reduced amount effective on April 1st.

As I sit here writing this, we don't know whether the March checks will be reduced for those who were notified, and we don't know if the plan will ever terminate and if so when the effective date will be. It is a matter of interest to me and maybe to those who are slated to get reduced checks to find out the mathematical process PBGC used to arrive at their reduced amount. On US Airways, the retirees hired attorneys to take PBGC to court because PBGC did not appear to follow the law when it calculated the estimated reduced benefits. While that is a noble enterprise (and I sent them \$500 to help defray their expenses---about the same amount I have sent off to URPBPA so far). It should be understood, however, that such legal action may be *premature* on UAL even after all this legal dust has settled and we know that the plan will be terminated and the effective date.

Considering that some of the legal disputes may not be resolved short of the US Supreme Court, it might be useful to speak to how PBGC defends itself against challenges to the arithmetic it uses to reduce benefits. It should be noticed that PBGC labels these announced reductions as *estimates*. When they are challenged in court PBGC's first line of legal defense starts out that they are *not finished yet*.

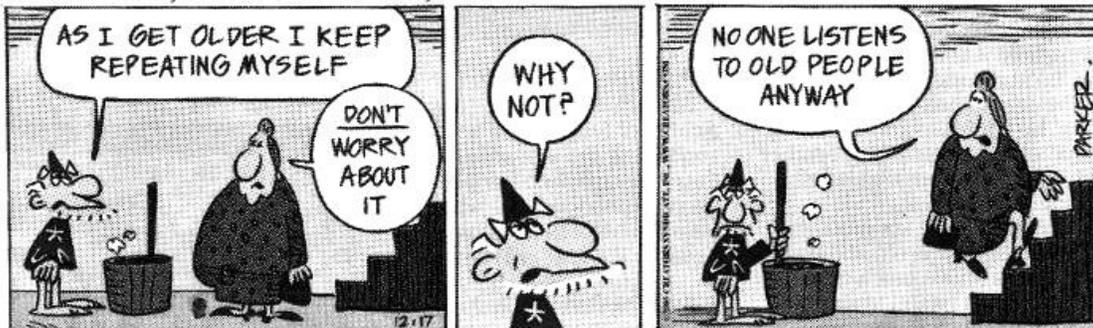
PBGC refers the judge to their time-honored policy to stick with these estimates for maybe three years after which they will issue a detailed audit to each participant and give him 45 days to avail himself of PBGC's time-honored appeals procedure. If PBGC did wrong they will make good on the damages, with interest.

So when we pay an attorney to go to court to get PBGC to correct mistakes sooner than the 3-year wait for the audit, the first thing PBGC will tell the judge is: "What's the hurry----PBGC will no doubt just naturally correct any errors during the final audit process and PBGC really can't be sure before then exactly what the correct reduction should be."

And anyway, all these participants who are concerned about a small percent that PBGC might be underpaying them temporarily, have been *substantially* overpaid by the plan every month since the check dated January 1, 2005----that's 14 checks so far.

Right now the only attorneys who represent retired United pilots and widows are very busy with matters that need attention immediately. It will be up to the members of URPBPA to decide whether they want money and energy devoted to beating on PBGC in court over the arithmetic PBGC has used to calculate the estimated reductions---if these reductions ever become effective. *Doug*

WIZARD OF ID by Brandt Parker and Johnny Hart



SW FLORIDA RUPA LUNCHEON

There was a slight nip in the air as the SW Florida RUPA gathered for our monthly luncheon at the Fort Meyers *Olive Garden* Restaurant. However, friendship soon warmed the atmosphere of the meeting room, as the record number of members engaged in spirited conversation.

Our host, TJ Sobota, started the meeting with an invocation and then after introducing new members and guests, held a discussion on matters of interest such as pensions and travel.

Gary Crittenden, our co-host, then introduced Ms Susan Sanders, from the Lee County Port Authority. Ms. Sanders gave a very informative talk on developing the new terminal for the SW FL International Airport (RSW), which opened this last fall. Some of the many issues the Port Authority had to deal with were; security, environment, seasonality, a rapidly growing population and the changing airline economy. As passengers we generally do not think of all that goes on behind the scene when building a new facility. Next time you fly into Fort Myers, take time to notice our outstanding new terminal.

Attending: Wallis Alves, Bill Bates, M/M Neil Bretthauer, M/M Lew Brubaker, Gene Chapman, Norbert Cudnowski, Rip Curtiss, Jim Druyor, Ray Hill, M/M Skip Irwin, Don Kincaid, Wesley Leighton, Harry Long, M/M Robert Maben, Al May, Jim Olson, Faith Osborn, Buzz Osterbusch, M/M Ed Prose, Ted Sobota, Jim Sutton, Mamie Thompson, Ellis VanAlstine, Dave Wait, M/M Earl Walsh, M/M Ray White, Tom Willman, Tom Tiedemann, James Howard, Jim Scherer, Ray Brooks, Chuck Hughes, guest speaker Susan Sanders and yours truly, *Gary & Janice Crittenden.*

THE CLEVELAND CRAZIES aka NORTH COAST FLYERS

Having missed several opportunities to submit the Crazies luncheon reports, I am now under a Captains Mast (real important for an Army Helicopter Pilot). We had a great turnout for our Christmas luncheon in December and though we missed John and Joann Pinter's Winter Gala, we did have a record attendance of over twenty five folks including spouses. This months luncheon at *TJ's* in Wooster Ohio was graced with the presence of several wives, Barb Griffith, JoAnne Orr, and Monica Burrill and their lesser halves Ed, Dick, and Jim. Additionally Ken Wheeler, Dave Suits, Dick Saunders, George Bleyle, Phil Jach, and Richard McMakin. Surprise guest was Dr. Chuck Hoyt of FAA Physical fame. Chuck has retired from regular practice though he still does flight physicals.

Much conversation about the big cut... and a general consensus of appreciation to the folks at URBPBA with our thanks. You folks do good!!!

Local news, George Bleyle has recently qualified as a brakeman on the Cuyahoga Valley Railroad and has more government regulations to remember. Ken Wheeler has found a new source of really poor jokes and we are trying to find it and destroy it.

Sixty degrees outside for the luncheon and a light rain. Where did winter go? We do miss our snow birds and look forward to having them back if and when spring ever arrives. Our regular meetings are still the third Thursday of the month at *TJ's* in Wooster, Ohio and we welcome guests anytime.

Keep smiling, *Richard*

Address changes, Snowbirds & Others:

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

Write: James E. Olson, PO Box 20634, Sarasota, FL 34276-3634

Or: Phone 800-787-2429

Or: E-mail jimboyfl@verizon.net

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

2006 RUPA CARIBBEAN CRUISE
Date of Cruise: October 14, 2006
11 day Roundtrip out of New York
To the Southern Caribbean
On the Brand New
Holland America MS NOORDAM

Check out deck plans and staterooms on the Internet
www.hollandamerica.com, Click on Fleet, ms Noordam,
To check out the Itinerary, go to Destinations, Caribbean,
And enter the date and ship, hit view and again on the
following page.

Depart New York with stops at: Tortola, B. V. I., St. Thomas, U.S.V.I.,
Dominica, Barbados, St. Maarten, San Juan, Puerto Rico and
Return to New York.

All prices include the \$200 port charges and fees imposed by the cruise line.
Taxes, which are \$87.85 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Fwd & Aft	\$1299
Category J Inside Cabin	Main Deck midship	\$1334
Category G Outside Cabin	Upper Promenade Deck	\$1539
Category D Outside Cabin	Main Deck midship	\$1639
Category C	Main Deck Midship	\$1689
Category VD	Verandah Deck Aft midship	\$1869
Category VC	Verandah Deck and	
	Upper Promenade Fwd & Aft	\$1939
Category VA	Upper Verandah Deck Fwd & Aft	\$2079
Category SS	Upper Verandah Midship	\$2639
Suite SA	Navigation Deck	\$4419

All cabins are subject to availability
A deposit of \$600 person is due at the time of booking
and is fully refundable until 76 days prior to the cruise.

**If you want verandah cabins, it is important to book early,
as they are the first to sell out.**

The above prices include at least one cocktail party
and two bottles of wine per stateroom.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520
1-800-309-2023 ext.33
1-508-829-3068
Gpsp@aol.com

2006 RUPA CARIBBEAN CRUISE BOOKING SHEET

October 14, 2006 Caribbean Cruise 11 Day Southern Caribbean
MS NOORDAM, HOLLAND AMERICA CRUISE LINES

NAMES _____

ADDRESS _____

Telephone(s) _____

Mariner Numbers _____

Dining Preference: Early _____ Late _____

Inside Cabin Category _____ Cabin Number _____

Outside Cabin Category _____ Cabin Number _____

Price includes \$200.00 in port charges and fees. Taxes of \$87.85 pp are extra

Total Price per Person _____ Total Price per Cabin _____

Deposit \$600.00 per person _____ Due at time of reservation

Balance _____ due on or before 15 July 2006

Make check out to Jerry's Travel Service

Credit card MC VI AMEX DIS (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$600 per person

45-16 Days prior to sailing %0% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

Other Information:

Cabin selection is based on availability at time of booking.

Prices subject to change until booked.

If there are any singles looking for a companion to share a cabin, call Jerry

NORTH BAY RUPA LUNCHEON

A gray, rainy day didn't stop a good turnout for the February Lunch, held on the first Wednesday, 2/1/06. 34 in attendance enjoyed the fellowship, and stories that were swapped.

Thanks to the efforts of Captains Harry Stonelake, and George Hise, a well-known local ABC TV reporter, Mr. David Louie, and his cameraman also attended. Several interviews were taped with retirees, documenting the heavy toll on many, as opposed to the well-bonused management of UAUUA. An appreciative hand was given by the group for the interest in our situation. The recent PBGC calculations were roundly cussed and discussed, and several pertinent papers were on display, or passed around. A recent Email from Captain Ray Brice was read to the group by Captain Rick (Emperor Norton) Saber, the content a comment on what help we are getting...or not...from the politicians. Captain Stonelake got a good laugh when he took the apples in the hotel lobby for our group! (Rumor was he was selling them!...he did give 'em back!)

Attending were: Al Fink, Tom Grey, Sam and Mickie Orchard, Al Milotich, Larry and Dee Whyman, Ken and Shirley Corbin, Wayne Heyerly, George Hise, Dwight Daley, Bill Greene, Gary Koverman, Dan Bargar, John and Sharon Candelo, John Reed, Barney Hagen, Rick Saber, Jim Mansfield, Dave Stolp, Dick Hanna, Tom Rhyme, Woody Lockhart, Bill Smith, Bill Rogalski, Jerry Nemier, Bill McGuire, Bob and Doris Donegan.

If you're in the area, or just passing thru, come and join us on the first Wednesday of every month...Petaluma *Sheraton* at 12:30pm !!

THE PHOENIX ROADRUNNERS LUNCHEON

The PHX Roadrunners met for lunch on Friday Feb. 10th at the *Best Western* in Scottsdale. Always nice to get together with all our Friends & Chat. We have a few on our Recovery list. Better then before when we had to report they were in surgery. Surprised to have Phil McDonald with us since he just had major surgery exactly a month from our last luncheon. Bill Bay is coming along nicely just takes time to recover from a broken hip. Fred Anderson had knee surgery the day before our luncheon and we hear the surgery went well.

We would like to Thank Mike Carlin and Charlie Schwob for taking care of our Private Bar with Wine, Beer, and soft drinks. You did a fine job by making all of our group happy with your service. We had Billy Walker with us to announce an Award Ceremony for Ralph Johnson to be held at the *Pima Air Museum* in Tucson in April. Date soon to be announced. Hope we can have a good turn out for this Great Man. P.J. & Ken Killmon did a great job of selling tickets for our 50/50 drawing. Half divided between the winners: Billy Walker and Mike Carlin with balance going in our kitty. We had 35 members and friends attending on a beautiful bright & sunny day.

Attending: Frenchy & Millie Bourgeois, Don & Charlotte Burnsworth, Mike Carlin, Russ Cottle & guest Dorothy, Don & Sharon Jackley, Ralph Johnson & guest Billy Walker, Corrine Kenny & guest John Jessup, Ken & P.J. Killmon, Cory Liston, 1st time with us Bill Mullen hope to see you at our March luncheon, Jim & Sue Mennella, Bill Morrison, Phil & Pat McDonald, Ed & Phyllis Nelson, Gene Paquette, Charlie Schwob, Bob Steeneck, Jerry & Marybeth Smith, Roy & Lois Scroggs, Dave Specht, Don & Mary Toeppen, Ralph Wright.

Hope to see many Happy Faces at our next luncheon as Famous Magic Man Shawn Greer will be with us again. Courtesy of Bill Dutton in Memory of his Dad Capt. Bill Dutton. Hope 2006 brings Good Luck to All, *Frenchy & Millie*

United Airlines Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr., Westchester, IL 60154-5638

FATEFUL PREDICTIONS:

"Man will never reach the moon regardless of all future scientific advances."

--Dr. Lee DeForest, Inventor of TV

"The bomb will never go off. I speak as an expert in explosives."

-- Admiral William Leahy, US Atomic Bomb Project

"There is no likelihood man can ever tap the power of the atom."

-- Robert Millikan, Nobel Prize in Physics, 1923

"Computers in the future may weigh no more than 1.5 tons."

-- *POPULAR SCIENCE*- forecasting the relentless march of science, 1949

"I think there is a world market for maybe five computers."

-- Thomas Watson, Chairman of IBM, 1943

"I have traveled the length and breadth of this country and talked with the best people, and I can assure you that data processing is a fad that won't last out the year."

-- The editor in charge of business books for Prentice Hall, 1957

"But what...is it good for?"

-- Engineer at the Advanced Computing Systems Division of IBM, 1968, commenting on the microchip.

"640K ought to be enough for anybody."

-- Bill Gates, 1981

"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us,"

-- Western Union internal memo, 1876.

"The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?"

-- David Sarnoff's associates in response to his urgings for investment in the radio in the 1920s.

"The concept is interesting and well-formed, but in order to earn better than a 'C,' the idea must be feasible,"

-- A Yale University management professor in response to Fred Smith's paper proposing reliable overnight delivery service. (Smith went on to found Federal Express Corp.)

"I'm just glad it'll be Clark Gable who's falling on his face and not Gary Cooper,"

--Gary Cooper on his decision not to take the leading role in "Gone With The Wind."

"A cookie store is a bad idea. Besides, the market research reports say America likes crispy cookies, not soft and chewy cookies like you make,"

-- Response to Debbi Fields' idea of starting Mrs. Fields' Cookies.

"We don't like their sound, and guitar music is on the way out,"

-- Decca Recording Co. rejecting the Beatles, 1962.

"Heavier-than-air flying machines are impossible,"

-- Lord Kelvin, president, Royal Society, 1895.

"If I had thought about it, I wouldn't have done the experiment. The literature was full of examples that said you can't do this,"

-- Spencer Silver on the work that led to the unique adhesives for 3-M "Post-It" Notepads.

"Drill for oil? You mean drill into the ground to try and find oil? You're crazy,"

-- Drillers who Edwin L. Drake tried to enlist to his project to drill for oil in 1859.

"Stocks have reached what looks like a permanently high plateau."

-- Irving Fisher, Professor of Economics, Yale University, 1929.

"Airplanes are interesting toys but of no military value,"

-- Marchal Ferdinand Foch, Professor of Strategy, Ecole Superieure de Guerre.

"Everything that can be invented has been invented,"

-- Charles H. Duell, Commissioner, US Office of Patents, 1899.

"The super computer is technologically impossible. It would take all of the water that flows over Niagara Falls to cool the heat generated by the number of vacuum tubes required."

-- Professor of electrical engineering, New York University

"I don't know what use any one could find for a machine that would make copies of documents. It certainly couldn't be a feasible business by itself."

-- The head of IBM, refusing to back the idea, forcing the inventor to found Xerox.

SEA AREA---NORTH SOUNDERS

Dec. 7th was Pearl Harbor Day as well as the day of the first gathering of 30+ graduate retirees settled in the Northwestern Washington area from Everett/Snohomish to the Canadian border.

Dubbed the "North Sounders" we had a turnout of 30+ out of the 42 located so far. Al Black gave us a rundown on the various aspects of the Dec. 19th vote that gave some necessary clarification to a very "complicated" situation. We hope to hold a second hoedown in March which will have a "social interaction" theme as its' main function.

Hangin' out were: Jack Bard, Chuck Bates, Alan Black, Carl Carlsen, Glen DeVore, Ted Goble, Tom Edwards, Chuck George, Jim Glendenning, Frank Grona, Jim Hannah, Ary Hobbel, Dick Joslin, Don Lake, Mike Leach, Jim Marshall, Mike McBride, David Meik, Whitey Meyers, Pete Pedersen, Lewis Scott, Al Shiner, Al Slader, Truman Sterk, Bob Tanons, Gus Tuit, Tom Turner, Harry Watkins, Wally Weller, Ted Wood and Ken Case from Lake Chelan. Unable to attend but looking forward to the next one are Lowell Baney, Ben Brower, Bud Busony, Gene Carr, Lloyd Cooley, Lloyd Einspahr, Jim Maynard, Verlyn Olson, and Paul West.

For info call Ted Wood at (360) 380-4151, email teddywood@comcast.net.

SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds met for lunch and socializing on 2/16/06 at the SEATAC *Marriott*. We had a good turnout and much interest, of course, in pension and medical insurance. Al Black brought us up to date as much as he could with the limited information available. The conclusion was that there is a lot of uncertainty. Hopefully by the time this is printed, we'll know more about our futures. After some announcements and a joke or two, we adjourned 'till next month.

In attendance: Dan Jessup, Gary Sakuma, Al Black, Bob Takeuchi, Jim Barber, Pat Williams, Dick Weisner, Marc Gilkey, Herb Marks, Dave Carver, Rod Lion, Jim Chilton, Al Teel, Don Anderson, Howard Holder, Ralph Vritasnick, Gere Pryde, Fred Sindlinger, Chuck Westphal, Jack (Grand Entrance) Brown, Ray Dapp, Vince Wormser, Vince Evans, Ray Hull, Keith Blue, and Bill Brett.

TREASURE COAST SUNBIRDS' LUNCHEON

A total of 30; 18 RUPA & 12 "mates" partook of another fine buffet @ *Mariner Sands CC* on Valentine's Day. Among the group were newcomer (to Stuart) Bob Langevin and all the way from the Pompano Rowdies, Ned & Rae Rankin. (complete list available upon request). Bob Schaet described his 1 week trip to Scotland (returned last night) as it pertained to pass travel (UAL & otherwise). Basically he was satisfied with UAL (UAUA on NASDAQ). We also had a brief discussion re: health/life insurance. Skip La Rocque will "bird-dog" this issue for us. I mentioned that my pension was cut by PBGC by 4.37% to a number which is just about exactly what Doug Wilsman's estimate was (is). Thank you again, Doug!! Personally, I hope & pray that the "young" studs such as Falco-Haeni-Severson-et al do not get screwed too badly-these are my kinda guys! Guess the moral is "it ain't so bad being old(er)". Next lunch is 3/14 @ *MSSC*, 11:30. Call me @ 772-286-6667 or E-mail flyjim1@aol.com. For the troops, *Jim Dowd*.

<p>United Airlines Historical Foundation</p>

<p>Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
--

NEW OPTIONAL LIVING WILL FORM

I, _____, being of sound mind and body, do not wish to be kept alive indefinitely by artificial means.

Under no circumstances should my fate be put in the hands of pinhead politicians who couldn't pass ninth-grade biology if their lives depended on it, or lawyers/doctors interested in simply running up the bills.

If a reasonable amount of time passes and I fail to ask for at least one of the following:

_____ a Bloody Mary _____ a Margarita _____ a Scotch and soda
_____ a Martini _____ a Vodka and Tonic _____ a Steak
_____ Lobster or crab legs _____ The remote control _____ a Bowl of ice cream
_____ The sports page _____ Chocolate _____ Sex

It should be presumed that I won't ever get better!

When such a determination is reached, I hereby instruct my appointed person and attending physicians to pull the plug, reel in the tubes and call it a day.

Signature: _____

THE SE FLORIDA GOLD COAST RUPA LUNCHEON

The Gold Coast group met on the 9th of February for our monthly lunch and meeting. We had a special guest from Ft. Meyers, Jack McClure. He, and we, had a great time renewing old friendships. He said that we were his favorite people to work with on the airline. We think he is running for something but we don't know what.

Present on Thursday were Stan Blaschke, Guy O'Rear, Paul Livingway, Bill Lancaster, Bob Dodson, Dick Bodner and his guest Robert Holland, Bob Lang, Ned Rankin, Jack Wink, Ed Wheeler, Ham Odham, Jimmy Carter, Dick Smiley, Jack McClure, Hambone Wilson, Glen Hall, Hank Fischer, Dave Peat, John Bieger, Pete Gallant, and me, Jerry Bradley.

Our next get together will be on Thursday, the 9th of March at 11:30 AM. Guests are always welcome and we can arrange an airport pickup. Call me at 561 994-6103 or e-mail me at

P-jbradley@MSN.com.. Until next month, good health and enjoy your retirement. *Jerry*

LAX SOUTH BAY LUNCH

Had a poor turnout as only 10 showed up. Several people called me that they were sick. I explained that it wasn't like the old days when they had to fly with me. No spouses or friends were there and our Valley group couldn't make it.

The *Hacienda* won't hold a dining room for us if we don't guarantee at least 20 so I may have to make a change. We can probably continue to meet in the bar and then just eat in the regular dining room. I have a month to reach a decision so I am open to suggestions.

Those attending were Gene Gawenda, Chuck Raphael, Walt Albright, Ken Williams, Arvi von Nordenflycht, Don Krueger, John Joyce, Jim Matheson, Joe Bechtol and me.

Best wishes. *Rex May*

COULD YOU HAVE PASSED THIS?

Remember when our grandparents, great-grandparents, and such stated that they only had an 8th grade education? Well, check this out...

This is the eighth-grade final exam from 1895 in Salina, KS, USA. It was taken from the original document on file at the Smokey Valley Genealogical Society and Library in Salina, KS, and reprinted by the *Salina Journal*

GRADE FINAL EXAM

Grammar (Time, one hour)

1. Give nine rules for the use of Capital Letters.
2. Name the Parts of Speech and define those that have no Modifications.
3. Define Verse, Stanza and Paragraph.
4. What are the Principal Parts of a verb? Give Principal Parts of lie, lay and run
5. Define Case, Illustrate each Case.
6. What is Punctuation? Give rules for principal marks of Punctuation.
7. Write a composition of about 150 words and show therein that you understand the practical use of the rules of grammar.

Arithmetic (Time, 1.25 hours)

1. Name and define the Fundamental Rules of Arithmetic.
2. A wagon box is 2 ft deep, 10 feet long and 3 ft. wide. How many bushels of wheat will it hold?
3. If a load of wheat weighs 3942 lbs., what is it worth at 50cts/bushel, deducting 1050lbs. for tare?
4. District No. 33 has a valuation of \$35,000. What is the necessary levy to carry on a school seven months at \$50 per month, and have \$104 for incidentals?
5. Find cost of 6720 lbs. coal at \$6.00 per ton.
6. Find the interest of \$512.60 for 8 months and 18 days at 7 percent.
7. What is the cost of 40 boards 12 inches wide and 16 ft. long at \$20 per meter?
8. Find bank discount on \$300 for 90 days (no grace) at 10 percent.
9. What is the cost of a square farm at \$15 per acre, the distance around which is 640 rods?
10. Write a Bank Check, a Promissory Note, and a Receipt.

U. S. History (Time, 45 minutes)

1. Give the epochs into which U. S. History is divided.
2. Give an account of the discovery of America by Columbus.
3. Relate the causes and results of the Revolutionary War.
4. Show the territorial growth of the United States.
5. Tell what you can of the history of Kansas.
6. Describe three of the most prominent battles of the Rebellion.
7. Who were the following: Morse, Whitney, Fulton, Bell, Lincoln, Penn, and Howe?
8. Name events connected with the following dates: 1607, 1620, 1800, 1849, 1865.

Orthography (Time, one hour)

1. What is meant by the following: Alphabet, phonetic, orthography, etymology, syllabication?
2. What are elementary sounds? How classified?
3. What are the following, and give examples of each: Trigraph, sub vocals, diphthong, cognate letters, linguals?
4. Give four substitutes for caret 'u'.
5. Give two rules for spelling words with final 'e.' Name two exceptions under each rule.
6. Give two uses of silent letters in spelling. Illustrate each.
7. Define the following prefixes and use in connection with a word: bi, dis, mis, pre, semi, post, non, inter, mono, sup
8. Mark diacritically and divide into syllables the following, and name the sign that indicates the sound: card, ball, mercy, sir, odd, cell, rise, blood, fare, last.
9. Use the following correctly in sentences: cite, site, sight, fane, fain, feign, vane, vain, vein, raze, raise, rays.
10. Write 10 words frequently mispronounced and indicate pronunciation by use of diacritical marks and by syllabication.

Geography (Time, one hour)

1. What is climate? Upon what does climate depend?
2. How do you account for the extremes of climate in Kansas?
3. Of what use are rivers? Of what use is the ocean?
4. Describe the mountains of North America.
5. Name and describe the following: Monrovia, Odessa, Denver, Manitoba, Hecla, Yukon, St. Helena, Juan Fernandez, Aspinwall & Orinoco.
6. Name and locate the principal trade centers of the U.S.
7. Name all the republics of Europe and give the capital of each.
8. Why is the Atlantic Coast colder than the Pacific in the same latitude?
9. Describe the process by which the water of the ocean returns to the sources of rivers.
10. Describe the movements of the earth. Give the inclination of the earth.

Also notice that the exam took five hours to complete.

Gives the saying, "She/He only had an 8th grade education" a whole new meaning, doesn't it?

ABOUT THE COVER:

DC-8-54 AF Jet Trader, N8051U, on take-off from O'Hare International Airport, Chicago, IL in June 1977.

This aircraft crashed with a later operator while landing at Mwanza, Tanzania, 11/18/97.

Photo courtesy of the Photographer: Bob Garrard

HAPPY NEW YEAR!

Once again, *The Washington Post* has published the winning submissions to its yearly contest, in which readers are asked to supply alternate meanings for common words.

The winners are:

1. Coffee (n.), the person upon whom one coughs.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you absent-mindedly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n.), olive-flavoured mouthwash.
9. Flatulence (n.) emergency vehicle that picks you up after you are run over by a steamroller.
10. Balderdash (n.), a rapidly receding hairline.
11. Testicle (n.), a humorous question on an exam.
12. Rectitude (n.), the formal, dignified bearing adopted by proctologists.
13. Pokemon (n), a Rastafarian proctologist.
14. Oyster (n.), a person who sprinkles his conversation with Yiddishisms
15. Frisbeetarianism (n.), (back by popular demand): The belief that, when you die, your Soul flies up onto the roof and gets stuck there.
16. Circumvent (n.), an opening in the front of boxer shorts worn by Jewish men.

The Washington Post's Style Invitational once again asked readers to take any word from the dictionary, alter it by adding, subtracting, or changing one letter, and supply a new definition. Here are this year's winners:

1. Bozone (n.): The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer, unfortunately, shows little sign of breaking down in the near future.
2. Foreploy (v.): Any misrepresentation about yourself for the purpose of getting laid.
3. Cashtration (n.): The act of buying a house, which renders the subject financially impotent for an indefinite period.
4. Giraffiti (n): Vandalism spray-painted very, very high.
5. Sarchasm (n): The gulf between the author of sarcastic wit and the person who doesn't get it.
6. Inoculatte (v): To take coffee intravenously when you are running late.
7. Hipatitis (n): Terminal coolness.
8. Osteopornosis (n): A degenerate disease. (This one got extra credit.)
9. Karmageddon (n): It's like, when everybody is sending off all these really bad vibes, right? And then, like, the Earth explodes and it's like, a serious bummer.
10. Decafalon (n.): The grueling event of getting through the day consuming only things that are good for you.
11. Glibido (v): All talk and no action.
12. Dopeler effect (n): The tendency of stupid ideas to seem smarter when they come at you rapidly.
13. Arachnoleptic fit (n.): The frantic dance performed just after you've accidentally walked through a spider web.
14. Beelzebug (n.): Satan in the form of a mosquito that gets into your bedroom at three in the morning and cannot be cast out.
15. Caterpallor (n.): The colour you turn after finding half a grub in the fruit you're eating.

And the pick of the literature:

- 16 Ignoranus (n): A person who's both stupid and an asshole.

RUPA CRUISE UPDATE

Now that winter is almost behind us, it is time to start thinking about fun in the sun aboard Holland America's newest ship, the MS Noordam. This years RUPA cruise will depart New York on October 14th, for an 11 day roundtrip cruise to the Southern Caribbean. The ship will depart New York City at 4:45 PM, followed by two relaxing days at sea. The first stop will be at Road Town, Tortola, British Virgin Islands. The forth day will find you at St. Thomas, U.S. Virgin Islands for a full day of sightseeing. On the fifth day you will awake in Roseau, Dominica for another full day. On the sixth day the ship will arrive at Bridgetown, Barbados, the southernmost point of the cruise. On day seven, the MS Noordam will make is first stop on its northbound leg at Philipsburg, St. Maarten. San Juan, Puerto Rico will be the last stop prior to two leisurely days of cruising back to New York.

The MS Noordam was scheduled to launch in February of this year, and will be the newest addition to Holland America Line's world renowned fleet of premium cruise ships that will continue the tradition of delivering the ultimate onboard experience for any cruise vacation. This ship has state-of-the-art facilities and public areas, and unparalleled services and amenities. Public rooms are located on two decks; dining rooms are in the aft section with expansive views of the sea, and the signature Crow's nest lounge and Observation Deck is forward with an unrivalled view of the surrounding scenery. There is plenty of deck space for sunning and enjoying the sea-going experience, and a classic promenade deck for strolling around the ship.

Now is the time to sign up and join your RUPA friends on this years cruise.

The following early birds have already signed up for the cruise.

Ronald and Marie Jersey
Dave and Mary Lou Mackie
Dick and Aud Mitchell
Bill and Pat O'Connell
Kent and Chris O'Brien
Jerry and Sharon Poulin
Rich and Georgia Bouska
Mr. and Mrs. Lynn Smith

Mr. and Mrs. George Compton
Ned and Rae Rankin
Don and Sharon Jackley
Ed and Johanna Pogue
Tom and Joyce Grey
Dean and Julia Weihe
Jim and Norma Nugent
Jim and Linda Stewart

Sign up now to get the cabin of your choice.

Rich Bouska

FREE DIRECTORY ASSISTANCE CALLS

Aggravated about paying for 411 calls that used to be free? While waiting for connecting flights this morning, I stumbled onto this nifty money-saver: A consumer service offered in the United States by Jingle Networks called **Free 411** via a toll-free number, (800) FREE-411 or (800) 373-3411.

This free network works much like directory assistance, with one exception: It's funded by advertising. Callers may hear a 13-second ad for a business in the region they're calling. And, the business or residence being called will hear a message about advertising with Free 411.

Based on a test of three calls by Snopes.com, the service worked as described and callers heard only one ad.

Snopes.com December 3, 2005

BOYS NIGHT OUT

Friday, April 7th, 2006
at the
Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

Reception from 5:00 to 7:00, Dinner to follow.
Entrée choices are Chicken with Scampi, Prime Rib or Salmon.
Dinner is \$39.00.
Rooms are available at \$89.00. Call the hotel at 1-800-827-0880
for reservations and mention RUPA for this rate.

Surprise Speaker

RSVP dead line: Wednesday, April 5th, 2006
Make check payable to **RUPA** and mail reservation to:
Bob Lawrence, 1624 Candace Way, Los Altos, CA 94024

name

guest name

Indicate entrée choice:

Chicken Breast with Scampi

Roast Prime Rib of Beef, au Jus & Horseradish

Filet of Salmon with Herb Butter Sauce

Check enclosed for: \$ _____

LETTERS

JERRY ACKERSON—Seattle, WA

Hi All.....I still work part time at *The Museum of Flight* here in Seattle, as a Lead in the Museum's Airpark. The Airpark has several historic commercial aircraft, including the original Air Force One, (the number three 707 off the line), and a British Airways Concorde. Suzanne still is still flying, (36 years as a Flight Attendant), and generally fly's to China and Sydney. We frequently get to Bend, Oregon, where I went to high school, and we ski Mt. Bachelor as often as possible. I hope everyone survives the trauma we have all been through the last few years.

Check is in the mail.

Cheers,

Jerry

SAMUEL G. ANDERSON—Santa Rosa, CA

Hi Ted,

All is well in the Anderson household. Amazing how fast 16 years of retirement go by. Leaving on Feb 14 for Eastern Caribbean cruise, we really enjoy cruising.

For those of you that knew Art Poehls- thru new hire class, or Boston- Art flew west. May 6th, 2005. He left UAL and joined NW about 1959, and retired in 1993, after which he instructed in 747 simulator. Then went to Test and Ferry section, flying all over, with engine outs, 747 and DC-10's, mostly to Singapore for testing after heavy maintenance. His last flight about March 25, 2005 was from HNL to MSP in an ex UAL DC10-30 with the # one engine inop. When he got home to Boulder City, he said he didn't feel well, went to hospital where they found a brain tumor. My wife and I saw Art in the hospital in Las Vegas in April.

At 72, Art was the oldest pilot to fly for NW.

Thanks to the RUPA crew for all your work.

Sam

DAN BARGAR—Santa Rosa, CA

With the help of *Celebrex*, *Zocor* and *Saw Palmetto*, I managed to survive my 72nd February birthday. Oh, to be 60 again. We feel blessed with only small problems and certainly sorry to hear about the REAL health problems of some of the great guys I used to fly with.

Our year began with some great snow for skiing at our Lake Tahoe place. Two discounted cruises with the first in the spring from Galveston to Rome on the Grand Princess. Then in October we left Seattle on the new Diamond Princess with stops in Siberia, Korea and followed by a few days in Osaka. Both were giveaway prices for a balcony cabin and thus dozens of retired airline couples. Princess even organized pilot meetings for grousing and talk of the good old days. We spent a week in Rome thanks to vrbo.com in a 2 bedroom apartment one block from the via Veneto. Check out the web site. We were able to return to SFO after both cruises in UA first. Service and beds were a great way to travel.

The year's highlight again was August at Chautauqua with another week of middle east experts trying to understand the illogical actions of Washington. These experts predicted a huge Hamas victory since Hamas were not only expert at bombing but also in providing schools, lunch programs and elderly care for the Palestinians. Our administration was clueless.

The monthly North Bay RUPA lunch is very successful and more and more geezers showing up to rehash the old days and our retirement pains. Thanks to George Hise, Ray Brice and Harry Stonelake for the updates.

Dan

DOUG BRABLEC—Ashville, NC

Dear Jim,

I am only 3 months late with my dues, not bad ;-). I have been retired one year and 3 months now and I know why people come out of retirement and go back to work - to get some rest! Either I have been really busy or I am operating on "retiree time" and it just seems that way.

Virginia and I are now in the process of unloading our places in Chicago and Florida and moving to the middle. We have become "tweeners" or "halfbacks" but whatever we are, life has got to get simpler with only one place to worry about.

With that, here is my new mailing address: PO Box 9949; Asheville.NC 28815; Phone: 828 296-0861

Best wishes, *Doug*

DAVID C. (CARL) & NAN CARPENTER—
San Jose, CA

Hi Ted, Guess I better try to write something this year. Nan and I are chugging along. About 15 years ago Nan began losing the function of her right leg, and it has slowly progressed until now she is wheelchair bound with complete loss of her legs and about 90% loss of her arms and hands. She has been diagnosed over the years as having first Lyme disease, then motor neuron disease, then ALS (Lou Gehrig's disease), then recently back to motor neuron disease. At any rate we haven't found a cure yet. She's a trouper, though, and keeps smiling and doing what she can. She manages to get out and play duplicate bridge (I go along and handle the cards, play the ones she indicates and try to keep my mouth shut) and we play 42 a lot with friends (you probably have to be a Texan to know that game) since she can still handle dominoes some.

This past year reminds me a bit of the old definition of flying - hours of boredom interrupted by moments of stark raving terror. There really wasn't any terror involved, but Nan had a couple of bouts with cellulitis in her legs which were pretty frightening and necessitated hospital stays. The crowning event occurred in June on our way back to San Jose from the Mayo Clinic in Scottsdale, AZ when we came to a dead stop on Highway 10 near the Palm Desert exit. Seems the cops had a running shoot-out with a murder suspect and shut down the whole westbound freeway for 13 hours to collect evidence. We hit the stop-up about 5:30 pm, and it was 3:30 am when we finally got off the freeway and into a motel room. And I'm not even going to go into Nan's potty break on the side of the freeway.

Enough of this - Hello to all our good friends out there, and God Bless.

Carl

JIMMY CARTER—Delray Beach, FL

Hi Jim,

Welcome to your new post. It has been an interesting year. My wife and I both have been injured by falling. But things are looking up now. As always the sun is shining all around us, here in Florida. These are still to be happy about.

Jimmy

BILL DEPNER—Hinsdale IL

2005 turned out to be a duplicate of 2004. That year, after two PET scans showed me to be "normal," meaning my cancer showed no sign of any visible disease. Fine... Except that it was back and I was repeating the radiation and chemo all over. The big flaw in PET scans is that they do not show dormant cells. I'm lucky in that my only reaction to chemo has been an oppressive lethargy. Meanwhile Bert scuttles around, doing her usual work and most of mine too. She is a treasure. I suggested to Jim Olson that guys in my age bracket -90- be offered 6 month renewals.

Bill

RALPH DILULLO—Charlotte Court House, VA

Here you go, \$25 bucks, a month early.

Last year:

Didn't go no place!

Didn't do Nothin!

Semper Fi

PS: 7000 Shares Pan Am ESOP Stock and 5000 Shares United ESOP Stock for sale CHEAP!

Ralph

BARRY DIXON—Las Vegas, NV

Dear Ted et al:

My time to speak again. First of all, a cheque is in the mail to Jim Olson. Really, not in jest... We met again at the convention in D.C. Long time no see. It was nice to see a number of folk we hadn't seen, some for 10 years or so. Also, kudos to the crew in Washington who handled the arrangements for the whole affair. Well done!!!!!!

2005 has been fairly quiet. Some traveling, mostly by car this past year. Also, mostly to visit family. I also managed to survive without my annual hunting fix. Cost, health, availability of access to good hunting territory were the main reasons.

Other than the dark cloud overhead caused by pension reduction, the past year has gone well. Hopefully the future will be no worse.

Best of luck to all. *Ruth & Barry*

JACK DRAPER—La Mesa, CA

Dear Ted,

Thanks for taking over the job of editor of *RUPANEWS*.

I just turned 68 in January and my check is off to Jim Olson.

Norma and I are still living in 3 areas. San Diego, New Zealand Jan-March and New Jersey Shore in the Summer. 10 years ago we built a home on the beach in New Zealand, 2 hours north of Auckland. At the time it was a bit of a lark, but I became involved with the New Zealand Warbird Assn. deeply doing air shows in the Harvard doing mock battles, FAST formation, blowing smoke and doing round engine stuff. They have 8-10 Harvards (T-6) all w/smoke. You purchase a share in one (usually 1/8th) for about \$15,000 NZ. Almost an unlimited number of grass fields and great people with which to fly formation and drink beer. To save money we are renting our NZ beach house for one month a year either December or April if anyone is interested.

I bought an SNJ-5, x-Spanish Air Force aircraft in great shape and low time. It is painted in a GTMO color scheme. It also has smoke, and I will use it for shows here in the states. Norma and I have also become very active with the CAF Air Group One in San Diego. I Fly their SNJ-5 and am Maint and Ops Officer. Any of you that are from the San Diego area, we need pilots desperately; call 619-244-0676 after March 15th.

Our house in San Diego has become too big for us and we have had it up for sale for 3 months. Interest rates are now too high, so it will probably take a while.

Thank goodness for the "B" fund ! Who would have ever think ??

Fraternally,

Jack

LARRY DURBIN—Ponte Vedra, FL

BILL STOVALL—Evergreen, CO

Since Bill Stovall and I were in business together and since neither of us has ever written in, it seems fitting that both of us should be included in the same article.

Bill has figured out retirement better than anyone else I know. He and his lovely wife, Phyllis, enjoy life and enjoy living in Evergreen, Colorado. They hunt, fish, lead travel expeditions in their A-36 Bonanza to Mexico and Russia, trade houses and airplanes with people from Europe, and spend plenty of time with their very successful children. Right now they are in the planning stage of flying a friend's A-36 from Switzerland to Colorado so it can be sold. Bill is vice president of the American Bonanza Society. Phyllis was recently the Sports Person of the Year in their hunting club as a result of shooting the largest elk of the year. She has also gotten her commercial pilot's license. Bill's son, Bill jr., is an Airbus Captain at UAL; his daughter, Lesli, is a veterinarian. Both of Bill's children live in Crystal Lake, Illinois. Bill said the pay cut has forced him to go from \$40 to \$20 wine.

While Teddie and I cannot keep up with the Stovalls (and never could), we are doing fine. I went back to work last April doing commercial and industrial real estate appraising to make up for the lost pension. I enjoy it very much, and Teddie likes it when I leave for the office...even more. From April through October we live in Rancho Bernardo, California; the rest of the year we live in Ponte Vedra, Florida to be near Teddie's father who is in a retirement home. Teddie is still very involved in amateur photography on both coasts and has won several awards including Best of Show-Amateur at the Del Mar Fair. I have been very active in the Crusader Pilot Assn. and was the American Rep for two events in France.

Our old real estate office building and company are no more. In 1982 I sold my half to one of our managers. A couple of years later Bill sold him his half. Two years later the fellow declared bankruptcy. I told Bill we made it look too easy. Our main office was torn down and replaced by a very nice restaurant. Bill has eaten there and said the food and service are excellent. I hope to get there sometime.

Bye for now

Larry Durbin

B-17 STORY

Forwarded from an unknown retired Air Force General.

Account of Maneuvers: B-17 (42-39957) Halberstadt, Germany on 11 JANUARY 1944.

Took off at 0745 o'clock with a load of 2300 gallons of gasoline, 6000 pounds of bombs, full load of ammunition, and the usual weight of men and equipment. Everything on plane was in perfect working order. Joined the group formation at 1010 and flew into target without incident but was forced to use 2400 R.P.M. and 40" HG at times. Dropped our bombs at 11:52 o'clock, everything still in good shape.

At 1200 o'clock we were hit by fighters which stayed with us for one hour and fifty minutes. They attacked us from 5-7 o'clock position at first and gradually as more enemy fighters joined they attacked us from 3-9 o'clock positions. We were flying "Tail End Charlie", #7 position. The fighters created much excitement among the squadron, resulting in more power being applied to the engines. We were forced to use 2500 R.P.M. and 40"-46" almost continuously.

About 1245 o'clock more enemy fighters joined the attack and finally we were being attacked from all positions on the clock, high and low. The plane was vibrating and pitching unbelievably as a result of all guns firing, fighting prop-wash, and evading collision with our own as well as enemy planes. Enemy fighters would come through our formation from 1200 o'clock position, level in groups of 20-40 at one time all shooting. The sky in front of us was a solid mass of exploding 20mm shells, flak, rockets, burning aircraft, and more enemy fighters. B-17's were going down in flames every 15 minutes and enemy fighters seemed to explode or go down in smoke like flies dropping out of the sky.

The "Luftwaffe" attacked us in ME 109's, ME 210's, FW 190's, JU 88's, and some we couldn't identify. The enemy fighters made suicidal attacks at us continuously, coming into about fifty feet before turning away. It seemed that the greater part of the attack was aimed at our ship, perhaps for the following reason. Our ship was the only one in the group that was not firing tracer bullets and they apparently thought we had no guns or were out of ammunition.

The heaviest assault and the one that damaged us happened as follows. At approximately 1330 o'clock we were attacked by another group of enemy fighters numbering about forty which came at us again from 1200 o'clock position, level in formation pattern. Again, we saw that solid wall of exploding shells and fighters. This time we were flying #3 position in the second element of the lead squadron. As they came in the top turret gunner of our ship nailed a FW 190 which burst into flames, nosed up and to its left, thus colliding with the B-17 flying #2 position of the second element on our right. Immediately upon colliding this B-17 burst into flames, started into a loop but fell off on its left wing and across our tail. We were really hit and we had "Had It". At the time we were thus stricken we were using a full power setting of 2500 R.P.M. and 40"-46" Hg. Our I.A.S. was approximately 165 M.P.H. and our altitude was 19,000 feet.

Immediately upon being hit by the falling B-17 we were nosed up and went into a loop. Confusion, no less, and embarrassment. Pilot called crew at once and ordered them to prepare to bail out. Response was instantaneous and miraculously proficient. Not one crew member grew frantic or lost his head, so to speak. All stood ready at their stations to abandon the ship. The action of the Pilot regarding the handling of the ship was as follows. As quickly as we were hit we engaged the A.F.C.E. which was set up for level flying. Full power was applied with throttle and both Pilot and Co-Pilot began the struggle with the manual controls.

It was noted at once that the rudder control was out because the rudder pedals could not be moved. In only a fraction of a second the ship had completed a beautiful loop and was now merrily spinning toward the ground, with five enemy fighters following on the tail. Although the spin seemed flat and rather slow it was vicious and we were losing altitude fast. As soon as we had completed the loop and had fallen into a spin the Pilot, having full confidence in a prayer, recalled the crew members and ordered them to stand by for a little while longer. "Guts" discipline, and confidence in their Pilot was certainly displayed by the crew by the fact that they stayed with the ship.

(To return to the spin and its final recovery.) When the ship fell into a spin the Pilot after determining its direction applied full inside throttle, retarded the other two, used only aileron A.F.C.E. control, and applied it in full opposite position, rolled elevator trim-tab fully forward, and in addition both pilots applied full forward position on control column, plus full opposite aileron. After making at least two or three complete 360-degree turns, the ship finally swept into a clean dive at an angle of approximately 45 degrees from level.

The I.A.S. at this time was approximately 280 M.P.H. The altitude was approximately 12,000 feet. Power setting was reduced to about 2/3. At this point it was noted that one enemy fighter was still following on our tail, therefore seeing a solid undercast below we nosed the ship down and applied additional power. We were heading for cloud cover at an angle of approximately 75 degrees to 80 degrees from the level at a speed of about 400 M.P.H. indicated. All this while the aileron was clutched into A.F.C.E. and was holding wings level. The elevators were controlled entirely by the trim tab.

At 6000 feet we began easing back the elevator trim tab and slowly started to level out. Finally leveled off in the clouds at 4000 feet, trimmed the ship, and engaged elevator clutch of A.F.C.E. Disengaged this every few seconds to re-trim ship, kept it perfectly level and flying smoothly. The I.A.S. after leveling off in the clouds was still around 340 M.P.H. but was dropping off quite rapidly until it reached 200 M.P.H. Maintained an I.A.S. of 190-200 M.P.H. from then on with a power setting of 2100 R.P.M. and 31" Hg.

Checked all engine instruments immediately after leveling off and found everything functioning normally, except the Pilot's directional gyro which apparently had tumbled. Flew in the cloud cover for about ten (10) minutes then came out above to check for more enemy fighters. Saw one fighter after several minutes at five (5) O'clock position high so we ducked back into the clouds for about ten minutes longer. Came out again and found everything clear.

Rode the top of the clouds all the way back across the North Sea. The point where we first entered the cloud cover was about thirty (30) minutes flying time (at our speed) from the enemy sea coast. An interesting point which occurred was that we came out of our spin and dive on a heading of 270 degrees which fortunately was our heading home. Immediately after we had leveled off in the clouds each crew member reported into the Co-Pilot that he was back at his station and manning his guns. No particular excitement or scare was apparent for the crew members started a merry chatter over the interphone.

During the violent maneuvers of the loop the left waist gunner, S/Sgt. Warren Carson, was thrown about in the waist of the ship resulting in a fractured leg. However, he did remain at his guns until the chances of more enemy attacks was nil. After we were well out over the North Sea the injured waist gunner was moved to the radio room where he was treated and made comfortable by the Bombardier who went back to assist.

At this time also the Co-Pilot went to the rear of the ship to examine the Control cables and make a general survey of the damage to the tail section. He reported that about 1/3 of the left horizontal stabilizer and elevator were off and that almost the entire vertical stabilizer and rudder had been sheared off but that all control cables were O.K. However, the ship was functioning quite normally except for the fact that we had to make turns with aileron only. It also seemed to fly quite smoothly in spite of the missing vertical stabilizer and rudder. It was therefore decided by the pilot that a normal landing could be attempted.

Reaching the English coast we headed for our home field but the weather had closed in and the ceiling was getting lower as we neared our field. Finally, we were forced to fly at tree-top heights in order to stay out of the clouds, thus getting lost. All radio equipment was out and we were not sure where the field was. Finally it began to rain, besides our other trouble, so we decided to land at the first field we found. Pilot ordered all crew members to radio room to prepare for crash landing. However, the Navigator volunteered to remain in the nose of the ship to direct the Pilot and Co-Pilot in their approach to the field and a final landing.

The landing was accomplished in the normal manner, taking advantage of a slightly longer approach. Picked the longest runway which suited the wind direction but still had to contend with a cross wind. With the aid of the Navigator's directions we made a low approach to the runway, correcting for draft by holding the windward wing low and holding it straight by jockeying the throttles. "No, your wrong", we greased it on.

Made a perfect landing. After setting it on the ground it was noted that the right tire was flat However, this did not trouble us because the ship was stalled out at low speed and slowed down immediately by use of brakes. It was noted that the ship was almost dry of fuel. Positively no stress was placed on the ship in landing. It was a landing as any normal landing would be.

We now know from experience that a B-17 will loop, spin, pull out of a dive when indicating 400 M.P.H., fly without a rudder and very little horizontal stabilizer, and will land normally without a rudder and a flat tire added. The "guts", courage, and confidence displayed by the crew of this mission is highly commendable. The navigator displayed extreme courage when he volunteered to remain in the nose to direct the Pilot in landing in almost zero weather. The Co-Pilot deserves special commendation for his capable assistance in maneuvering this ship, guarding the engine, his careful survey of the damage, his assistance in determining the possibility of a safe landing and finally his reassuring words to the crew over the interphone during the homeward journey.

The gunners shot down nine (9) enemy aircraft and claimed to have damaged at least ten (10) more.

PILOT 1st Lt. JOHN W. RAEDEKE CO-PILOT 2nd Lt. JOHN E. URBAN

LETTER ON WHETHER TO BECOME AN AIR FORCE PILOT... OR A NAVAL AVIATOR...

The piece is written by Bob Norris, a former Naval aviator who also did a 3 year exchange tour flying the F-15 Eagle. He is now an accomplished author of entertaining books about U.S. Naval Aviation including "Check Six" and "Fly-Off".

In response to a letter from an aspiring fighter pilot on which military academy to attend, Bob replied with the following:

22 December 2005

Young Man,

Congratulations on your selection to both the Naval and Air Force Academies. Your goal of becoming a fighter pilot is impressive and a fine way to serve your country. As you requested, I'd be happy to share some insight into which service would be the best choice. Each service has a distinctly different culture. You need to ask yourself "Which one am I more likely to thrive in?"

USAF Snapshot: The USAF is exceptionally well organized and well run. Their training programs are terrific. All pilots are groomed to meet high standards for knowledge and professionalism. Their aircraft are top-notch and extremely well maintained. Their facilities are excellent. Their enlisted personnel are the brightest and the best trained. The USAF is homogenous and macro. No matter where you go, you'll know what to expect, what is expected of you, and you'll be given the training & tools you need to meet those expectations. You will never be put in a situation over your head. Over a 20-year career, you will be home for most important family events. Your Mom would want you to be an Air Force pilot...so would your wife. Your Dad would want your sister to marry one.

Navy Snapshot: Aviators are part of the Navy, but so are Black Shoes (surface warfare) and Bubble Heads (submariners). Furthermore, the Navy is split into two distinctly different Fleets (West and East Coast). The Navy is heterogeneous and micro. Your squadron is your home; it may be great, average, or awful. A squadron can go from one extreme to the other before you know it. You will spend months preparing for cruise and months on cruise. The quality of the aircraft varies directly with the availability of parts. Senior Navy enlisted are salt of the earth; you'll be proud if you earn their respect. Junior enlisted vary from terrific to the troubled kid the judge made join the service. You will be given the opportunity to lead these people during your career; you will be humbled and get your hands dirty. The quality of your training will vary and sometimes you will be over your head. You will miss many important family events. There will be long stretches of tedious duty aboard ship. You will fly in very bad weather and/or at night and you will be scared many times. You will fly with legends in the Navy and they will kick your ass until you become a lethal force. And some days - when the scheduling Gods have smiled upon you - your jet will catapult into a glorious morning over a far-away sea and you will be drop-jawed that someone would pay you to do it. The hottest girl in the bar wants to meet the Naval Aviator. That bar is in Singapore.

Bottom line, son, if you gotta ask...pack warm & good luck in Colorado.

Banzai

FRED DWYER—Grants Pass, OR

Moved again. The new place is called *Country Side Village*, a Retirement Home. It is new and quite satisfactory. Betty and I enjoy the food, which is very good. The weather has been fine, so far. 94 years old and take only a few pills. We hope our good health continues, so we can enjoy life in a small but busy town. Happy to know that UAL is out of bankruptcy.

Fred

CLAY GOLDEN—Grants Pass, OR

Once again time to tell all, and maybe a little more! We could refer to some of these epistles as the "Liars Club", or maybe "to good to be true club".

The Eagle has crapped on my doorstep twice now, and I must admit it didn't hurt too much! Going on my 19th year of retirement so maybe that's a blessing of sorts. I hope that more recent retirees can adjust to a reasonable standard of living than most of them have been used to. I also hope U.A.L. can find good enough management personal to keep from repeating the foibles of past regimes! I would sure enjoy seeing a once again healthy, well managed airline. William Patterson has done enough turning in his resting place!

My life has been about the same except for a few episodes of falling down on golf course tee boxes! Seems I have what is known as V-tach, or ventricular tachycardia, or more commonly known as an irregular heart beat. I had a pace maker installed and for the most part, it has solved the problem. At least I haven't fallen on my ass again!

Travel this past year has been a little less than previous years. We took a very interesting cruise from St. Petersburg to Moscow. Russia has developed a very healthy economy since we last visited about 5 years ago. German friends accompanied us on the cruise, and we played golf with them before and after. Other than short trips up and down the west coast, that was it. Found it interesting that since our so called environmentalists have almost shut down our west coast timber industry, we're importing vast amounts of logs from Russia to keep our needs satisfied!

We plan on a Mississippi river cruise this year, if possible. We have seen most of the world on ocean cruises, so down to the rivers now.

My best wishes for a smooth transition, not only for United, more especially for my fellow retirees on the new pay scale. My thanks to all of you who keep our letters circulating. All I can do is send along my postage fee!

Clay

FRANK GRONA—La Conner, WA

Hello All:

Once again thanks to all the volunteers for making this fine publication a reality. I faithfully read it cover to cover and love to hear what's happening to old friends. I really want to thank all of you who do all the work for RUPA. Interesting times for sure. Other than worrying about the pension, the past year has been good to me. Had a great 75th birthday in Atlanta and kept using my United non rev passes as much as possible. I took my wife on a barge trip to France and enjoyed the scenery, wine, cheeses and breads (not necessarily in that order). We moved to the Pacific Northwest three years ago and live in Shelter Bay. I have enjoyed seeing other retirees in the area and appreciate Ted Wood for getting a bunch of us "good ole boys" together here in La Conner. I bought a new boat-American Tug made right here in La Conner and have been enjoying using it and getting out and about while I can and the pension is still coming. My health is good and I put the "check" in the snail mail as my 76th birthday approaches. Thanks again to the staff that puts the *RUPANEWS* together. You do a tremendous job.

Frank

MARIE GRONQUIST—Carlsbad, CA

Hi: After a long absence from RUPA I sent in my dues early in December. Glenn's birthday was Dec. 26th.

I had a nice note from Cleve but my letter was never printed, maybe because of the change of treasurers and/or the Roster in January. It was not in the February Issue either.

I still recognize many names and they stir up so many great memories. If possible could you include this note in the next issue of *RUPANEWS*? I'd like old friends to know that I am still going strong.

Thanks so much.

Marie mmeup@yahoo.com
(Sorry for the error, Marie.-Ed.)

BERNICE HAAS—Carmel, IN

Dear Jim,

I'm a bit tardy this year. George Duvall enrolled me in my initial membership.

I have enjoyed each month's newsletter -tho' few names are now familiar. I was a UAL "Stewardess" between 1938 and 1942.

Again-I'm sorry I'm late. At 91, I try to avoid any use of the word "expire".

Best Wishes,

Bernice

FRED HOPE—Ocean Shores, WA

Dear Ted and all you fearless aviators,

Yes, I am still alive and well, basking in the sun here at Ocean Shores, WA?? Actually we have just concluded a record number of rainy days (I lost track of the number) Washington is called the Evergreen State for a reason! With all the rain fortunately, most of it stuck to the mountains in the form of slippery white stuff making for excellent skiing. Sarah Diana and I have our usual outings planned to go to Sun Valley and Deer Valley (next to Park City Utah) as well as other places. We did dry out for 10 days in January in Puerto Vallarta.

Brian our youngest son who is surviving as a 737 F/O with UAL (11 ½ years now) has just added to his family with a little girl named Molly (his wife Tanya had something to do with it too!!) That makes the grand-kid total 7 now.

The last year and a half has been eventful. I wasn't seeing eye to eye with things. It started with a detached retina in my right eye followed by the same in my left eye. Then I had to have the left eye

operated on again. Each time I had to keep my head horizontal to the floor for about ten days afterwards- a real pain in the neck! I sure was able to spot anything on the floor or dandelions in the lawn easily though!

The next hurdle to overcome was cataract removal in both eyes. The good news is that I have two lenses implanted in my eyes and I can see better than I have been able to see in 25 years (without glasses-almost 20/20.) I highly recommend this procedure. More good news is that yesterday I went through a check with a flight instructor and I can once again terrorize the local skies in our flying club C-172. It took a while to renew the FAA Medical.

Thank you guys for the good work at RUPA! By the way the e-mail address for me in the RUPA Directory needs to be changed to:
hihope@coastaccess.com

Fred

MONA HOWELL (MRS JAY H.)—Mukilteo, WA

Dear Jim,

Enclosed is my check for \$25.

Three weeks on the Costa del Sol last year, my most current travel. We only had one day of rain in three weeks.

Thank you for your special efforts.

Mona Howell

CARL B. JORDAN—Port Charlotte, FL

Birthday time - - again. They just keep ticking by, 73 of 'em, so far. We sure do live in interesting times. Now that United is out of bankruptcy, they might see the benefits of starting a nonstop flight from Fort Myers, Florida to Ontario, California. Sure would make it convenient for visiting the grandkids! But, I suppose United has different priorities. It's kinda nice traveling NRSA with 50 years of seniority. Seems as though ours is always the first standby name that's called. Carolyn just had a tangle with shingles. That name doesn't do justice to that affliction. She had it in her face, right jaw, lips, mouth, tongue, eye, and ear. He ear

was bleeding and she was deaf in it for awhile. It lasted four weeks. Hope I never get it! In order to guard against it, I'll hafta watch my tendency toward an occasional impure thought, I guess. (Ha-ha!) Remember Doctor Fred's cure for just about everything? Chicken soup - - of course! Guess I'll keep some on hand. *Carl*

WILLIAM (KOOP) KOOPMANN—
Fort Collins, CO

2005 was a tough year. I was preparing my 2006 calendar of events in my computer when I noticed that my 65th birthday is Friday the 13th of January 2006.

Going back to bed, pulling the covers up over my head and waiting for Spring.

Thanks, *Koop*

CAROL L. KRIEG—Independence, OR

Dear Mr. Olson,

Enclosed please find my dues for 2005 and 2006. As you can tell by the name change and address change that a lot has happened in the past year.

My late husband Don Stovner retired in 1998 and past away in October 2003. He would have been extremely disappointed in the treatment the retired Pilots have received in regard to the termination of the pension plan. United fell far below the expectations of fair treatment for their retired employees who gave so much to keep United Airlines a great company.

Now on to a brighter note. I have remarried, and kept it in the family; my husband retired Captain, Fred W. Krieg retired in 2000 out of Los Angeles after 34 years with United Airlines. We were married last year and now live in Independence, Oregon at the airpark.

The enclosed check will cover dues for my husband, and I will still get the benefit of being able to keep tract of my friends in the airline. I'm sorry this is so late in getting to you hope it won't happen again.

Sincerely,

Carole L. Krieg

MARVIN MC CRARY—Dadeville, AL

Thanks Cleve for all the work you fellows do for RUPA. It certainly is appreciated.

Martha passed away in February '05 from breast cancer. She had been taking estrogen which was prescribed by her physician for bone density. I found out later that estrogen does sometimes cause breast cancer.

We did get to celebrate our 62nd anniversary in December prior to her passing.

Best regards, *Marv*

JACK MC CLURE—Ft. Myers, FL

PILOT NOTES

Dear Jim,

Can you believe I still have some of these!

We are putting our house on the market here in Ft. Myers but should probably use our FL address until we sell and move permanently to Colorado.

We are not afraid of hurricanes (I grew up in Tampa) but are downsizing and this is the best market. As a matter of fact we are located on the beautiful Orange River in a Polynesian style house and have sustained very little damage, ever. If you know of any retirees interested in our area, please give them our "Buy Owner" number of TPA60783.

Web address -www.buyowner.com as we should be on their website in a couple of weeks. (1-15-06)

Thanks Jim for taking on the considerable task of Treasurer & Secretary.

Sincerely,

Jack McClure

EDWIN N. MCKITTRICK—Centennial, CO

Opal and I continue to be very active. Nothing of importance to report. I will begin my 25th year of retirement on February 1, 2006. Postage money will be sent to Jim Olson.

Thanks to all of you people for your dedication to RUPA and the Newsletter. I do not recognize many names any longer, but some of the articles are interesting.

Best regards, *Ed*

United Stewardess Makes History - Tokyo 1953 - 1954

Vicy Morris Young – MAL National Historian

Background: After the Japanese surrender August 1945, American Occupation authorities dismantled Japan Airways. All aviation activity was banned. Ban included not only flying but manufacture of aircraft and parts, study of aviation, all sports and recreational flying in Japan by Japanese. Other countries' carriers could operate eventually in and out of Japan. US military operated freely.

When the Korean War began June 1950, the Supreme Allied Commander changed in small steps until Japan finally was permitted to resume commercial aviation, except no actual operation or maintenance was allowed. Northwest had tasks assigned instead and by 1951 leased an airplane for domestic service only. Private resources funded Japan Air Lines. Money also came from previously existing lines and Japanese version of US, then,—Civil Aviation Board.

Perhaps members may recall a father, grandfather or relative flying for United who was loaned to train new JAL pilots. Actually from the ground up! (Enclosed is a photo of two such UAL pilots without ID, and Ty with three JAL stewardesses. If one could be your relative let me know and I'll copy this photo)

United was first choice when in 1953 JAL needed to enter global flying. United chose one of its most dedicated training instructors, Ty Attwood, once LAX CW's member.



Ty was a Washington native and attended the University of Washington. She started at United May 1947; retired after 42 years 3 months. She passed away March 23, 1994 while living in Arizona. Her favorite job was as training instructor, with multiple domiciles. Many forget UAL obtained only one international route,

SEA to Tokyo in 1983 and this gave Ty a chance to fly international and be in her home state. Her eight months “on loan” to JAL served UA well when Pan Am routes were acquired by United in 1985. By 1986 United Livery was seen in 13 Pacific cities. When Ty arrived alone in Tokyo August 1953, Japanese citizens had rarely seen Americans, especially tall, beautiful single woman who wore very high heels, demure peasant-style blouses and fashionable long, full skirts. Lonely, she did not accept the hotel penthouse offered by JAL. She asked for a simple ground floor, typically small one room apartment that had her hoped-for large window. She wanted to see local people, in daily activities, going by. Her appearance anywhere had a celebrity-cache!

Immediately, an American Journalist (male) wrote that “she sat on the edge of a desk to teach—and that she crossed her legs like a man!” (Note: he failed to explain to US readers that Japanese men rarely crossed their legs and women did not then wear westernized fashions. Ladies wore bulky kimonos with flat zori slippers.) He was fascinated by her constant dimpled smile putting strangers at ease. And she involved people by asking about local customs. One Japanese executive said “JAL was populated by aviation-crazed young men.” He did not say they vied for turns at “playing passenger” in training classes. (Some of Ty’s funniest photos show usually dour-faced boys laughing as she shows how to fasten seat belts!)

US writer example: Ty: “American women have doors opened for them and men carry their packages.”

Japanese student: “Here whoever reaches the door first, opens it. Women always carry all packages!” Remember Tokyo had few autos and no high rise buildings. JAL had one prize for a limo to show visitors: An old model Chrysler sedan, with maintenance equal to their newly acquired Douglas DC-6Bs. International flying went via Wake Island and Honolulu to California.

Ty’s main worry was getting her recently revised United manuals translated in time. Her obvious show of spirit: to learn from students as they learned from her. She made many friends with visits all over for sight-seeing and absorbing local color. JAL would have kept her as a permanent employee, but her heart belonged to UNITED.

Stewardess uniforms were navy blue (winter) and a beautiful shade of blue in summer. Ty’s JAL uniform was donated to Ethel Lund Pattison’s LAX personal project: [The Flight Path Museum](#) at LAX International. Ethel, in turn, presented it to JAL in Los Angeles.

My favorite nostalgia of Ty’s personal papers was about the transition of what JAL Execs wanted for in-flight wear. The traditional kimono was heavy, awkward and ill-fitting and expected to stay that way always. With concern not to offend local tradition and please her bosses, Ty wondered how stewardesses could get them to work, then to change in confines of DC-6B “Blue Rooms.” Unexpectedly a solution came from a very traditional Japanese wife, that of JAL’s president. To Ty’s relief and stewardesses’ delight, her expert design consisted of three simple parts while representing JAL’s “Old Japan” traditions.

My sincere thanks to Nancy Brock — SAN, who was Ty’s longtime flying partner. It seems fair to repeat her great description of why Ty won so many honors at United and JAL. Nancy said:

“Ty continued teaching throughout her career. She worked the First Class Galley position from the inaugural 747 flight HNL-LAX in August of 1970 until the day she retired in August of 1989. She was the official OJT of practically every new member on 747 Aircraft—including not only Active Flight Attendants, but also many members of management, who wanted to see how it was supposed to be done. She had a knack for explaining, showing and teaching and then turning it over to them for a “hands on” experience.”

JAL’s domestic aircraft often served as class-rooms, taking Ty and her students to every city. Ty’s summing up modestly credited others: “Their willingness to serve the passengers’ every need set a standard for me!” In fact on her return stateside, she put into practice what she had learned. Nancy’s finale: “Thirty-two years after her journey to Japan to train JAL stewardesses, Ty provided her experience and expertise to her own airline — UNITED.”

ED MEISENHEIMER—Corpus Christi, TX

This year marks my 20th year of retirement, and it has all been great.

Dee and I are in excellent health and enjoying being with our childhood friends in Corpus Christi. We spend many holidays in Ft Lauderdale, FL where our three sons live with their families. Golf, fishing and cruising are my major hobbies.

I enjoy the *RUPANEWS*, reading all the letters from old friends.

The best to all,

Ed

JOAN MORRIS—San Mateo, CA

Decided to renew *RUPANEWS* for another year. George died August 31st before he could. Always enjoyed the folding and stuffing and friends. He worked for United 45 years and spent a few in retirement.

Once in awhile I find a name I recognize.

Joan Morris

W. E. "BILL" MOSSOP—Boulder City, NV

Hi Jim, My birthday check follows via snail mail. The most significant thing that happened in my life this past year is the loss of my darling wife Viola, last September. She has been the light of my life for the past 56 years. When her cancer got to the point where she was confined to bed, I put her in the home hospice program. I took care of her at home to the end. In my case, it proved to be a wonderful program with every possible support provided. I would recommend it highly. At 76, I continue to be blessed with good health and plan to exercise the Bonanza more this year. My son was a senior Aircraft Inspector at the UAL IND base. When they shut it down he was offered the choice of a layoff, or the graveyard shift in BOS as a line mechanic. He did that for over a year until he was able to get out of there. He is now working the graveyard shift on the TED operation at LAS. He still has his home and a small farm in Indy. We take turns tending to it, using passes quite a bit. I wonder if we retirees with over 25 years service will ever get our "free passes" back again. Now that they have the retirement problem solved for the time being, perhaps they wouldn't miss the service charge. Many thanks to you folks for keeping the ship of RUPA afloat and on course.

Regards, *Bill*

DOUG NICHOLSON—Marysville, CA

Jim,

Here is my late payment and my next Nov. payment so I can say I am 10 months early.

Thank you for taking over from Cleve and thanks to everyone that works with the RUPA Magazine.

I registered with the *Sheraton Gateway* Hotel and they didn't know RUPA. That was April 7th. I hope I missed it one year as I got there a day late.

Other than our pensions and health, hope all is well with everyone as it is here.

I entered my second year of remission and still rave about the Marysville Radiation Center.

Doug

BILL NOLAN—Greencastle, PA

Jim,

This was due in October. I can't remember whether I forget things or not. You always quote the poem "High Flight" which is beautiful! For the rest of the story: A L Pilot Magazine Jan 1990 ran the complete story on the poem and the author. Also there is an USAF film with a T38 in the clouds and some one is reciting the poem! This is available from GPO and maybe elsewhere! *Bill*

GEORGE AND JUNE NOLLY—Orlando, FL

Dear Jim -

Thanks for everything you're doing for RUPA. My check has been sent by snail-mail.

One year retired, and I have to say, the first half was pretty good. I never set an alarm clock, got a job teaching aviation courses (AFTERNOON courses!) at Metro and Embry-Riddle two days a week, and got started pursuing my Doctorate in Business Administration. Life was pretty good.

THEN came October 1st and Tilton's theft of our pension. That was my reality check. It finally dawned on me that I would need to find a real, full-time job. And we realized that we couldn't keep our house. We moved all of our possessions out of our house and moved in with our son in Castle Rock, did some renovating and put the house on the market. It sold the next day, which leads me to think that we didn't ask for enough money! It broke our hearts to sell it, but the loss of the pension left us with no choice.

After a lot of blind alleys and "vapor jobs", I was hired as simulator instructor by FlightSafety in Orlando. I started at the beginning of the year by going TDY to Wichita for 6 weeks of training while they got the new simulator installed in Orlando. June and I leave for Orlando next week.

The PBGC just sent me a letter telling me how much of my pension they will cover: it comes out to 20.6% of my normal retirement amount (qual and non-qual). Thankfully, I'm sure the absence of state income tax in Florida will offset a lot of that 79.4% loss!

I really appreciate the hard work of URPBPA and dedicated individuals like Doug Wilsman and Jim Hosking. Maybe we'll get lucky and the politicians will put a stop to the pillage that started at United and is now spreading across corporate America.

Good luck to us all!

George and June Nolly GNolly@aol.com

CURTIS OWENS—Santa Rosa, CA

Hi All,

Thanks to all you guys for all your work with RUPA... Good job!

Life is good for me. I am still healthy and single after my second divorce in 2001. I have four kids and five grandkids, all doing well. I also have a lady-friend. (I'm not sure what title to give her when I introduce her.) I know she objects to "my girl-friend" and "my lover." Anyway, her name is Dolores (Lola); we have been together now for a year and a half.)

After thirty-seven years of flying for United, I have very little desire to travel—don't know why. However, I do go to Texas to see family and friends once or twice a year. And, I have taken up dancing, so Lola and I travel to dance festivals now and again. Other than that, most of my time is spent in Santa Rosa—writing, doing web site design, being an herbalist, and dancing. I love retirement. I miss playing with the 747-400; but I don't miss the 18 hours on duty and jetlag.

In an effort to maintain the lifestyle to which I had become accustomed, I have started a business: *Goodly Herbs* (goodlyherbs.com). It is an online "herbal tea shop." I have been interested in nutrition for many years. After retirement in 2001, I went through the process to become a certified nutritional consultant (CNC). I call myself an

herbalist. I have also written two books which focus on nutrition: *How to Avoid the Cancer Epidemic* and *Taste of Life*. I am self-publishing the books and selling them on my web site at this time; but I have hopes that a big publishing house will pick them up and make them best sellers. (I hope UAL will reinstate my pension too.)

Drop me an email: curtis@goodlyherbs.com

Have a nice dayeee!... *Curtis*

ROBERT E. PHILLIPS—Winthrop, WA

Ted! All's well here in the Methow Valley. We have three inches of snow, -17°F, and burning lots of wood in our big fire place and wood furnace these days. We are really enjoying the winter.

Seem to let my dues slide by each year, so am paying you for two years. I know I am the only one who forgets. Right!! Thank you.

Sincerely, *Bob*

W.A. (BILL) PHILLIPS—Sarasota, VA

Greetings from Paradise, Weather is sunny and warm, no hurricanes this year also no snow or freezing temperatures either.

We had a good year with a cruise from TPA to Barcelona, Spain and a side trip to Germany in May. First Class back to IAD.

In September we made Oktober Fest in Munich. Quite an experience, my ears are still ringing. Great Beer and loud music with good German friends.

If you all are in the area give a call we are about 2 miles North of SRQ airport.

Bill & Inge

JAY PLANK- Hillsborough, CA

Hi, Ted & all:

The October Convention in DC was a real winner. Many thanks to E.K. Williams and his helpers for a great job. I was fortunate to be asked to help with the Wreath laying Ceremony at the Tomb of the Unknown Soldier. A very "moving" Ceremony.

Our outgoing President Rich Bouska did a yeoman's job of working with the Museum on the Wall of Honor project. The crew at the museum were amazed that so many contributions were made in such a short time. Rich has a good article in the February Bulletin.

A few years ago one could not have "fathomed" the idea that U.A.L. could have flown the route it has chosen. What a disgrace for this once proud airline to have abandoned its employees and retirees in such injurious fashion.

Clare and my travels have been rather limited this last year. However we did spend Christmas week in Kona @ John and Candace Garrod's lovely Condo. Checks in the mail to Jim-until next year "Happy Camping"....*Jay*

KING PURTON—Brandon, FL

Fifteen years since I last set the parking brakes and Madelon and I are doing just fine. Particularly fine since I sold my Melges 24 and stopped abusing my arthritic shoulders. I thought that was the end of my association with competitive sailing until I started my eleven year old grandson, Cameron, into racing with an Optimist Pram (that funny little 8' sailboat with the square bow). He took to it like a duck to water. After a lot of success in regattas at Sarasota, Clearwater, St. Petersburg, Ft. Myers, Naples, Ft. Lauderdale, Stuart, and our home club, Davis Island Yacht Club in Tampa, we went to the National Championships in Norfolk where he came in 2nd out of 69 competitors in the Green Fleet (first year sailors). He then moved into the Blue Fleet (11-12 year olds with one or more years of experience) and has qualified for the National Team Tryouts in NY in May where 150 kids will compete for 30 openings to represent the US internationally. His little 10 year old sister, Samantha, is showing the same success in this year's Green Fleet and we are looking forward to the 2006 National Championships in Sarasota this July. We made our annual Christmas trip to Marco Island to play fighter pilot tennis with Jim Sutton and Jack (quick as a cat) Taffe where we let him think he won but I am going to get the last word in. He didn't. Madelon and I send our best to all our friends out there *King*

BILL RAIMER—Battle Ground, WA

Greetings from Southwest Washington! December has been crisp and dry thus far. Occasional morning fog giving way to bright sunny days—for those of you who still believe that we get 140 inches of rain a year and have the highest suicide rate in the country because "the weather is so depressing." (We propagated that myth for years to prevent too many of you from transferring to Seattle.)

Well, I did it! With a January 1st birthday I got my dues mailed off to new Sec/Treas. Jim Olson before the end of December for the first time in nearly a decade! Fortunately, I chanced to see the full-page notice in the past couple issues—and didn't send it to Cleve. (I thought you might have used a bit larger typeface on the the notice however.)

Speaking of Cleve Spring, we—the "Seattle Gooney Birds"—enjoyed having Cleve and Rich Bouska at our monthly luncheon in November. (We're looking forward to having the 2007 RUPA Convention here.)

Jeri and I are both in good physical health. Amount of lifestyle change will depend upon the size of check due soon from the PBGC. Happy New Year!
Bill

JOHN C. RAINS—Morristown, VT

Ted,

Here's the update for 2006. First, the check is in the mail to Jim Olson.

Margie and I got our home here, outside Stowe, VT, pretty much the way we want it. Since the non-qual quit coming the timing is good. We've had two super cruise vacations in the last two years and we don't have any intention of doing those again soon, so that's good. I turn 65 in February and the season ski pass here at Stowe is very affordable after 65 so that's good. The kids are doing great and, as we all know, that's good. Our health is good, we own no big expensive toys, and both kids are near, so that's good.

I've tried to participate in the legislative faxing and emailing and phoning as much as possible in the hope that maybe we can talk, cajole, and intimidate congress into doing the right thing. Anytime I mention what's happening to someone unfamiliar with the airline pension situation I get the same response. "How can they do that?" or "That's not right!" I, of course, agree. Even if it weren't happening to us it wouldn't be right.

And the fat lady has not sung yet so we'll keep on keeping on. A thanks to the URPBPA and RUPA for all their efforts to make this right and to keep us informed. *John*

MAX RASMUSSEN—Davis, CA

Special greetings to the dedicated retirees who keep the news letter formatted, dues collected and the folders & stuffers; who keep all of us informed.

As I enter my 25th year of retirement I know I flew during the best years of the flying game, even with one furlough period. Audrey & I live in a retirement community in Davis, Ca. along with Wayne Walker and his wife Jean, and 360 other residents. It is a full care facility with many facilities and activities. Howie Jundt E-Mails me the latest on the pension progress. Bill & Rene Knight visited us as overnights in our apartment. All three are retired UAL Captains. Our pilots group meets weekly with about 15 attendants.

Audrey & I stay active, but she has many pains, a knee replacement, exercises and swims. I started playing golf at age 78. We just returned from our 5th year with a golf group at Acapulco, Mexico. The golf scores don't matter, it is the companionship.

Our son, Roger who had flown for United, but was furloughed in 1980, then went with US AIR. He resigned as a captain in 2005 to fly a Cessna Encore for Amy's Kitchen from Santa Rosa, Ca. Roger resigned to spend more time with his family and avoid all the problems encountered with airlines bankruptcy, pay and pension cuts. He was also able to teach his son, Justin and our other grandson John, to fly the jet and multiengine planes.

He and his family were enjoying having him home more often. He was having the best time of his life. In early December, 2005 he flew his co-pilot from Santa Rosa to her home at Angels Camp, Ca. and halfway home to Santa Rosa he crashed and died while flying his Cessna Cardinal. The weather was clear with 10 miles visibility. We miss him dearly, and will always wonder why. He had over 27,000 hours flying. We know that many of you have lost children and we wonder why. You have our sympathy.

Sincerely, *Audrey & Max Rasmussen*

BUD SCHWARTZ—San Mateo, CA

Dear Captain Olson,

Enclosed is my belated stipend for the year. My bride of many years tells me that; "I forgot" is no excuse. Therefore I present it with no excuse for being tardy. We had no trips or cruises in the past year or so and none are planned. We are just grateful to be together and still upright.

I do apologize for the hand written note. My computer has been down for awhile although I have plans for a new one.

Sincerely, *Bud Schwartz*

JIM SHIPP—Battleground, WA

Time rolls by! Just signed up for Medicare. Really a Geezer now. Will update our year. We enjoyed our diesel Trawler boat for our first summer in Western Canada. The world is much larger at 7 knots! Quite an adventure for us to head down the Columbia River enroute to Canada. We sadly parted with our Cessna 185 Amphib, as we were not so gung-ho about camping on a river in Alaska after doing it so many years. The boat is a much more comfortable way to camp. We are busy getting the boat in shape for spring when we head north again.

A bit of sad news for us. My Mother became ill this past fall and passed away. Was a sad time for our family.

Now to get on the soap box about our retirement and benefits the management has taken away. I am in favor of informational picketing or demonstrating our displeasure. It seems that is the only way to achieve the publicity to move the government and courts into some sense. My old uniform could still be worn and I have been on the picket line before. The active pilots that might be upset with us, can be reminded that they would have been on permanent "B" scale except we stood up against management for them. ALPA and the present pilot group sure has not had our interests at heart. I do however understand that they are just trying to survive themselves.

Hello to all the great crew members that I had the pleasure to fly with for my 36 years with the real UAL! Thank You!

Sincerely, *Jim Shipp*

PATRICIA SILWANICZ Pompano Beach, FL

Dear Jim,

Here is my check for RUPA. Sorry it is late. Still picking up loose ends here. It is hard to believe that Bob has been gone a year on the 19th.

Sorry to hear about Ralph Sewell he was a nice guy. Bob liked him. Best wishes to his daughter and granddaughter.

I enjoy reading about all the people Bob worked with.

Wish the best for all in 2006.

Sincerely, *Pat*

BURNS AND HEPARIN

By Dr. Bruce West

Recently I came to be in touch with Dr. Michael Saliba of the *Saliba Burns Institute*. My study of Dr. Saliba's work with heparin for burn patients was beyond enlightening—it was amazing. The short of it is that Dr. Saliba has been championing the use of the blood thinner drug heparin for treatment of burns—serious burns. Applied topically, injected, and infused into tissues in and around burns, heparin is able to allow patients to recover completely from the most serious burns. They recover with little to no pain, no pain medications or narcotics, no skin grafts or surgery, and even little to no scarring!

This is indeed wonderful information. Although heparin therapy is now used in over 14 countries whose combined populations are equal to half of the world's people, it is not widely used in the U.S. The reason is simple—medically, things change slowly here. The medical gold standard for burn care remains bloody, painful, expensive, and horribly scarring.

The current U.S. procedure involves surgical removal of all of the burn—with much blood loss—requiring a covering by skin grafts. The entire process is extremely painful, requires long hospitalizations and heavy pain drugs, and most frequently results in severe scarring.

Heparin therapy, on the other hand, can heal the patient quickly, fully, often with little to no scarring or pain. In fact, the application of heparin usually eliminates pain *within minutes*, thus eradicating the need for painkillers of any kind. It is so remarkable that you actually have to see it to believe it. Just log on to www.salibaburnsinstitute.org. You will find actual cases and photos of victims—with the same kinds of burns, but treated differently. In one case the patient is shown after being treated with surgery and skin grafts, while another patient with the same burns is shown after being treated with heparin therapy. To say it is shocking is putting it mildly.

Inform Your Doctor

All you need to know is that this therapy exists and whether your doctor or local burn center knows about it. If you or a loved one are severely burned, you will need a doctor who knows heparin therapy. The procedure is easy to perform, and most doctors are familiar with heparin. If necessary, introduce the concept to your doctor. Refer him or her to the *Saliba Burns Institute* website for detailed scientific information, visual evidence, studies, and references. You or your doctor can download the Heparin Treatment Protocol right from the website. The doctor can use this as a treatment blueprint. When it comes to severe burns, all other treatments are savage and ineffective in comparison.

HEALTH ALERT January 2006

HARMING YOUR EYESIGHT WITH VIAGRA

If you read my blog with any regularity, you're aware about the blinding power of popular drugs (*Viagra* or *Cialis*) commonly used to treat sexual dysfunction. Those same drugs can also increase a man's risk of optic nerve damage, especially if he suffers from heart disease or high blood pressure.

In fact, University of Alabama researchers discovered the combination of sexual dysfunction meds and heart attacks multiply a man's risk of non-arteritic anterior ischemic optic neuropathy (NAION) -- sudden vision loss when blood flow to the optic nerve is blocked.

Scientists interviewed 76 men, half of whom suffered from NAION, about their use of alcohol, tobacco and impotence drugs. Although male patients stricken with NAION were no more or less likely to have taken impotence drugs, those who had suffered from a heart attack and took these worthless drugs anyway were 10 times more prone to experiencing eye damage.

Makes perfect sense, considering the mere presence of erectile dysfunction problems may be one of the early indicators of a significant cardiovascular condition.

Yahoo News January 16, 2006

BBC News January 17, 2006

A. WALTER SMITH—San Mateo, CA

I've received and gone thru the January 2006 *RUPANEWS*, the current roster issue. At 89 I find the ones I flew with much depleted, and so the ones I knew besides. In contrast, the number of widows who have chosen to continue the family membership has increased. I suppose this has a demographic validity, but it is sad anyway.

It now appears United will survive its bankruptcy, and emerge a smaller, younger in equipment, and much leaner carrier, much better equipped to compete in today's wild air carrier world. That is good, but what a bitter cost for retirees and employees. And the hardest hit are pilots: retirees take the double whammy of the PBGC ceilings and the effect of retirement at 60, and the working pilots take their double whammy of pay cuts and cuts in their pension expectations. I wonder if this will encourage more of them to ride side saddle. For working pilots there is some chance of some recovery, but, alas, none for retirees. It is incredible, harsh, and sad.

Check via snail mail for the postage fund to James E. Olson, Sec/Treas.

Yours,

Walt Smith

FRANK AND JEANETTE SOARE—Goodyear, AZ

Hi Ted, and greetings to all,

Since I missed sending a letter last year, but did send my postage pay, I thought I'd better write this year. I'm not sure that this will make it time for the February letter, but will give it a try. Another year of enjoyment in Arizona has passed, and we are still enjoying ourselves.

Got our first payment from PBGC, sure seems strange after so many years of coming with a United name on it somewhere. It appears as though they will be sending the pension from now on. So sad, and then those who should be in "jail", are going to divvy up 8 million shares of new stock for being crooks and incompetent.

Also sad, we drive by the Goodyear airport almost

everyday, and after 9/11, the airlines were parking their surplus planes there, there were probably 175 airliners there. United had 7 777s, and one by one they were towed to the hanger, the "U" on the tail, and "United" on the fuselage were painted over and they were gone. I counted about 24 727s parked here in the beginning, and now, there are none, you'd see them without wings, and the fuselage lying on the ground, tail off, and the next day they were gone. The 737s were flown out over a period of time. There are 2 DC10-30s, no.49, and I can't see the number on the other one, that have been here since the beginning. Delta has a load of MD-11s parked. My son, who works for Boeing, says no one wants them, but, that the hottest used airplane is the 747-400 and 777s, and there are none left on the used airliner market.

This summer, my wife had to have a pacemaker installed, after a ride in the ambulance to the ER room in the hospital, and she has recovered very well. That was our health occurrence last year, and hopefully our last for a long time. We are both feeling well and stay quite active.

I have helped a couple of my dear friends, who have had prostate problems, by getting them information on the "Green Light" procedure. One was even scheduled to get the roto-rooter treatment at the Mayo Clinic until I helped him out. He really appreciated it after his procedure was done. I took him to the hospital at 8:30am and brought him home at 1:30 pm same day.

Tom Libuda lives in the valley, and called one day, and of course, we discussed as much of the demise of the pension plan as we could, and Irv Jones called, and we discussed the same thing. It was so nice to hear from both of them. It'll be interesting to see what the revised pension plan in Congress will provide to the newcomers to bankruptcy. One could hope that the new plan would force United to pick up more of the pension again.

Many thanks to all of you who put together our beloved RUPA journal, it takes a lot of time on your part, and is so much appreciated.

Kind regards to all,

Frank and Jeanette

UAL'S DOUGLAS, 4 ENGINE PROPELLER AIRPLANES

By Frank Egbert (UAL 1944-1980)

These notes cover the DC-4, DC-6, and DC-7. I feel very fortunate to have been able to acquire 7,300 hours as co-pilot, captain, engineering test-pilot, and flight instructor in these aircraft.

In the late 1930's, after the success of the DC-3, Donald Douglas began the development of his first 4 engine airplane, the DC-4. The prototype of 1938-39 had a triple tail, a very streamlined fuselage, and single-wheel landing gear trucks. After considerable flight testing, this design was scrapped and the aircraft was sold to the Japanese. Rumor has it, that this airframe, with Japanese pilots, crashed into Tokyo Bay on its first local flight.

The subsequent design of the DC-4 had a single vertical tail, a cylindrical fuselage and dual-wheel landing gear trucks. As this type was being test flown, the USA entered World War II, so the entire production, modified only slightly, went into the war effort as the Air Corps C-54 and the Navy R5-D.

Early in the war, UAL was given a contract to fly in the Pacific Theater for Air Transport Command, (ATC). The program was begun, using "C-87's" (converted B-24's), but these were, later, replaced with C-54's. My first experience with the C-54 was on this program, flying co-pilot for E.L. "Mac" Mc Millen, Sid Nelson, and Clarence Hudson.

After the war, many of these airframes were converted to the commercial version of the DC-4. The ones that UAL acquired had the technical designation of: "C-54-B, DC". The early DC-4's had a gross weight of 65,000 pounds, however, later military versions were approved for as much as 73,000. UAL used a maximum of 70,700 pounds.

The aircraft was very stable and friendly to fly, but the manual control pressures were very heavy. The only assist was one very small flying tab on the rudder. The Pratt & Whitney, R-2000 engines produced 1,350 HP, each. (1,450 HP on later models) This gave us a cruising speed of a little over 200, TAS, at 8,000' to 10,000'. UAL, optimistically used 230 MPH in their advertising. Non-stop flights from San Francisco to Omaha were scheduled for 7 hours, Eastbound and 8 hours Westbound.

During the Korean war, the DC-4 saw service in the Pacific Theater again, on a MATS contract, but she was eventually retired from the UAL fleet in the mid 1950's..

After WWII, United Airlines acquired their first pressurized airplane, the DC-6. Its general appearance was similar to the DC-4, using the same wing and fuselage, but it was made of the new aluminum alloy, "75-ST", and the cabin was pressurized to 4.16 PSI. We could, now, cruise at altitudes in the 18,000' to 20,000' range. The fuselage was lengthened about 7 feet, the wing flaps were improved, and the gross weight was increased to 89,600 pounds.

We now had reversing propellers, electric propeller de-icing, and "hot air" for airfoil anti-icing. With four, 2,100 HP, Pratt & Whitney, R-2800, engines, our cruising speed was 300 MPH. We could fly from San Francisco to Chicago (Midway) in seven hours.

In 1947, one of our DC-6's had an in-flight fire near Bryce Canyon and crashed, killing all on board. A few weeks later, an American Airlines DC-6 encountered a similar fire but landed at Gallup, New Mexico, before the fire was out of control. All DC-6's were immediately grounded, for several months of extensive modifications. As a test pilot at the UAL maintenance base, I participated in the test flights required to re-certify the aircraft after these modifications.

This type was operated by UAL for more than twenty years, during which time the design was modified and improved many times, including the development of the DC-6A and the DC-6B. With the use of ADI, (water injection), the take-off power was increased to 2,400 HP, (A few of the last DC-6B-II's were approved for 2,500 HP). The propellers were changed from the older "needle props" to the "high activity"

wide blade types, which improved the take-off and initial climb performance, with only a slight loss in high altitude cruise performance. The addition of larger flying tabs to all of the control surfaces reduced the control forces, considerably, and made the later models very pleasant to fly. The last of the DC-6 series had a gross weight of 107,000 pounds.

Competition for transcontinental, non-stop flights, required the development of the DC-7. This was a modification of the DC-6 airframe with larger, 3,250 HP, Wright R 3350-TC engines. The structure was lengthened, again, and strengthened to withstand a cabin pressure of 5.46 PSI. A speed brake was added. (This lowered the main landing gear but not the nose gear.) The gross weight was increased to 122,200 pounds.

At 25,000', we could, now, fly at true airspeeds of close to 300 knots. (350 MPH). However, at that altitude we were approaching transonic speed problems. We had a MACH limit of .585 which coincided with 236 knots, IAS. This was much lower than our low altitude limit of 309 knots, so we had to be aware of our descent speeds at the higher altitudes. This was our first airplane with a combined "Airspeed/Mach" meter.

The "Turbo-Compound" engines produced many maintenance problems, and much of our test flying was done in an attempt to improve their reliability. Ignition analyzers were added, and a complex procedure was developed for setting cruise power, using "BMEP" gages and "Spark advance". The engine was still the weakest part of the DC-7.

As UAL's jet fleet developed, a gradual reduction of the propeller types was begun, and the DC-7 was the first to go. In the mid 1960's, the DC-7 was eliminated from the fleet, but the DC-6 remained in operation until 1969, at which time the last of UAL's 4 engine, propeller driven, aircraft were declared surplus and sold.

WHY DOGS DON'T LIVE AS LONG AS US...

Being a veterinarian, I had been called to examine a ten-year-old Irish Wolfhound named Belker. The dog's owners, Ron, his wife Lisa, and their little boy, Shane, were all very attached to Belker and they were hoping for a miracle.

I examined Belker and found he was dying of cancer. I told the family there were no miracles left for Belker, and offered to perform the euthanasia procedure for the old dog in their home. As we made arrangements, Ron and Lisa told me they thought it would be good for the four-year-old Shane to observe the procedure. They felt as though Shane might learn something from the experience.

The next day, I felt the familiar catch in my throat as Belker's family surrounded him.

Shane seemed so calm, petting the old dog for the last time, that I wondered if he understood what was going on. Within a few minutes, Belker slipped peacefully away.

The little boy seemed to accept Belker's transition without any difficulty or confusion.

We sat together for a while after Belker's death, wondering aloud about the sad fact that animal lives are shorter than human lives.

Shane, who had been listening quietly, piped up, "I know why." Startled, we all turned to him.

What came out of his mouth next stunned me. I'd never heard a more comforting explanation.

He said, "People are born so that they can learn how to live a good life -- like loving everybody all the time and being nice, right?" The four-year-old continued, "Well, dogs already know how to do that, so they don't have to stay as long."

JIM TROSKY—Surprise, AZ

Jim,

Making some adjustments to cover the cowardice of the current ALPO MEC and membership of this once proud and professional union. More disappointed in them than the results of their greed.

That being said and off my chest let me now say that all is well both here in AZ as well as IL. Still doing some flying and now some FBO work at the Wickenburg, AZ airport (E25)...love it. Between that, golf, some fine friends, good health and great family members...life is indeed, good.

Keep up the good work. Thanks to all who make the *RUPANEWS* an important part of my life. There are a lot of good memories to be thankful for.

Cheers,

JT Lex et Libertas -- Semper Vigilo, Paratus, et Fidelis! ED

RACHEL VAN TUYL—La Grange, GA

Dear Jim,

Here are my dues for the 2006 RUPA bulletin. I have to confess I don't know many of the members but still enjoy the bulletin.

My husband was one of the early pilots-1933. He loved every year-Ford Tri-Motors through DC8's. He died in 2003.

My best, *Rachel Van Tuyl*

BILL WHITLOW—Lake Elsinore, CA

Howdy Jim,

"Thank You" to you and all your loyal helpers for such a terrific publication!

Got my love letter from the PBGC. With the loss of the unqualified and the new amount they came up with, my March and beyond pay will be 77 1/2 % less than before. Have our house up for sale hoping it moves before too long.

We traveled up to Washington over Thanksgiving to visit our daughter in Grad School and other trips in California. Enjoying our two Grandsons, golf, and skiing. Life is good.

Until next year.

Bill Whitlow

JAMES W. WRIGHT—Newtown, CT

[Note: There are two James W. Wrights in RUPA. The other in New Jersey, I think. ED]

Check's in the mail, late as usual. And here even is an accompanying note, the first in over a decade and only the second ever. The first one dealt mainly with my cat.

To mark my 60th birthday and airline retirement, a friend and I bicycle-camped 570 back-road miles from Bar Harbor, Maine home to western Connecticut. No matter what you do, there always is someone out there to top it. We were feeling pretty venturesome until crossing a bridge into Portsmouth, NH we met a bicyclist headed the other way...from San Francisco. The consolation, he probably is 30 years my junior.

For the 70th, with another bicycling friend, we signed with Jim Whittaker's Rainier Mountaineering guides in an attempt to summit Mt Rainier. He went. I didn't. Hopes of that for this lifetime ended a month early with a mean, twisting break of my right leg just above the ankle. The large bone, cleanly broken; the small one, splintered. Instead of June on Mt Rainier with crampons, it was June on crutches with hardware holding bones together.

We travel a lot, frequently exploring those places I only sampled in the 21 years with Pan Am and 8 with United. Last July it was Croatia. Meeting some friends in Zagreb, we chartered a small boat and spent 10 days cruising the Dalmatian coast from Pula in the north to Dubrovnik in the south.

People suggest the hardware in my leg must set off airport security bells. Nope...not once. However, a small metal clip-ring in my hiking shorts did ring a bell at the Athens, Greece Airport. While airport security checked out that little metal ring, the two stainless steel bars and 15 screws in the leg below remained totally undetected. That is not reassuring. The bones have mended, I am thinking of having that hardware removed.

Each September I normally head off alone for a week of backpacking the rugged trails of the New Hampshire White and Presidential Mountains. September 11th, 2001, I was on the Garfield Ridge

Trail, unaware for two days of the evil events of that day. Last year descending a steep, rain-slick rock face off of Twin Mountain, I took a pitching fall, the worst ever. Lying nauseated, bleeding and wishing for a helicopter to get me out of there, I finally concluded my wife is correct. Solo on these remote, challenging trails is not smart. I am keenly aware how helpless you would be out there alone with a broken leg.

My wife is geologist. That has opened some neat field trips with the GSA (that's Geological Society of America not Girl Scouts). Geologists get back-country, up-close and personal; in our case with Iceland, New Zealand, Montana, Utah among others. Geologists like road cuts. Someday I am going to write a book of the road cuts of the world. The worlds greatest cut is not a road, but a river cut. It's the Grand Canyon. We checked it out rafting and camping the Colorado River from Lee's Ferry, Utah to Lake Mead.

For flying, it has been 30 years of sailplanes. I traded for a new one last year. My wife got her biennial flight review after years of inactivity. For a challenge of a different type, because there certainly is no money, I do tax-prep for H&R Block during the early February and late March-April peaks. Between times we wander Florida for a month, frequently tent camping their wonderful state campgrounds, interrupted by the week our kids normally send us to some glitzy Florida resort. It is nice to have rich relatives and a shower.

Mostly live, sometimes voice-tracked, on and off for the last 23 years I have hosted morning shifts on a noncommercial classical music FM network heard in much of western Connecticut, chunks of adjoining New York state and eastern coastal Connecticut and Long Island out almost to the Rhode Island line, and the Internet. Not as out of character as it may seem. While in the Air Guard between the Air Force and the airlines I was a newsman at the ABC TV station in Knoxville, the CBS TV station in Washington, DC, as well as then co-owned all news WTOP radio Washington. Once I was hired as a reporter by the home of country music, WSM Nashville, but took the Washington job instead.

On the RUPA website, someone asks if there are still any F-86 pilots out there. If you count the F-86D, the answer is yes. My question: Any F-104 pilots out there? I flew it when it was new, the first year with a downward ejection seat. That gets your attention.

See you next decade.

Jem

IN MEMORIAM

JACQUELINE P. ABEL

Jackie Abel who championed the causes of other widows of United Airlines Employees passed away at her home February 4th, in Huntington Beach, CA. She was the wife of Captain Lou Abel (decd), and a former Flight attendant. Her death was the result of lung cancer.

A memorial service will be held at 11 AM on Friday, February 17th at the Community United Methodist Church, 6652 Heil Avenue, Huntington Beach, CA.

A reception will be held immediately following the service in the Courtyard at the Church.

In lieu of flowers, Jackie has requested that anyone desiring to make a donation may do so to:

The UAL Retired Pilots Foundation
c/o Captain Ted Bochniarz (ret)
11165 Regency Dr.
Westchester, IL 60154-5638

Cards may be sent to:
Ms. Stephanie Abel
16683 Bolero Lane
Huntington Beach, CA 92649-3024
(stephanie.abel@cbre.com 818-262-2216)

Fraternally,

Jerry

RICHARD S. "DICK" BLUNDELL

Richard S. "Dick" Blundell, 78, of McHenry, died Saturday, Jan. 21, 2006, at Hearthstone Manor in Woodstock after a battle with Parkinson's disease. He was born Aug. 22, 1927, in Cleveland. After

high school, he entered the U.S. Navy's V5 program. He graduated in 1945 from West Tech. After his Navy service, he served in the U.S. Army and was stationed at Hickham Air Force Base in Honolulu. He attained the rank of second lieutenant.

On Sept. 20, 1981, he married Beverly Hansen at Shepherd of the Hills Lutheran Church in McHenry. In 1965, he and his family moved to McHenry from Hoffman Estates, and he began working as a pilot for United Airlines. He retired after 33 years as the top DC-8 captain with United Airlines in 1987.

He was a founding member of Shepherd of the Hills Lutheran Church, where he served on the church council and the men's prayer group. He volunteered for Home of the Sparrow and received the Volunteer of the Year Award in 1995. He also was a Meals-on-Wheels driver for many years and was a member of the Retired United Pilots Association, as well as the Air Line Pilots Association.

He enjoyed woodworking and was an avid baseball fan.

Survivors include his wife, Beverly, a daughter, Linda, a son, James, two stepdaughters, Cheryl and Lorie and six grandchildren.

Dick was a long time friend and neighbor at both Hoffman Estates and McHenry, IL. He was a fine gentleman and friend.

Jim Boyer

DON CUNNINGHAM

I was saddened to read in *RUPANEWS* of the passing of Don Cunningham. My memories of Don began in Seattle in the sixties when I was a 727 S/O and Don was a Captain. He became an instant favorite of mine because he would often try to give me a leg back in the good old days when it was no big deal. Later on, I had the pleasure of flying with Don as a Real Co-pilot where in the words of Jesse Marker, I got to "Sit up front by the garbage can".

I cannot name any other pilot who loved flying the 727 as much as Don. He never bid off of it for bigger and better paying equipment. For Don, such a move would be like cheating on his sweetheart.

He loved that airplane and it returned his love by granting him one grease job after another. I can sincerely tell you that flying with Don (the Master) was a learning experience for me (the novice). He could make the "Three Hole'er" dance as good or better than anyone I ever flew with.

Retirement was a sad day for Don. Every time I bumped into him, he would tell me how much he missed it. He stated on many occasions that he would come back and fly for nothing if they would only let him. I hope that somewhere in Heaven they have an old 727 sitting around for you, Don, my friend, you deserve it.

Vince Young

JIM STOWELL

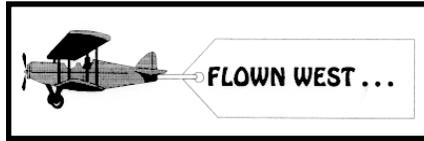
Jim Stowell, 80 years old-Beloved husband, father, and retired United Airlines Captain, "Flew West" on Saturday, November 5th 2005 in San Juan Capistrano, CA of lung cancer.

He is survived by his loving wife of 59 years, Peggy of San Clemente, CA, a brother, Joe and sons: Jim Jr., John, and daughters; Kathy, Carol, and Margo. He leaves ten grandchildren and three great-grandchildren.

Jim was born in Davenport, Iowa on January 13, 1925. His family moved to Peoria, IL. He met his "bride-to-be", Peggy Wulff, while a student at Peoria Central High School. He joined the Army Air Corps during World War II and became a B-24 pilot. After the war ended he married Peggy and was hired by United Airlines. After flight school in Denver he flew out of Chicago. In 1949 the family moved to Denver where he flew everything from DC-3's to 747's. In 1980 they moved to San Clemente, CA where he flew the 747 route from LAX to Honolulu until his retirement in January of 1985 after 39 1/2 years with United. His seniority number at that time was One. He loved flying.

He was an accomplished golfer and a member of the San Clemente Men's Golf Club and the Orange County Seniors. His second passion was baseball and was an avid lifelong Cub's fan. He loved music-Dixieland Jazz, Swing, and the songs of "The Greatest Generation". But most of all he loved his family.

We miss him so very much.



JAMES MAL CHADWICK	12/2/2005
EDWIN K. POGODA*	12/16/2005
CARL E. WILLIAMSON	12/30/2005
RICHARD S. "DICK" BLUNDELL	1/21/2006
JOHN T. TEAGUE*	2/03/2006

Indicates Non-Member



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462
2nd Tue. San Diego Co—*San Marcos CC*- 760-723-9008
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Best Western En Suites Scottsdale Airport, AZ* - 480-948-1612
3rd Tue. DEN Good Ole Boys— *11:30am American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-558-9422 or 702-565-7175
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;
3rd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595
3rd Thu. SEA Gooneybirds—*Airport Marriott* - 425-702-0989
3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners—*Daddy's Grill* - 727-787-5550
Last Thu. Hawaii Ono Nenes—*Mid Pacific Country Club*

Bi-Monthly Scheduled Lunches

1st Wed Mar, Jul, Nov. Chicago Area—*Itasca CC* - 630-832-3002
2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn* - 815-459-5314

Quarterly Scheduled Lunches

3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

Semi-Annually Scheduled Lunches

March 30, 11am,---*Tucson Country Club*—520-797-3912

Deadline: March 22, 2006

Mailing: April 5, 2006



PERIODICALS

RUPANEWS

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