



RUPANEWS

Journal of the Retired United Pilots Association

Volume 9 Number 3

(Journal 570)

March, 2007



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—RUPANEWS—

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RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

PRESIDENT'S MESSAGE

I was just on the phone with the *SeaTac Marriot Hotel* where I made my hotel reservations for the upcoming convention next September. I found that the phone number given in the February *RUPANEWS* was not correct. It got me to a person at the hotel, but not reservations. She gave me the following 800 number (1-800-314-0925) and it worked just fine. We will be there for three nights, but you can get the special rate a day or two before and after the convention. Hope this helps, and please make your reservations as soon as possible so that Ron can get a count for planning purposes.

Rose and I went to two funerals earlier this month and they were both members of our Folders and Stuffers group. That makes four Folders and Stuffers we have lost in less than a year, which brings up a matter I would like to address. It seems that just about everyone who is working in RUPA has been doing their jobs for quite some time and are getting up in years. I myself have been working in the organization for about thirteen years and will be turning over the office of president to Larry Wright at the next convention. I will continue to be in charge of the monthly Folding and Stuffing job for the foreseeable future. What we need to do is get some younger members involved or soon there won't be anyone left to do the work that is necessary to keep the organization running. Right now we need someone to take over Larry's job as Vice President, and hope that person will be someone from the younger members. Is there anyone out there who is interested in stepping forward and volunteering for the job?

We are always ready to welcome newcomers to the Folding and Stuffing. So, any of you in the Bay Area who are interested, should join us on the first Wednesday of the month at the Foster City Recreation Center on Shell Blvd. in Foster City. We start between 9:00am and 9:30am, and don't forget, besides the camaraderie, we offer free coffee and doughnuts and the latest gossip.

I'm still getting several dues checks each month, so please send them to Jim at the following address.

James E. Olson
PO Box 3203
Springfield, MO 65808-3203

Cheers, *Cleve*

ABOUT THE COVER—Boeings Dreamlifter

EVERETT, Wash., Dec. 6, 2006 -- Boeing today unveiled the new paint scheme for its 747-400 Large Cargo Freighters, the specially modified airplanes that will transport the large composite structures of the all-new Boeing 787 Dreamliner. The company also announced that the airplanes will be named Dreamlifters.

The airplanes are being modified by Evergreen Aviation Technologies Corp. in Taiwan. The second LCF will arrive in Seattle early next year, already painted and ready to participate in the ongoing flight test program.

The announcement was made to customers, partners and employees who gathered at the Boeing Everett factory today to celebrate the virtual rollout of the Boeing 787 Dreamliner and the programs progress over the last year.

DANA POINT RUPA LUNCHEON

Wind and Sea Restaurant, Dana Point Harbor.

Deck was a little windy and cool for the group so we got a great sunny corner once again 'inside' the uncrowded restaurant. Looking over the few of the members present, I did notice that there was several retirement dates ('83, '86, '90 and one 1979) Maybe sitting inside is OK for winter in southern sunny CA .

Present were; Park Ames, Carlos Bernhard, Walt Bohl, Bruce Dunkle, Ed Krieger, Rick Hoefler, Jerry Meyer, Bill Rollins, Ted Simmons, Tony Testa, Wayne Henderson, Phred Hayes, Mal Brown and Woody Grover.

Park brought all of us a 6 page reprint of a story printed by the Wall Street Journal on 15 October, 2001. The story recalled in detail, extensive interviews with senior executives and front-line managers, of what happened on 9/11/01 inside the command centers of United and American...something that seemed too diabolical to be real was happening. I think all of us know where we were that day. The enormity of this day changed everyone's life. The W/S article was called "Flying Blind: ... 'We Didn't Have Time to Cry'"

Biggest shutdown in commercial aviation happened and I know that everyone of us 'rode' out this scenario no simulator could ever duplicate!

Kinda nice to be retired!

Bill Stewart note informed that the request to the company to have free passes for retirees reinstated would be too costly to the company. Didn't UAL just report that they had more cash than is optimal for a weak quarter?

Missing today was Pete Hanson seems he has a lung problem and is house bound for a while.

Good to see Mal and Woody all the way from San Diego turn up to join our group. Welcome. Also Phred came from over the other side of the Cleveland National Forest ... Temecula to partake of our Lunch. Glad to see you Phred.

Next Lunch Tuesday March 20th

TED

LAX SOUTHBAY RUPA LUNCH

The normal group gathered for lunch on a beautiful sunny day. Temperature in the 60s so we feel for those in the East and Mid West.

Around the table we had Lloyd Kenworthy, John Joyce, Shirley and Jack Hanson, Walt Albright, Fred Oldham, Trudy Buck, Norm Marchment, Jim Matheson, Gene Gawenda, Ken Williams and very truly yours, *Rex May.*

<p>United Airlines Retired Pilots Foundation, Inc.</p>

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

WHEN WOMEN LIE

One day, when a seamstress was sewing while sitting close to a river, her thimble fell into the river. When she cried out, the Lord appeared and asked, "My dear child, why are you crying?"

The seamstress replied that her thimble had fallen into the water and that she needed it to help her husband in making a living for their family.

The Lord dipped His hand into the water and pulled up a golden thimble set with pearls. "Is this your thimble?" the Lord asked

The seamstress replied, "No."

The Lord again dipped into the river. He held out a silver thimble ringed with sapphires. "Is this your thimble?" the Lord asked.

Again, the seamstress replied, "No."

The Lord reached down again and came up with a leather thimble. "Is this your thimble?" The Lord asked. The seamstress replied, "Yes."

The Lord was pleased with the woman's honesty and gave her all three thimbles to keep, and the seamstress went home happy.

Some years later, the seamstress was walking with her husband along the riverbank, and her husband fell into the river and disappeared under the water.

When she cried out, the Lord again appeared and asked her, "Why are you crying?"

"Oh Lord, my husband has fallen into the river!"

The Lord reached down into the water and came up with George Clooney. "Is this your husband?" the Lord asked.

"Yes," cried the seamstress.

The Lord was furious. "You lied! That is an untruth!"

The seamstress replied, "Oh, forgive me, my Lord. It is a misunderstanding. You see, if I had said 'no' to George Clooney, you would have come up with Brad Pitt. Then if I said 'no' to him, you would have come up with my husband. Had I then said 'yes,' you would have given me all three. Lord, I'm not in the best of health and would not be able to take care of all three husbands, so THAT'S why I said 'yes' to George Clooney.

And so the Lord let her keep him.

The moral of this story is: Whenever a woman lies, it's for a good and honorable reason, and in the best interest of others.

That's our story, and we're sticking to it.

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 3203, Springfield, MO 65808-3203

Or: Phone 800-787-2429

Or: E-mail jimboymo@yahoo.com

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

2007 RUPA CONVENTION TOURS

The members of the Seattle Gooneybirds have selected a number of tours for our enjoyment for his years Convention. All of the tours will be operated by the Seattle Gray Line Tour Company. All of the tours will be on 47 passenger busses and will require a minimum of 32 passengers per tour for the tour to operate. Please keep this in mind when you sign up for a tour. If there are not enough passengers signed up for a certain tour, you may be moved to your second choice. The buses we will be using do have restrooms. We plan to have four tours on Friday, four tours on Saturday and two tours on Sunday. The Sunday tours will arrive back at the hotel in plenty of time for you to relax and freshen up before attending the Banquet. Some walking will be involved in each of the tours so be sure to have comfortable shoes. On Sunday the 23rd we will have our Farewell Banquet and general meeting. After dinner we will have a short talk by Dr. Bonnie Dunbar. Dr. Dunbar became a NASA astronaut in August 1981. She is a veteran of five space flights, and has logged more than 1,208 hours (50 days) in space. We hope you will be able to attend her most interesting presentation. We only had eight players sign up for golf at our last Convention. If you wish to have a golf tournament at this Convention, let us know well in advance so one can be set up.

FRIDAY, SEPT. 21.

The Boeing Everett tour \$43.00. Leave the hotel in the morning for the Boeing Future of Flight Tour. The Future of Flight Aviation Center is a cutting-edge facility featuring 28,000 square feet of interactive aviation exhibits. You will watch a brief movie about Boeing in the Boeing Theater, then travel a short distance to the Boeing factory where you enter the world's largest building by volume (472 million cubic feet of space). We will view the assembly line for the 747 and the 787. This is a 4 hour tour, including travel time; lunch will be available at the company cafeteria at your expense.

Tacoma Museums Tour \$55.00. Depart the hotel and travel to the Greater Tacoma Museum District, where you will be able to enjoy the Museum of Glass, the Tacoma Art Museum and the Museum of Natural History. Admission to all three Museums is included with this tour. Lunch will be on your own. This is a 6 hour tour, including travel time.

Tillicum Village Dinner Cruise \$98.00. This is an evening tour. The bus will depart the hotel and deliver you to the Argosy Cruises dock on the downtown waterfront to board the vessel which will take you to Blake Island. Tillicum Village is a Northwest American Native Site. In the Chinook language, "Tillicum" means "friendly people". Here you will enjoy a meal of salmon cooked on cedar stakes over an open fire. It will be served in a traditional cedar longhouse, surrounded by Northwest Coast native crafts and artwork. After dinner you will be entertained with ceremonial dances, myths, and legends of the native culture. This is a 5 hour tour.

Cruise the Locks Tour \$68.00. Seattle is a city of meandering waterways – from Puget Sound to Lakes Washington and Union. Enjoy the scenery and lively narration as your guide tells you all about Seattle's maritime highlights on this Argosy boat tour. The bus will pick you up at the hotel and will join the Locks Cruise Vessel at its departure point. Lunch is on your own. This is a 4 hour tour.

SATURDAY, SEPT. 22.

Museum of Flight Tour \$33.00. Depart the hotel for the Seattle Museum of Flight, the largest air and space museum in the West. You may take a tour through the museum with a docent if you wish or proceed on your own. There are more than 150 historic air and spacecraft, interactive exhibits, personal stories and educational activities to view. Also visit the William E. Boeing Red Barn, the original manufacturing facility of the Boeing Airplane Company, or browse the Personal Courage Wing, home to an impressive collection of WWI and WWII fighter planes and war memorabilia. Lunch is available on your own at the cafeteria. This is a 4 hour tour.

Woodinville Winery and Brewery Tour \$45.00. You will depart the hotel and travel to the Woodinville Wine District, where you will enjoy tours and tasting at the Columbia Winery, Chateau Ste Michelle and the Redhook Brewery. Admission to the tasting locations and tasting fees are included in this 5 hour tour.

Royal Argosy Dinner Cruise \$120.00. This is another evening tour. You will be picked up at the hotel and delivered to the Argosy Cruises dock on the downtown waterfront. You will enjoy dinner while cruising on Elliot Bay and viewing the Seattle skyline at night. This is a 5 hour tour.

Tacoma Museums Tour \$55.00. See previous description of this tour.

SUNDAY, SEPT. 23.

Seattle City Sights Tour \$38.00. This tour will include the following locations in the Greater Seattle Area. The tour will include the City Center, the Sports Stadiums, The International District, The Montlake Cut, University of Washington, the Fisherman's Terminal, The Ballard Locks, Seattle Center, the EMP museum, Seattle Shopping district, the Seattle Waterfront, Queen Anne neighborhood, the Fremont neighborhood, the Space Needle and the Pike Place Market. The Tour will stop at the Space Needle for lunch, (cost of lunch not included), and will also make an approximate 45 minute stop at the Pike Place Market. This is a 6 hour tour

Cruise the Locks Tour \$68.00. See previous description of this tour.

Please Note: The departure times have not been established at this writing but will be reasonable, (no o-dark get ups), we've had enough of them.



RUPA 2007 CONVENTION REGISTRATION FORM

The convention will be held at the *SeaTac Marriott* in Seattle, Washington on Sept. 20-23. To make a reservation, call the hotel at 1-800-314-0925. Mention RUPA and receive a rate of \$119/night. You are encouraged to register early so that the organization can make the proper arrangements.

NAME _____ SPOUSE/GUEST _____
E-Mail Address and Phone # _____

Registration Fee: \$13.00 per person \$ _____

Thursday Dinner Buffet: \$18.00 per person (Sept.20) \$ _____

Sunday Banquet: \$27.00 per person (Sept. 23) \$ _____

Banquet Dinner Selection: Salmon _____ Pork Chop _____

TOURS:

Friday, Sept. 21

Boeing Everett Tour \$43.00 pp \$ _____

Tacoma Museums Tour \$55.00pp \$ _____

Tillicum Village Dinner Cruise \$98.00 pp \$ _____

Cruise the Locks Tour \$68.00 pp \$ _____

First Attendee: Name _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd Choice _____

Saturday, Sept. 22

Museum of Flight Tour \$33.00 pp \$ _____

Tacoma Museums Tour \$55.00 pp \$ _____

Woodinville Winery and Brewery tour \$45.00 pp \$ _____

Royal Argosy Dinner Cruise \$120.00 pp \$ _____

First Attendee: Name _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd Choice _____

Sunday, Sept. 23

Seattle City Sights Tour \$38.00 pp \$ _____

Cruise the Locks Tour \$68.00 pp \$ _____

First Attendee: Name _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd Choice _____

Interested in a Golf Tournament? Yes _____ No _____ Price to be determined

Total for First Choice Tours, Registration and Dinners \$ _____

If awarded second choice tour, an adjustment will be made upon registration.

Complete form and make a copy for your records. Determine total amount and send a check made out to RUPA, along with a completed registration form to:

Ron Jersey, 3 Pheasant Ln. Gorham, ME 04038. Phone (207) 839-6943

THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds assembled early at the *Marriott* on the Feb.15, 2007. Items discussed were the possible implications of UAL reporting distribution of our "shares" as wages. Also mentioned was the Feb. RUPA article on possible increases to Social Security because of military service. We resolved that we did not know enough about either subject so, after resolving to be completely apolitical in all our correspondence, we discussed politics, religion, and sex until it was time to go home.

Attending were: Larry Rose (new guy!), Howard Holder, Rich Hurst, Bud Granley, Jeff Roberts, Mark Gilkey, Alex Dunn, Pat Williams, Chuch Westpfahl, Jim Barber, John Turbeville, Jack Brown, Dave Carver, Dick Weisner, Dean Turner, Bill Brett, Dave Gardner, Don Andrews, Tom Smith, Ray Dapp, Gary Sakuma, Al Teel, Brent Revert.

NOTE THE FOLLOWING: The Annual Gala Gooney Bird Co-ed Luncheon will be held at the *Marriott* on May 17. Once again the price will be \$25 per person and that price includes parking. Your check is your reservation; book early and book often:

Brent Revert
9016-159th PL NE
Redmond WA 98052-7518

or

Bill Brett
41020-228th Ave SE
Enumclaw, WA 98022-9056

As an example of our wonderful co-eds; one of our member's pocket was picked in a foreign land. He had his wife chase the pickpocket so he could direct the police in her direction. Needless to say, the pickpocket was apprehended. Join us at the Gala and we will tell you who it was, maybe.

Brent

SW FLORIDA RUPA GROUP

Lincoln's birthday brought out a good crowd for the regular meeting of the SW FL RUPA Group.

Featured speaker was Mr. David Plazas, community conversations editor for the Fort Myers New-Press. Mr. Plazas gave a glimpse into the inner workings of a large metropolitan newspaper. There were many questions from the members.

There was a discussion concerning the *Sun-N-Fun* fly-in April 17 through the 23rd. It was concluded that UAL day will be Thursday the 19th 1200 at the OX-5 building.

Attending: Wallis Alves, Bill Bates, Neil Bretthauer, Ray Brooks, Gene Chapman, Jim Druyer, M/M David Dryer, Duncan Fleming, Jim Good, M/M Harvey Hallberg, M/M Bob Hitt, Jim Howard, Mike Jones, Brian Leiding, Wes Leighton, Al May, Faith Osborne, Buzz Osterbusch, Ed & Dot Prose, David Smith, Jack Taffe, Mamie Thompson, Ellis Van Alstine, M/M Ray White, Del walker, M/M Dick Murdock, Chuck Hughes, Guest Joe Dennis, (Of note: Mr. Dennis flew the third B-29 from the Boeing factory) Guest speaker, Mr. David Plazas and yours truly, *TJ Sobota, Gary and Janice Crittenden.*

TREASURE COAST RUPA MEETING

The February meeting of The Treasure Coast RUPA Chapter was held @ *The Mariner Sands Country Club* in Stuart, FLA on Tuesday, Feb. 13th. Since it happened to be the day before Valentine's Day, it was decided that this would be a Coed luncheon get together. It was also decided ahead of time that it would be appropriate for the guys to bring their wife or a lady friend with them, BUT preferably NOT both. Our leader, Jim Dowd (who is also a CC member) ruled that whenever BOTH attend at the same time, the luncheon room gets much too loud and boisterous and the other members frown on that according to Jim. Seriously, a great time was had by all 31 that attended.

Those in attendance were: Dave & Jean Arey; Jack & Glenda Boisseau; Bill & Louise Cole; Vince Consigli; Jim & Connie Dowd; Del & Patricia Gartner; Clay Grant; Dave Hoyt; Skip & Jean LaRocque; Andy Lambert; Bob & Kimberly Langevin; Don Onofrio; Ted Osinsky; John & JoAnn Pinter; Bob & Linda Schaet; Sid & Georgeann Sigwald; Bill Smith; Dick Starita and Zsuzsa; and Frank & Carol Guglielmino (former CLE Crew Desk).

Jim Dowd made a few administrative and FYI type of announcements and a GR8 time was had by all. We would like to take this opportunity to invite all interested UAL pilots that live (or happen to be) in The Treasure Coast area at the time of our meetings to join us. Our meetings are held on the second (2nd) Tuesday of every month (@ 11:30AM) at *The Mariner Sands CC* in Stuart, FLA. For more details, you can contact Jim Dowd at: FlyJim1@aol.com or call him @ (772)286-6667. By the way, starting at our March luncheon, the cost will be \$11.00 and the March meeting will be on March 13th. Hope to see many of you there.

Respectfully Submitted by, *Bob Langevin*

N.E. FL. RUPA LUNCHEON

The Northeast Florida RUPA group meant for lunch on Thursday, February 15, 2007 at the *Spruce Creek Country Club*, just outside Daytona Beach, FL. Those in attendance were:

Phil & Marilyn Harmon, Bud & Karen Gammill, Bob Spillman (new to NE FL and the Group), Bill Rankin, Larry & Janet Horton, Murray Warren, George Norwood, Dick & Wilma Russell, Steve & Lil Moddle (el presidente), Ray Vandenheuvel, Bob & Jacki Tinsley, and Barry Bickle.

Several lively discussions were had that centered around the characters that we had flown with and what they got away with, things that the current crop of UAL pilots could only dream about.

Pres. Steve reported on the absentees that were too busy in retirement to attend and those "under the weather" and unable to attend.

We meet the 3rd Thursday of the months of February, April, June, October, and December. Next meeting will be April 19, 2007 at *Spruce Creek Country Club*, 11:15 am. For information or directions contact Steve Moddle at 386-760-0797. As you can see wives are welcome, come and join us.

BB

GOVERNMENTAL MANAGEMENT

IT WOULD BE FUNNY IF IT WASN'T TRUE!

Once upon a time the government had a vast scrap yard in the middle of a desert. Congress said, "Someone may steal from it at night." So they created a night watchman position and hired a person for the job.

Then Congress said, "How does the watchman do his job without instruction?" So they created a planning department and hired two people, one person to write the instructions, and one person to do time studies.

Then Congress said, "How will we know the night watchman is doing the tasks correctly?" So they created a Quality Control department and hired two people. One to do the studies and one to write the reports.

Then Congress said, "How are these people going to get paid?" So they created the following positions: a time keeper, and a payroll officer. They then hired two more people.

Then Congress said, "Who will be accountable for all of these people?" So they created an administrative section and hired three people, an Administrative Officer, Assistant Administrative Officer and a Legal Secretary.

Then Congress said, "We have had this command in operation for one year and we are \$18,000 over budget, we must cutback overall cost."

So they laid off the night watchman.

And that's how government works.

THE FUNERAL

Joe died. His will provided \$30,000 for an elaborate funeral.

As the last guests departed the affair, his wife, Helen, turned to her oldest friend. "Well, I'm sure Joe would be pleased," she said.

"I'm sure you're right," replied Jody, who lowered her voice and leaned in close. "How much did this really cost?"

"All of it," said Helen. "Thirty thousand."

"No!" Jody exclaimed. "I mean, it was very nice, but \$30,000?"

Helen answered, "The funeral was \$6,500 I donated \$500 to the church. The wake food and drinks were another \$500. The rest went for the memorial stone,

Jody computed quickly. "\$22,500 for a memorial stone? My heavens, how big is it?"

"Two and a half carats".

HOW DO YOU DECIDE WHO TO MARRY?

(written by kids)

HOW DO YOU DECIDE WHO TO MARRY?

- (1) You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming.
- Alan, age 10
- (2) No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with.
- Kristen, age 10

WHAT IS THE RIGHT AGE TO GET MARRIED?

- (1) Twenty-three is the best age because you know the person FOREVER by then.
- Camille, age 10
- (2) No age is good to get married at. You got to be a fool to get married.
- Freddie, age 6 (very wise for his age)

HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?

- (1) You might have to guess, based on whether they seem to be yelling at the same kids.
- Derrick, age 8

WHAT DO YOU THINK YOUR MOM AND DAD HAVE IN COMMON?

- (1) Both don't want any more kids.
- Lori, age 8

WHAT DO MOST PEOPLE DO ON A DATE?

- (1) Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.
- Lynnette, age 8 (isn't she a treasure)
- (2) On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.
- Martin, age 10

WHAT WOULD YOU DO ON A FIRST DATE THAT WAS TURNING SOUR?

- (1) I'd run home and play dead. The next day I would call all the newspapers and make sure they wrote about me in all the dead columns.
-Craig, age 9

HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?

- (1) There sure would be a lot of kids to explain, wouldn't there?
- Kelvin, age 8

WHEN IS IT OKAY TO KISS SOMEONE?

(1) When they're rich.

- Pam, age 7

(2) The law says you have to be eighteen, so I wouldn't want to mess with that.

- Curt, age 7

(3) The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do.

- Howard, age 8

IS IT BETTER TO BE SINGLE OR MARRIED?

(1) I don't know which is better, but I'll tell you one thing. I'm never going to have sex with my wife. I don't want to be all grossed out.

- Theodore, age 8

(2) It's better for girls to be single but not for boys. Boys need someone to clean up after them.

- Anita, age 9 (bless you child)

And the #1 Favorite is.....

HOW WOULD YOU MAKE A MARRIAGE WORK?

(1) Tell your wife that she looks pretty, even if she looks like a truck.

- Ricky, age 10 (SMART guy)

MEDICARE COVERAGE IN A NUTSHELL

The phone rings and the lady of the house answers, "Hello."

"Mrs. Ward, please."

"Speaking."

"Mrs. Ward, this is Doctor Jones at the Medical Testing Laboratory. When your doctor sent your husband's biopsy to the lab yesterday, a biopsy from another Mr. Ward arrived as well, and we are now uncertain which one is your husband's. Frankly the results are either bad or terrible."

"What do you mean?" Mrs. Ward asks nervously.

"Well, one of the specimens tested positive for Alzheimer's and the other one tested positive for AIDS. We can't tell which is your husband's."

"That's dreadful! Can't you do the test again?" questioned Mrs. Ward.

"Normally we can, but Medicare will only pay for these expensive tests one time."

"Well, what am I supposed to do now?"

"The people at Medicare recommend that you drop your husband off somewhere in the middle of town. If he finds his way home, don't sleep with him."

PHOENIX MEETING

Glad to report that Frenchy is back on the job, doing a little better each day. 28 of us met at the *Thunderbird Suites* (change of name from Best Western) we are still in the same place. We welcome any visitors just give us a call so we will have enough food. A very pleasant Day temp. in the 70's. Always enjoy visiting in the Lounge for conversation & libation's. At 12:00 Noon we went to our Private dining room for our Buffet lunch. After lunch we introduced our guest Lyle & Judy Burhans from LaFollette, TN, Dick & Claudia Russell from Port Orange, FL. & Tom O'Conner. Each member was invited to share a word about his/her present situation. Ralph Johnson (our 100 yrs. Young) told of the introduction of Music into the Cabin of the B247. The Capt. would play the Violin While sitting on the Spar. Ralph has so many stories to share & they are always welcomed.

We have some members on the Sick List. Please add them to your Get Well List. Ed Nelson (Serious Spinal Surgery) but all went well. Long Physical Therapy ahead, but we know Ed can make it happen. Gene Paquette had melanoma Growth removed he is willing to speak with anyone to encourage them not to wait to see what small bumps might be, go right away. Good to have him back with us this Luncheon. Had notice from Lillian Bay stating that she had to move back near their son in Danville, CA because she needed the son's help with Bill. Their Address: Lillian & Bill Bay. 932 Redwood Dr. Danville, Ca. 94506.

Attending: Frenchy & Millie Bourgeois, Lyle & Judy Burhans, Mike Carlin, Russ Cottle & Dorothy Sneddon, Don Eiken, Ginny Swallow Coleman, Don & Sharon Jackley, Ralph Johnson, Ken & P.J. Killmon (Thanks Ken for your Help), Hank Kyser, Cory Liston, Gene Paquette, Dick & Claudia Russell, Tom O'Conner, Roy Scroggs, Jerry Smith, Dave Specht, Billy Walker, Ralph Wright, Charlie Schwob, Jim & Sue Mennella. Hoping All Of You will Have Good Health & Not Worry About Wealth, *Frenchy & Millie*

THE SOUTH FLORIDA RUPA GROUP

The South Florida RUPA group held their February meeting on the 8th. We had a good attendance and everyone seemed to have a good time. Next month we will meet on the 8th of March. If anyone from out of town would like to attend, call me and we can arrange transport, etc. Everyone is always welcome.

In attendance this month were Stan Blaschke, Jim Good, Fred Schryver, Hank Fischer, Ed Wheeler, Dave Peat, Lyn Wordell, Hambone Wilson, Bob Dodson, Paul Livingway, Tom Llewellyn, Terry Lewis, Dick Bodner and guest Bob Holland, Les Eaton, Jim Morehead, Chuck Smith, Art Jackson, Bill Garrett, Joe Jenkins, Ham Oldham, Jimmy Carter, Warren Hepler, and me, Jerry Bradley.

Any questions, I am at 561-994-6103. Until next month, good health.

Jerry

<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>
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NORTH BAY RUPA LUNCHEON

February 7th, 2007

Overcast and rain failed to discourage the hardy members of the North Bay RUPA lunch group, on the first Wednesday of February, date of our monthly get-togethers.

Quite a few recent items were brought up for discussion...more problems with "ADP", this time in signing in, if you haven't done so recently...the age 60 NPRM to come out shortly...the class action suit being formed for those forced to retire...the upcoming "pilot shortage"...the problem with the W-2 forms this year...the inquiry Senator Lautenberg made of the PBGC re: the proposed USAir/Delta deal...(which, strangely, got dropped!)

the URPBPA latest petition to the Supremes..uaua now sending out offers to individuals for a "position" as a Flight Attendant..uaua to serve PMD...(with RJ's)...and, last, but certainly not overlooked, was the news item that uaua had begun to pay down it's debt...more than a few comments about that...also question if there is to be a retirement party for SFO retirees this year...(unknown at this time)...

Always there for the group in our times of need, George Hise, (our Health and Welfare Chairman), reported that further studies are confirming that coffee can be good, and even healthful, for the body!! George further quotes a study that attendance at group functions...(such as our lunches!)...is being proven to be of great assistance in fighting Alzheimer's disease!! Everyone felt a little better after that report, except Al Milotich, who was asking where he was!

Attending were: Ed and Peg Duffy, John and Sharon Candelo, Ken Corbin, Gary Koverman, Larry and Dee Whyman, Rick (Norton 1) Saber, R. S. Grammar, Bill McGuire, George Hise, Galen Wagner, Deke Holman, Jim Mansfield, J.R. Hastings, Al Milotich, Norm DeBack, Barney Hagen, Dick Lammerding, Bill Greene, Bob and Doris Donegan.

All fellow retiree's, and friends of the group, are welcomed on the first Wednesday of each month, at the *Petaluma Sheraton's Tolay Room*..12:30 pm..free parking!

further info: fatherdon@aol.com

Happy Saint Paddy's to ye all..!!

NYSKYSRAPER LUNCHEON ANNOUNCEMENT

Pete Sofman
NY area luncheon coordinator

Pete Sofman -- Stamford, CT

1. Please set aside Wednesday June 20th for our next NYSkyscraper luncheon, to be held at the *Montclair Golf Club* in NJ. Same price as last year: \$35/person. Details to be sent out in May.
2. Please email me if you'd like to join our free RETUP (Retired United Pilots) online discussion group. Topics of interest include: tax-handling of bankruptcy settlement, URPBPA Updates, future litigation, obituaries, Medical insurance and Medicare, mergers, travel, passes, latest aviation news, and so forth.

Aloha, *Pete Sofman*
rupapetesofman@optonline.net

GREAT QUOTES

Sometimes, when I look at my children, I say to myself ~~"Lillian, you should have remained a virgin."

-- Lillian Carter (mother of Jimmy Carter)

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: "No good in a bed, but fine against a wall."

-- Eleanor Roosevelt

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement.

-- Mark Twain

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.

-- George Burns

Santa Claus has the right idea. Visit people only once a year.

-- Victor Borge

Be careful about reading health books. You may die of a misprint.

-- Mark Twain

By all means, marry. If you get a good wife, you'll become happy; if you get a bad one, you'll become a philosopher.

-- Socrates

I was married by a judge. I should have asked for a jury.

-- Groucho Marx

My wife has a slight impediment in her speech. Every now and then she stops to breathe.

-- Jimmy Durante

I have never hated a man enough to give his diamonds back.

-- Zsa Zsa Gabor

Only Irish coffee provides in a single glass all four essential food groups: alcohol, caffeine, sugar and fat.

-- Alex Levine

My luck is so bad that if I bought a cemetery, people would stop dying.

-- Rodney Dangerfield

Money can't buy you happiness .. but it does bring you a more pleasant form of misery.

-- Spike Milligan

I am opposed to millionaires... but it would be dangerous to offer me the position.

-- Mark Twain

Until I was thirteen, I thought my name was SHUT UP.

-- Joe Namath

I don't feel old. I don't feel anything until noon. Then it's time for my nap.

-- Bob Hope at 100 years

I never drink water because of the disgusting things that fish do in it.

-- W.C. Fields

We could certainly slow the aging process down if it had to work its way through Congress.

-- Will Rogers

Don't worry about avoiding temptation... as you grow older, it will avoid you.

-- Winston Churchill

Maybe it's true that life begins at fifty ... but everything else starts to wear out, fall out, or spread out.

-- Phyllis Diller

By the time a man is wise enough to watch his step, he's too old to go anywhere.

-- Billy Crystal

The cardiologist's diet: If it tastes good, spit it out.

THE RABBI'S WIDOW

The Rabbi died and his widow, the Rebbetzin, was so disconsolate that the people of the town decided that she ought to get married again. The town was so small that the only eligible bachelor was the town Butcher. The poor Rebbetzin was somewhat dismayed, because she had been wed to a scholar, and the butcher had no great formal education. However, she was lonely, so she agreed, and they were married.

After the marriage, Friday came. She went to the Mikvah (a Jewish ritual bath to get rid of impurities). Then she went home to prepare to light the candles.

The butcher leaned over to her and said, "My mother told me that after the mikvah and before lighting the candles, it's good to have sex." So they did.

She lit the candles. He leaned over again and said, "My father told me that after lighting the candles it's good to have sex." So they did.

They went to bed after saying their prayers. When they awoke he said to her, "My grandmother said that before you go to the synagogue it's good to have sex." So they did.

After praying all morning, they came home to rest; and again he whispers in her ear, "My grandfather says after praying it's good to have sex." So they did.

On Sunday she went out to shop for food and met a friend who asked, "So how is the new husband?"

She replied, "Well, he is no scholar, but he comes from a wonderful family."

THE DEN GOOD OL' BOYS

The weather was as good as we've seen for a while for the Feb. Mtg, in DEN. The repast met the approval of everyone, and kudos were in order for the chef. The scribe reported on the recent activities by the PBGC in re-figuring the pension allotments, that (thankfully) seem limited in number. There was some discussion about the form 1099s and W-2s. Hopefully someone somewhere will get it all straightened out before April 16th.

We had again as guests, Terry Barnhart and Flint Whitlock, co-authors of the bran' new biography of Elrey Jeppesen entitled, "Capt. Jepp and the Little Black Book". Now I know some of the wives into whose hands this monograph may have fallen, are probably thinking this tome has something to do with layovers, but in reality, it details the early efforts of Jeppesen in creating the airway and approach charts we used to utilize in the daily accomplishment of our jobs as airline pilots. (The outfit that was probably for many of us, the most 'pain in the a**' part of our job was the revisions which were in our mailboxes every single day of our airline careers.) W. and B. go back to the very earliest days of the airline business and cover interesting tidbits of Jepp's life and the Jeppesen Company right through his death in Nov. 1996. Terry also had a couple of testimonial letters from readers of the book which he shared, and all due to the purest chance, they had a few copies of the book which they made available for purchase. This humble scribe managed to acquire one and is looking forward to reading it.

There being no further business, the meeting adjourned at a respectable hour.

Those in attendance included: Dean Redmond, Bill Hanson, Dick Garbrick, Bill Fife, Tom Hess, Bill Hoygaard, Al Dorsey, Maury Mahoney, Pete Cecchinelli, Mike Williams, Bob Ashworth, Curly Baker, Mack Connelley, Jack Davis, Keith Patton, Jim Adair, Fritz Meyer, Cliff Lawson, Duane Searle, Jim Hixon, Dick Kobayashi, Jim Jenkins, A. J. Hartzler, Bob Crowell, John Thielen, Russ Ward, Ed Cutler, Stanley Boehm, Hal Meyer, George Maize, Jim Harris, guests Terry Barnhart and Flint Whitlock and the humble scribe and coordinator, *Ted Wilkinson*

LAS VEGAS HIGH ROLLERS

The Las Vegas High Rollers were dark in DEC, but resumed in January 2007. The following people were in attendance: Dawn & Andy Anderson, Dick & Nancy Boston, Barry Dixon, William & Jan Durell, Bruce Fisher, Ed & Judy Fullerton, Gerry & Susanna Johnson, Ron & Jan Kakaldy, Joy & Bernie Klopfer, Gene Lamski, Rod Lyons, Hugh & Kathy Mattern, Bill Moore, Hal & Shirley Morris, Dave & Bonnie Munyon, Lloyd & Dona Whitlow.

If any member is in Las Vegas, you are welcome to join us. Give Jerry Johnson or Andy Anderson a call. (Number in the RUPA news letter, we meet the third Tuesday of the month.

Andy

myrwin anderson
alarsson1@earthlink.net

LETTERS

BOB CAREY—Cairo, NY

Where does the time go?

Ray Bernosky's blog in last month's issue was quite interesting.

When I started working in Flight Ops I was a 23 years old, Air Force veteran, and still living at home in Brooklyn with Mom & Pop. Along with a few fellow employees and many of the pilot group, our main objective besides spending a few hours a month working for a living was, chasing girls. The Stewardess Office down the hall at JFK was a dream come true. Where else could you find just what you were looking for, plus the fact you were being paid to be there. It was fun in the early sixties, then in the later sixties came the infamous 570 (?) pilot group. This was a whole new theater of operations. The objective was the same but the game rules had changed. Being married by this time with a couple of bambinos, I had to take the back seat and observe. We now had a magazine locker and each member of the group could check out monthly issues of "Playboy" "Hustler" and "Ladies Home Journal" (?)

As the years went strolling by, the books just seemed to change from Playboy to Golf Digest from Hustler to Dr. Seuss and all the heads grew a little grayer. The conversations in Flight Ops as well as in-flight were changed as well, stories about hotel rooms went to potty training 3 year olds, old wives, new wives, messy divorces, and who's training for the priesthood.

Now speaking about potty-training I have to return to my first sentence. I have known Ray Bernosky since he was a plumber on the DC 8's. I have ridden with him as a passenger and in the jump seat on many occasions.

I have also met literally hundreds of co-pilots who have flown with Ray, and after observing his landing techniques, many of these fellows have had the same problem that Ray seems to have now. The only difference is theirs were not related to the prostate.

God Bless

Bob Carey

PS: Ray & Pat are celebrating their 50th wedding anniversary this month. Happy Anniversary to both of you. Sorry I had to miss the party.

(Check in the mail to Jim)

CHARLES CLEAVER—Los Altos, CA

Dear Ted:

Last year I sent this to you by computer and you were having all kinds of computer problems, so the letter never did get printed in the *RUPANEWS*. So this is almost a repeat of the letter of last year.

Another year has gone by. Been retired now for 25 years and thank God my pension is still the same. That is a long time, but I am still here kicking. I turn 85 the 27th of February and as you get older one sure gets the aches and pains. In January of '05 I had 9 stents placed in my upper body to increase blood flow. I spent one night in the hospital at \$165,000. I am very thankful that Medicare and Blue Cross insurance covered ninety five percent of the bill.

In July of '05 we made our yearly trek to Seattle area for a visit with kids and relatives. Got my fill of raw oysters on Hoods Canal and put over 900 miles on the rental car for the 10 days that we were there. It was nice to get back home.

Last January I was in the hospital again with pneumonia for 9 days. I have recovered from that now and am in good shape. I had my roto-rooter job, which opened up my urinary tract which had been backing up into my kidneys. I had been suffering with that for well over a year, so now everything is hunkie dory and now I can pee like a teenager. Yippee!

Daughter Alicia has 22 years now as a Stewardess with UAL and is disappointed with her cut in pay.

Come June of this year we will be having our big party at Eagle Field here in California where I was an instructor in Army Primary for one year. Not a whole lot of buildings still there but one of the hangers where we will have our dance and sit down dinner for 600+ people. A lot of vintage airplanes from B25 on down to home builds will be flying in. A big three-day event. We have reserved 8 hotel rooms for our group of 20 coming down from Seattle.

Going through the obituary column of RUPA the older boys are departing from this earth and it is tough losing some of my old friends. Sure enjoy reading about the Gooney Birds group at their monthly meeting in Seattle. I recognize most of the names as I flew with them when I was based in Seattle. Especially you, Tom Graham, we go back to 1942.

Charlie Cleaver

GIL COSHLAND—Reston, VA

Dear Ted,

It has been five years now since I last flew the B777 and retirement has been great. Pat and I have kept active with traveling in our motorhome often. Our road has taken us to Canada where I saw many places that I had only known as oceanic gateways on trans-Atlantic flights. It was neat to finally see what was down there.

I have also been active in the Experimental Aircraft Assn. and go to Oshkosh most years, camping with other members of Chapter 186 in Camp Sholler.

I also just passed my Commercial helicopter checkride. It sure is a lot more challenging than fixed wing flying. We don't need no stinkin' runways!!

On another note, I want to take this opportunity to thank the members of RUPA who so generously responded to my plea for donations to provide DVD players to our service men and women who were wounded in Iraq and Afghanistan.

All told we were able to collect more than \$20,000.00 and distributed over 500 DVD players to the troops. Over \$3000.00 came from RUPA members. It was a very profound experience to personally give many of the DVD players to the soldiers. They were all extremely grateful. When we thanked them for their service to our Country, every one said that they would gladly do it again. This from young men and women who were seriously wounded in action. Many had lost limbs to roadside bombs. It certainly made me sit back and think about how lucky we all are to live in the USA and to have such patriotic young men and women in our midst.

Once again, THANK YOU, to all who were so kind as to donate.

Gil

CHERVYL M. DEPNER—Hinsdale, IL

I would like to continue receiving the RUPA Newsletter and am enclosing checks for dues and the postage fund.

Bill's birthday would have been February eighth. His ninety first.

We had twenty-seven years together and I miss him very much. The house seems so empty without him.

I hope to attend some of the Chi lunches.

Bert

BARRY DIXON—Las Vegas, NV

Dear Ted & fellow Ruparians:

The arrival of the RUPA magazine triggered this letter. The arrival of my birthday last week didn't get me to the writing stage.

The past year has been fairly quiet. Most noteworthy was the engagement of our daughter, last spring, to a Northwest Airlines pilot. She is the last of our family to plan a wedding, set for April 2007. Lots of planning going on.

July saw Ruth and me heading for Denver and places north. Denver is home to our son who flies for Skywest. A stop in Minnesota to see the Lamskis and then on to Canada for a couple of weeks. Return through Montana, Idaho, Utah, culminated a pleasant month in our car versus the motor home we used to utilize.

With real estate moving so slowly, we had our home on the market for over a year with no offers. A ruptured line to a toilet caused a flood while we were out of the house for a few hours. This was a good excuse to take the house off the market, where it remains. A word to the wise, turn off the water to the house when away. The insurance paid the damages, but what a procedure to go through to get repairs done.

Health, for both of us is quite good. The usual age related gripes are present. Nothing too severe. 11 years in retirement and still looking at the grass from the top side.

Thanks to all the F & S'ers and to all who do yeomen's service to our RUPA magazine.

Checks in the mail to Jim.

Barry Dixon

EYE DROPS CAN CAUSE ADULT ASTHMA AND HEART DISEASE

Millions of people take eye drops for glaucoma. Many take beta-blocker eye drops with brand names Betoptic, Ocupress, Betagan, Optipranolol, Timoptic, and Cosopt. Few adults or doctors ever consider these drugs as a cause of adult asthma, heart problems (such as arrhythmias), blood pressure problems, fainting spells, and more.

Yet these "simple little eye drops" can cause many problems—some that you would never dream of. For example, about 1 in 30 people using eye drops develop breathing problems severe enough to require at least one additional drug to treat "adult asthma," or "chronic obstructive pulmonary disorder." In these cases, the conditions are really just side effects of eye drops. ¹

Other people suffer from a variety of heart problems related to the drops. Abnormal heartbeats, low blood pressure, weakness and fainting, and lots of falls among the elderly (with the related broken bone problems) have all been blamed on glaucoma eye drops. And even more serious problems may be the result of the drops. Studies show that the death rate for heart patients using drops for glaucoma is greater than for those without glaucoma or the drops.

Consider that millions of people use these drops daily. Now consider the millions of older Americans diagnosed with adult asthma late in life; with weakness and debilitation; an inability to exercise; with heart arrhythmias; and with all the broken arms, legs, and hips from falls due to fainting. Many of these people suffer simply because of side effects. And a high percentage of these people endure additional expenses, more doctors' visits, new prescription drugs, hospitalizations, and in some cases, even death—all because of "simple little eye drops."

Try Natural First

Anyone with elevated eye pressure should try natural therapy first. Most times, glaucoma is a symptom of your body's inability to maintain normal fluid balances—often related to high blood pressure or prescription drugs. No matter what the cause, stabilizing your eyes without eye drops is a better option.

It's important to address underlying heart and/or blood pressure problems naturally. We have wonderful protocols to help you accomplish your goals. Additionally, you should treat your eyes with two products from Standard Process that have helped thousands of people normalize eye pressure. They are Iplex at a dose of 3-6 tablets daily, and A-C Carbamide at a dose of 3-12 tablets daily.

Have your eye pressure rechecked after 45 days. If it stays stable, you can probably get along just fine without eye drops. If your pressure drops and normalizes, even better. If you also suffer from macular degeneration, remember our studies on this condition. We found that in most cases we were able to stabilize the eyes without further deterioration or vision loss. In some cases, we were even able to help people regain some lost vision. The protocol we use is Cruciferous Complete at a dose of 3-9 tablets daily, along with 3-6 Iplex tablets daily. Cruciferous Complete is a kale and brussels sprouts concentrate. A deficiency of the phytonutrients found in these types of vegetables is a primary cause of macular degeneration.

NOTES

¹ *British Medical Journal*. Dec 14, 2002.

HEALTH ALERT

FEBRUARY 2007

RICHARD L. EMERY—Crystal Lake, IL

Jim,

Just got my RUPA address book, so enclosed is my \$25 yearly postage fee.

It's been a wonderful year for Betty and me. Our eldest son Chris and his wife Jennifer gave us a new and beautiful granddaughter, now we have three grandchildren, Will, Julia and Elise.

Our youngest son Eric, a naval aviator, got married in October, and he and his bride Deanna are living on Whidbey Island, WA, where Eric is based.

Betty and I will be going back to Maui to celebrate our 40th wedding anniversary. We'll be spending March and April there. Looking forward to our two months in Hawaii make the Chicago winters bearable for us.

Thanks to all at *RUPANEWS* for helping all us old guys stay in touch.

Dick Emery

BILL FIFE—Littleton, CO

Hello,

I just made 87 in December and Mitzi and I are pretty active. We went to our all school reunion in Coming, Iowa in September and visited our 125-year-old farm, which is on the National Historic Register. We also attended our annual business meeting in November in Maui for our Condo, the Mana Kai. Our daughter, Cherie and grandson, Chris went along to help us. I stay active with the United retired pilots here and attend their lunch once a month. Elery (Jepp) Jeppeson was a long time member and his son, Jim may join us this month to promote a new biography about his Dad.

We still live in the home we designed and built in 1961. Mitzi and I help our daughter, Claire, with miniature horses that she breeds and raises through her stable, Brigadoon Hollow Minis. One of her mares took Grand Champion at the state fair this past summer.

I gave my hunting rifle to my son, Greg, and retired from big game hunting. Our daughter sends cell phone pix of deer, foxes and bears from the Hollow, though, so we "armchair hunt".

Thanks for the *RUPANEWS*. Check enclosed.

Bill Fife

CLAY GOLDEN—Grants Pass, OR

Hello to all you old and young whippersnappers who kept the skies so friendly! Sure wish it could still be that way. At any rate, we all have to live with what we have today, and be thankful for all the memories we brought with us. We're not nearly as bad off as some of the other folks our age who are having to get by on Social Security and jobs at Wall Mart!

This hasn't been the best year for me. Last year I got the dreaded De-Fib, Pace-maker. This year the onery thing went off while I was taking a walk. The first time I felt like a horse kicked me in the chest, but I stayed upright. Second jolt came a few minutes later and knocked me on my face. Boris Karloff never looked that bad! The De-Fib wasn't adjusted properly. Beware all of you with the things. They can hurt you.

After that fracas, I found that I had 3 compression vertebrae fractures. A new procedure called vertebroplasty, developed in France is great. Medicare covers it, but it's hard to find a surgeon in this country to do it. I found one in Redding CA. An injection of "cement" into the bone pumps it back to previous size and walla! It's an outpatient procedure.

I also ran into the big P. cancer. After 10 positive biopsies, I had a few choices. Opted for hormone therapy and it's worked great. PSA is down to 0.1 and other than going through menopause, heat flashes, etc., all's well! I'll have seed implants at the end but no radiation. Highest PSA ever was 4.15, doesn't seem to mean much. Some friends had over 20 PSA but tested negative. Be sure to get a second opinion.

I enjoy all the letters from all of you. I don't recognize all the names, but do share all the experiences with everyone. We've had a rather handsome career to look back on. A very proud and beneficial company for most of our careers anyway. Maybe there's another Bill Paterson coming on who'll bring it back. Would sure be nice! Until then we have all our dedicated Officers and Stuffers of RUPA to bind us together in fraternal solidarity. Thanks to all of them, and hopes for a good year ahead for all of you.

Clay Golden LAX & SFO.

A new address and e.mail. 1353 Monroe Way,
Grants Pass, Or. 97527 cfgolden@peoplepc.com

NUTRITIONAL COMBINATION CURES 92% OF IMPOTENCE CASES

If you're a normal red blooded American man, you don't want to lose your ability to make love to your wife. While potency does decrease slowly with age, it shouldn't disappear completely as you approach 60 or even 70. However, erectile dysfunction (ED) is becoming more and more common. The incredible popularity of Viagra is proof. But Viagra isn't the best way to deal with ED. I've warned you about this class of chemical drugs in past issues. It can cause severe brain and eye damage.

The good news, though, is that there are herbal alternatives that don't have these side effects. Some effective combinations can include horny goat weed, tribulus, maca, or yohimbe. But there's a new way to treat ED that works as well as Viagra without the same side effects. Here's how it works.

Viagra (and similar drugs) helps achieve erections by slowing down the normal metabolism of nitric oxide (NO). NO is both a friend and a problem. In your penis and other arteries, it serves to dilate arteries. That obviously improves blood flow. And it is the vascular cavities in the penis filling with blood that achieves erection.

On the other hand, excessive NO in areas like your brain can lead to the formation of a dangerous neuron-damaging free radical called peroxynitrite. This effect can cause severe damage to your retina. Many people have gone blind after regular use of Viagra. That's because Viagra blocks the destruction of NO where it needs to be destroyed. The excess NO then destroys critical tissue.

A better way to treat dysfunction is to maximize your body's ability to make the NO it needs and destroy the excess. So we have to increase your body's NO production while leaving intact your body's ability to get rid of too much.

How can you do this? The amino acid arginine is one place to start. It provides the raw material for NO genesis. However, studies have shown that arginine by itself provides only a little help for erectile dysfunction.

But what happens if you add a natural compound to stimulate the enzyme that makes NO from arginine? That's what Romil Stanislavov, PhD from the Medical University of Sofia did. And he did it with great success.

His team studied men between the ages of 25 and 45 with erectile dysfunction. None of these men had other aggravating diseases, such as diabetes. The men first started with an arginine compound equivalent to 1.7 gm L-arginine per day for a month. They had little improvement.

In the second month, Pycnogenol, an extract of pine bark, was added (40 mg daily). The results skyrocketed to 80% improvement (adequate erections).

In the third month, the Pycnogenol was increased to 120 mg per day and 92.5% of the men were able to achieve adequate erections. There were no negative effects from the supplement program, certainly no blindness.

Now there's a patented formulation called Prelox, with the studied ratios of arginine and Pycnogenol. Prelox is available on the Internet. Of course, you also can buy the ingredients separately.

There are advantages to a nutritional program like this over Viagra. The main benefit is that it helps restore your own NO production. That way you'll have adequate amounts on demand all the time. You won't have to swallow a pill before sex. You won't have to worry about your vision, since your body still has the capacity to destroy excess NO. And optimizing your NO production will help your blood vessels relax, which could lower your blood pressure.

So if you're looking for a great way to improve your sex life at any age, try Prelox. It doesn't cost as much as Viagra, it's safer, and just as effective.

Ref: Stanislavov, Romil, PhD. Medical University of Sofia, "Treatment of Erectile Dysfunction with Pycnogenol and L-Arginine," Sex Marital Ther. 2003 May-June;29(3):207-13. 44952 (7/2006).
SECOND OPINION---February 2007

DOUGLAS HORNE—Santa Rosa Beach, FL

Well, anyway, it was a pretty good year down here. One birth, another great grandchild; no deaths, marriages, divorces, serious illness or injury, high speed car chases, or drive by shootings. And no hurricanes. Some of the locals say we "dodged a bullet". I guess their homes have wheels, ours doesn't, so the hurricanes dodged us. We hope the same for this season. Send them to Mexico or New Jersey.

We did travel a bit. Every year or so I find myself saying silly things like, "Y'all come back" "Owee, them grits is great." or "Bama gunna whomp Georgia this weekend" Then I know it's time to go up North to my roots and get back to my New York accent and attitude. So last spring I bundled Dame Edna in the car. She'd had enough of me after six hours, got off in ATL and flew to PSP to visit fellow retired UAL F/A's and exercise the rights and privileges of Capt. Horne's Master Card. I eventually ended up with relatives in Canada, brought a case of beer back across the border, visited my children in MA, George and Muriel Simmons in ME, filled up the car with cheap booze in NH, spent a night with Dave Redfield in CT, then down to IAD to pick up Edna and blow the balance of my Master Card at the most expensive hotel close to the airport. I was glad to see her. Ok drive back here with me praying we wouldn't get rear ended with all that flammable liquid in the trunk

When I feel the need to get back to my roots again, I think it would be a lot cheaper to just stay here and spend ten minutes on the phone with Bob Falco, Joe Guccione or George Haslett.

By August Master Card called to say they were worried. I had zero balance and wondered if I was ok. So we went to France in Sept for a month part of which was a week on a barge Dijon to Lyon thanks to the wonderful service of Ed Dechant's www.canalandco.com Our third trip with his outfit. Best way to see Europe, in my opinion.

By Dec Master Card needed more money so we obliged them with our annual trip to San Juan. Edna's brother and wife throw a world class bash

down there every Christmas. Great time, it makes the society news, but not many pictures taken as a few of the guests are still in the witness protection program.

Enough of this; have to tend to the weeds in our garden, take a short walk on the beach and figure out what day of the week this is.

Doug

STEVE & LINDA JAKUBOWSKI—
Grasonville, MD

Hi All,

Not too much to report this time around. Four years have passed since leaving two years early. I wish I could say I miss it, but the truth is I really don't. It's just not the same airline I worked for.

Linda and I made a couple of trips out to SAN to visit our oldest son and his growing family. Eric and Shelly are the parents of our two grandkids and they just found out that they have TWINS on the way in July. That's four kids under four years of age and here's the best part, Eric leaves on his third deployment in April for Iraq and won't return with the "Nimitz" until October. God bless Marine Corps wives!!

Our youngest is going back for his second tour in May so there's a trip coming up to NAS JAX for us as well. Having gone from four boys at home to none in the space of a few years has left us with a huge empty nest syndrome around here.

The broken leg in May of '03 is still causing enough problems to limit our travels but that's life I guess.

Check's in the mail Jim.

Regards, *Steve & Linda*

DAVE JONES—Nokomis, FL

Hi Ted, Cleve and Jim,

Greetings from south Florida. The calendar must be set on a faster rate than I am. I'm about a month late with this report and I'm still trying to catch up with other year-end duties.

Our travel consisted of a great trip in early July by train and motor coach starting in Vancouver, B.C. and ending in Calgary with stops at Whistler, Quenelle, Jasper, Lake Louise, and Banff. We traveled alongside the Fraser River for much of the train ride. Jasper National and Banff National Park were one of the most beautiful areas we have ever seen.

Our other travel has been to North Carolina where we have lots of family to visit. This has resulted in a decision to leave Florida and re-locate in the city of New Bern, NC. The move date is uncertain right now and depends on when we sell our house here. We sold our North Carolina mountain house in '05 and purchased a house in New Bern this month.

Betty and I are doing fine with the usual health issues common to our chronologic advancement.

Thanks to all of you who keep RUPA running and keep us informed. *Dave*

CARL B. JORDAN—Port Charlotte, FL

Oops, it's birthday time again. Sent the dues on time, barely. I noticed the O-1 on the cover of the February *RUPANEWS*. Thought RUPA members might like to see one of the fabric-covered, biplane O-1s that my dad flew in the Army Air Corps Organized Reserves back in 1931. He was in the 309th Observation Squadron, based at Schoen Field, Fort Benjamin Harrison, Indiana (Indianapolis area). The squadron's symbol was a horned owl standing on a propeller, as seen in the photo. The plane is a Curtiss O-1 Falcon, powered by a 435-hp Curtiss V-1150E liquid-cooled inline engine, hence the large radiator under the engine cowling. Of course, this "Falcon" is not to be confused with the current front-line fighter, the F-16 Falcon.



The 309th was originally organized during the "Great War" - - World War One. Today, this squadron is still flying in Iraq. It's been around a long time.

Dad got hired by American Airlines in 1935, and transferred his Reserve status to Chicago Municipal Airport (MDW) where he eventually flew "modern" North American O-47s. He actually served in the old Army Air Corps. It's interesting to note that many vets erroneously claim to have served in the Army Air Corps during WW-II. However, in June of 1941, almost six months before Pearl Harbor, the Army Air Forces (AAF) came into being, and the old Army Air Corps (AAC) ceased to exist. So unless somebody served prior to June of 1941, they did NOT serve in the "Army Air Corps". Instead, they served in the Army Air Forces. Later, youngsters such as myself served in the U.S. Air Force, which came into being in 1947. In 1953, as a 20-year-old fighter pilot, being saluted by grizzled old master sergeants, I guess I actually was still a "youngster" although I sure didn't think so at the time!

Carl B. Jordan, 1956-1993 MDW, ORD, LAX

TIM JOSLIN SR—Redondo, WA

If you live in the Puget Sound Area, you can relate to the following story. On November 1st, 2006 I was kicking the dirt and dust was flying. We were really dry. I was wondering if the forecasted El Nino effect (ocean currents causing a warmer and drier Winter) was actually going to happen! Then a few drops began to fall the next day and the rest is history! By the end of November we had broken the record for the wettest month since records had been officially kept. Then came a snowstorm on a Monday night in early December. I remember the exact night because we were at Qwest Field in Seattle watching the Seahawks defeat the Green Bay Packers. Talk about irony, you would expect this weather to be occurring in the Midwest, not here! Getting home after the game was real adventure because most people in these parts are just not equipped or experienced to drive in the snow. You can only go as fast as the slowest driver ahead of you who, in this case, was doing about 3 miles per hour. Next came the Big Blow!! This

combination of torrential downpours and huge winds started, once again, while we were attending a Seahawks game on December 14th. Maybe "Somebody" was trying to tell us something. We managed to stay for the whole game, but it turned out to be a loss. Driving home we quickly learned, on the radio, that many areas were without power and the tremendous winds had not abated. After several detours to avoid fallen trees and blacked out traffic signals, we were able to get home. Miracle of miracles, our power was still on. Just after congratulating ourselves on our good luck, the lights made one big burp, and went out!! That was Thursday night and we finally got power restored at Monday Noon. During that span, at one time, there were more than 700,000 households without power in the Puget Sound Region. Things get real quiet and cold in the house when you have no power. It got dark at 4:30PM and after that it was candles, flashlights, and a crank radio to keep us connected to the news reports, etc.. Fifty five cranks on the radio gave us 30 minutes and then do it all over again. I got tennis elbow over that 3-day period. We had fireplaces, but they were not efficient, sort of like bonfires. By Monday it was 39 degrees inside the house. It was almost time to throw open the doors and let the warmer outside air in. Actually, we were lucky, considering some areas did not get power restored for a week or more!! Now it is January 18th, 2007 and I am staring out the window at the remnants of a snowstorm which happened over a week ago. Cabin fever is starting to set in because driving is hazardous and we can't do our normal activities. The garbage man has not made an appearance for several weeks and the city snow plows are ineffective because the temperatures have remained below freezing for the entire time. So much for the Maritime climate in the Pacific Northwest! Wait, did I hear raindrops on the roof? Things are finally starting to drip and it's cause for celebration! To be continued ...

It is now a week later and the wife and I are making plans for San Diego. Temperatures of 71 degrees are looking mighty attractive to us! It has been 6 years since my retirement and all I do now when we fly is sit in back and grade the landings. Don't get too many calls from the crew desk (in my dreams) to come fly a trip. Golf is full time

challenge, along with staying healthy and wrestling with my new computer. Aha, I finally figured out how to send an attachment to my emails! Retirement can be fun. Relaxing is an art to be learned. No great health issues for either my wife, Cheril, or myself. We have enough kids, grandkids, son-in-laws, nieces and nephews from both our first marriages to keep us busy.

Until my next report, Ciao, UAL 1965-2001.

JOHN E. KING—Midland, VA

Haven't written a letter in years, just enjoyed reading all the interesting letters others send in every month. I've just keep busy here on the farm keeping the old planes, tractors, and cars running and didn't have anything exciting to report, until now.

Just found out that my son, John D., has become number ONE in United seniority. My number was about 3000 when I retired 23 years ago.

He's been flying 747s for a number of years and now is planning to fly the first UAL flight from Washington to Beijing, China, on March 25. He'll have to retire on 1 August this year and since the IAD Fire Department no longer performs the water spray ritual and retirees have to buy their own retirement cakes for their party, this will have to be his early sendoff on March 25.

Fraternally, *John*

DON MC DERMOTT—West Hills, CA

Dear Ted,

It does seem hard to believe that tomorrow, January 28th, I will celebrate my 75th birthday. In July of this year I will have been retired for ten years. Time seems to rush by yet I can't seem to get everything that needs my attention accomplished. My wife, Gloria, and I didn't even get the Christmas cards mailed out this year!

Our traveling consists of visiting children and grandchildren (we have eleven now). We drive to visit our son, Chuck (UAL A320 Capt.) and family in Tracy and on to Santa Rosa to visit our son Michael and family. We flew to Dallas, Texas

twice to visit our daughter, Anne, and family. We went on UAL July 3 - no problem and returned Saturday July 15. We missed every flight from 1100 until the last trip to SFO that left at 2030. After a two hour layover we got on the last flight to LAX. Our bags had arrived at 1430. We arrived at 2330 just before the baggage claim closed. The very nice agent said, "passes aren't any good any more". Our second trip to DFW for Thanksgiving we used our USAA M/C points, taking American as UAL cost more points (AA = \$385.00/UAL = \$575.00). We left on November 17 and returned November 27. The DC9-80's were full both ways. A month after we heard Southwest offered the trip to Love Field for \$59.00 each way. After arriving back at LAX we waited one hour for our bags and two hours before we could get on a Van Nuys Fly Away bus. The moral here I guess is don't travel summers or holidays.

Thanks to Don Kyle for his November RUPA News story about being assigned flights by the crew desk in his dreams. I have the same scenario and I can't ever convince the crew desk that I don't have a current FAA medical. They send me out anyway. Many thanks to everyone who keeps the *RUPANEWS* coming.

Very Sincerely,

Don --DEN LAX ORD LAX SFO '64-'97

TIMOTHY G. O'DONNELL—Sarasota, FL

My 2006 Birthday letter didn't make it into last year's *RUPANEWS* due to a PC glitch somewhere along the line at RUPA so this will cover both years '06 and '07.

My beloved wife Bette was diagnosed with breast cancer in December, 2003, and underwent a lumpectomy, nuclear radiological therapy and monthly hematology checkups. In the spring of 2004 she developed symptoms indicating possible neurological problems and underwent further testing.

Early in 2005 she "blacked out" while driving and had a very serious one-car accident. The car was "totaled" and she was hospitalized for about 10 days and further neurological testing indicated problems.

A month later she had a knee replacement and a month after that she suffered a massive hemorrhagic stroke that was fatal. All the neurological indications were definitely telling us there was a cerebral problem.

Bette was my second wife. My first wife, Patty, died of heart failure a month before the UAL ALPA Pilots Work Stoppage of 1985. That year, within a month, I lost my spouse and my job, the two worse losses one can suffer in a lifetime, so say the psychologists.

Now, with the strife of the UAL Bankruptcy roiling over us, the devastating loss of my second wife was much more than "deja vue all over again."

In this second period of dark months and "aloneness" in my life, I was blessed to meet a lovely widow-lady named Barbara, who lived by herself in Punta Gorda and who was so fed up with the past two years of Florida's hurricanes that she was actively preparing to move back up north. It happened on August 13, 2004, just a month after she had moved here from St. Louis that Hurricane Charlie passed right over her house.

Until minutes before it hit, Charlie was forecast to remain out over the Gulf of Mexico, well west of Punta Gorda, and continue north toward Tampa. When TV showed it veering east toward Punta Gorda she had wits enough to quickly build a little cave in her living room between the couch, the coffee table and her recliner. She dragged a mattress over the couch and table, and laid there under it on the floor for over two hours until the howling hurricane winds and debris flying about outside quieted sufficiently that she felt it safe for her to come out.

Structural damage to her house was minimal but she was without power; food, lights, air-conditioning and phone for several days. Her fix was to drive around fallen tree limbs, utility poles, live wires, and all kinds of damaged-building debris scattered all over the roads and even I-75, and drive back to her family in St. Louis.

With a story like that how could I not be intrigued? But it doesn't end there. Three more hurricanes came through Florida resulting in two more round trip drives to STL and back. That was in 2004. In

2005 we had a couple hurricanes pass nearby, Dennis being the closest and the cause of another STL roundtrip.

Later it was Katrina and Rita but fate had intervened by acquainting us a few weeks earlier and there were no roundtrips this time.

A week before Christmas I proposed to her at one of our favorite restaurants. Through a light veil of tears she accepted. A few days later she left for her Christmas roundtrip to STL, but this time it included her showing all her family her "new ring." We set the date and were married in September 2006, in STL.

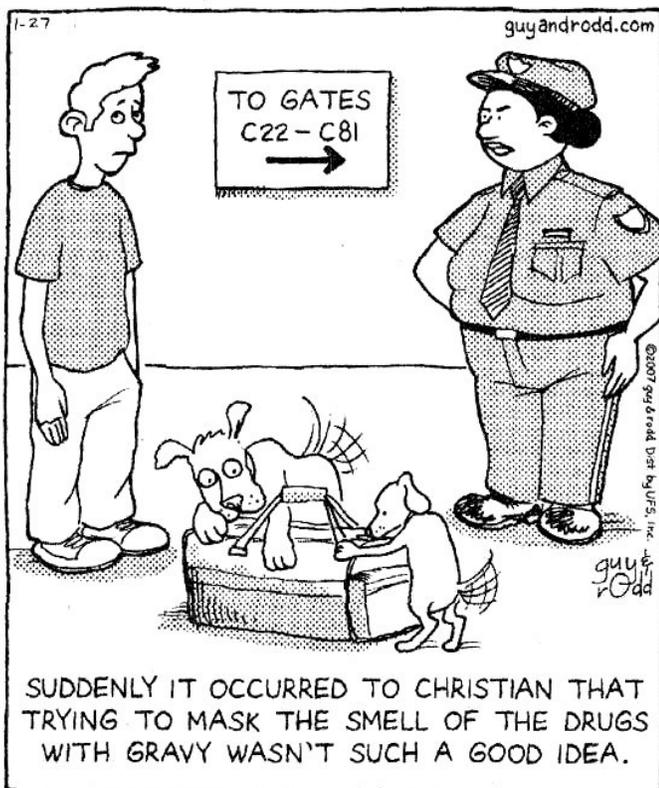
But Sarasota is home – for both of us. And now I'm in my third "happily Ever after," which I wear much better than "aleness."

The annual check for postage is going out by "snail" mail to Jim Olson, and my sincerest thanks to all of you good folks who keep RUPA going and the RUPANEWS coming.

Until next year, best regards to all.

Tim O'Donnell

BREVITY *Guy and Rodd*



STEVE PAHS—Denver CO

Hola,

This epistle is either 4 months early--or--8 months late...

Since my forced retirement in 1988, from UAL and USAFT; Mary Jo and I have been taking full advantage of ALL our perks! We spend one month of Spring then one month of Fall in Europe.

Spring 2006--10 days in Garmish, Germany, at military R&R facilities. Daily tours to nearby areas: Salzburg, Lichtenstein, etc. Really enjoy their BEER & UMPAH music!

Then to Naples Navy Lodge for 2 weeks. Again, with daily tours: Rome, Capri, Sorrento, etc. Then Mil-Air to ROTA NAS, Spain for 7 days... A big C-5 ride to the "Big Island" (USA), UAL home.

Fall 2006, South of France with a week in Nice at the Fr Officers' Hotel (E42/day). My 1952A pilot class had NATO Officers. The French group invited us to France for our reunion. At their Air Academy, the air test airfield and many more... Then train to Barcelona, Spain and Andaulsia. Again, we exit Europe from Rota NAS on C-5 to USA.

This Spring, we plan 7 days at Garmisch; then Rome, Naples Rota again.

I note lately my RUPANEWS shows "renew 8 June". What became of my LIFE MEMBERSHIP I paid for? Perhaps this \$ check was for something else? Please explain??? Please note: I sent a \$20 check for postage.

The remark about propellers was great! Mine is computers:

Mine is a Type MB2A Jeppessen. Never crashes, gets virus or needs to REBOOT! No FAX, e-mail makes my life much simpler & enjoyable

OVER & OUT

Steve

THE GOSPEL ACCORDING TO ST. TITLEIST

1. Eighteen holes of match play will teach you more about your foe than 18 years of dealing with him across a desk.- Grantland Rice
2. Golf appeals to the idiot in us, and the child. Just how childlike golf players become is proven by their frequent inability to count past five.- John Updike
3. It is almost impossible to remember how tragic a place the world is when one is playing golf.- Robert Lynd
4. If profanity had any influence on the flight of the ball, the game of golf would be played far better than it is.- Horace G. Hutchinson
5. They say golf is like life, but don't believe them. Golf is more complicated than that. ---Gardner Dickinson
6. If a lot of people gripped a knife and fork as poorly as they do a golf club, they'd starve to death.-Sam Snead
7. Golf is a day spent in a round of strenuous idleness.- William Wordsworth
8. If you drink, don't drive. Don't even putt.- Dean Martin
9. If you are going to throw a club, it is important to throw it ahead of you, down the fairway, so you don't have to waste energy going back to pick it up.- Tommy Bolt
10. Man blames fate for all other accidents, but feels personally responsible when he makes a hole-in-one. - Bishop Sheen
11. I don't say my golf game is bad, but if I grew tomatoes they'd come up sliced.-Arnold Palmer
12. My handicap? Woods and irons.-Chris Codioli
13. The ardent golfer would play Mount Everest if somebody would put a flag stick on top.- Pete Dye
14. I'm hitting the woods just great; but having a terrible time getting out of them!-Buddy Hackett
15. The only time my prayers are never answered is playing golf.-Billy Graham
16. If you think it's hard to meet new people, try picking up the wrong golf ball. Jack Lemmon
17. It's good sportsmanship to not pick up lost golf balls while they are still rolling.-Mark Twain
18. Don't play too much golf. Two rounds a day are plenty. -Harry Vardon
19. Golf and sex are the only things you can enjoy without being good at either of them. Jimmy Demaret
20. May thy ball lie in green pastures, and not in still waters. - Ben Hogan
21. If I hit it right, it's a slice. If I hit it left, it's a hook. If I hit it straight, it's a miracle.-All Us Hackers
22. The difference in golf and government is that in golf you can't improve your lie.- George Deukmejian
23. Golf is a game invented by the same people who think music comes out of a bagpipe.-Lee Trevino

AL PENNINGTON—Banning, CA

Ted:

I retired from United in 1979 after 33 years. That was five years short of normal retirement in 1985 because my hearing had become so bad that it affected communication in the cockpit. In April 2006, after several months of testing I was approved to have a cochlear implant at Loma Linda Medical Center in California. After healing, I was fitted with a processor which converted sound into digital signals and transmitted to 22 sensors in the cochlear then to the hearing nerves to the brain. I am happy to say that it was a total success. I now can hear sounds that I haven't heard in over 40 years. It is a man made miracle. The implant is located under the scalp above the ear.

A coil held on by a magnet is connected to the processor which looks like a hearing aid. Like I tell any one who asks me about it I say "I can hear the worms crawling in the ground".

I would be happy to give further information to any one.

e-mail alpenn25@msn.com

AL.

JAY & CLARE PLANK—Hillsborough, CA

Hi, Ted: It's that time of year again. Must be showing my age, as the Memorial Services are getting more frequent. Four in the last two weeks, including my brother-in-law and three friends. Scotty Devine was a dear friend and one of the principals in getting the Supreme Court decision that approved lifting the age 60 rule for S/O or Flight Engineers. This allowed many pilots to return to the cockpit till the end of the 3 -man crew aircraft. He will be missed, especially by Emily and their family.

We have done very little traveling this year. Clare has osteoporosis and her back limits our flight times to about 5 hours. That lets us get to Kauai and to her sister's, near Chicago. This along with her Aphasia (inability to say what your thinking) keeps the conversation limited.

We now have a care-giver helping us four days a week, this lets me get out for lunch and shopping. However we manage to get out and stay active with numerous organizations.

Ted, if I can get my scanner to work I'll try and send you some tid-bits from the Archives of past activities of RUPA. We keep in touch with Jack & Shirley Holst, which is like an active Archive as Jack turned 101 on January 23, 2007.

Hope all the Irish help celebrate my birth date on Mar. 17—Keep the Green Beer flowing.

Very Best Wishes to All...

Jay-(43-81) BU-SFO-DEN-LAX-SFO

A. WALTER SMITH—San Mateo, CA

A quiet year, birthday 90, travel international: 0, travel domestic: a couple of times to LAX, and once to CVG and the Air Force Museum at Dayton. Air travel is more trouble and less amenities than the old days, but Marjorie says the price is only a little less right. Kudos to all of you who keep the organization going.

Check to Olson.

Yours, *A. Walter Smith* usersm2019@aol.com

JOHN X STEFANKI—Los Altos Hills, CA

Dear Ted

Hope the New Year has treated you well. The enclosed is an excellent and nostalgic article that I received from my good friend Captain Ace Aviakian, the editor of the Frontier Airlines Retired Pilots Association which I read a few days ago. I thought you might include it in an edition of the Retired United Pilots Association publication.

Please give the Frontier periodical the credit they deserve. Thanks!

Keep up the good work. Happy landings.

Fraternally,

Johnny

A TRIBUTE TO THE FORGOTTEN MECHANIC

Author unknown

Through the history of world aviation, many names have come to the fore
Great deeds of the past in our memory will last - as they're joined more and more.

When man first started his labor in his quest to conquer the sky
He was designer, mechanic and pilot and he built a machine that would fly.

But somehow the order got twisted and then in the public's eye
The only man that could be seen - was the man who knew how to fly.
The pilot was everyone's hero. He was brave, he was bold, he was grand,
As he stood by his battered old airplane with his goggles and helmet in hand.

To be sure, these pilots all earned it, to fly you have to have guts
And they blazed their names in the hall of fame on wings with bailing wire struts.

But for each of these flying heroes, there were thousands of little renown,
And these were the men who worked on the planes but kept their feet on the ground.

We all know the name of Lindbergh and we've read of his flight to fame
But think, if you can, of his maintenance man, can you remember his name?

And think of our wartime heroes, Gabreski, Jabara and Scott
Can you tell me the names of their crew chiefs? A thousand to one you cannot

Now pilots are highly trained people and wings are not easily won.
But without the work of the maintenance man our pilots would march with a gun.

So when you see the mighty aircraft as they mark their way through the air,
The greased-stained man with the wrench in his hand is the man who put him there.

Dedicated to the many men and women of our maintenance team - those behind the lines - that made
Frontier Air Lines - in its forty year history the safest airline in the world!

Safety is no accident

Courtesy of the FRONTIER AIRLINES RETIRED PILOTS ASSOCIATION (FARPA) newsletter, FEB/
MAR/APR 2007 issue.

WHEN HIGH BLOOD PRESSURE IS ACTUALLY GOOD FOR YOU...

High blood pressure is a major cause of heart problems and stroke. But did you know there's a time when high blood pressure is actually good for you?

It's true! If you suffer from congestive heart failure, high blood pressure may actually help you live longer. I know that seems to contradict long-held dogma about blood pressure, but that's what the statistics reveal. Your risk of death from heart failure is more than 400% greater if your systolic blood pressure is less than 120 compared to greater than 161. I'll tell you why in this particular case, higher blood pressure is better.

Heart failure means that your heart can't pump out all the blood that returns to it. So blood can back up in your lungs, abdomen, or legs as edema. Usually it means that your heart muscle is just too weak to pump well. That creates another problem. Your coronary arteries need the right amount of pressure to force enough blood through your heart cells. Lower blood pressure can deny sufficient oxygen delivery, which will further exacerbate a delicate balance. Less oxygen, more heart failure.

High blood pressure, on the other hand, can help a struggling heart (and possibly other organs) get enough oxygen. Higher blood pressure in heart failure is also a sign that the heart still has muscular force enough to pump at higher pressure. Lower blood pressure in heart failure can be a signal that the heart just cannot maintain a needed pressure.

Taking drugs to lower blood pressure could deny your heart the extra blood it needs for optimal viability. Of course, high blood pressure means your heart cells have to work harder. So it's a trade off. You don't want too high a pressure for the latter reason, nor too low a pressure for flow reasons. I generally shoot for a blood pressure of about 140 when treating congestive heart failure.

I've treated heart failure many times, generally with excellent success. I'm never eager to drop blood pressure too low for the above reasons. My approach is to strengthen muscle cell performance. That, on its own, can naturally bring down pressure. And help prevent heart failure.

Nutrients to this effect include potassium, magnesium, resveratrol or Seanol, taurine, cretagus or hawthorn berry, ribose, and carnitine. But the most important one is CoQ10. I still favor the formulation made by Healthy Resolve (800-728-2288) and recommend at least 600 mg daily for anyone with heart failure.

Yours for better health and medical freedom,

Robert Jay Rowen, MD

ON THE FIRST DAY OF SCHOOL

On the first day of school, the children brought gifts for their teacher.

The florist's son brought the teacher a bouquet of flowers.

The candy-store owner's daughter gave the teacher a pretty box of candy.

Then the liquor-store owner's son brought up a big, heavy box. The teacher lifted it up and noticed that it was leaking a little bit. She touched a drop of the liquid with her finger and tasted it.

"Is it wine?" she guessed.

"No," the boy replied.

She tasted another drop and asked, "Champagne?"

"No," said the little boy... "It's a puppy!"

ROBERT TINSLEY—Titusville FL

Time rolls on. It has been 15 years since I set the parking brake.

On the minus side, I lost my eldest brother last May (age 90.) My eldest daughter, Lee Ann, had a stroke in August. Recovery is slow--her speech was not affected, but her vision is a little messed up, and she can't walk safely unassisted. My wife, Jackie, suffers from COPD, and can't do much. Very frustrating for a gal very busy and capable until recently.

On the plus side, I'm in good physical shape, and my pensions haven't been hurt. I still fly my L-19 every week (but don't go much of anywhere.) It makes no sense to keep it, but it would break my heart to see someone else fly off with it. My golf is lousy, but I get good exercise toting my bag around the course. (Limey definition of a golf cart: Typical American response to the threat of mild exercise.)

I don't think I would enjoy the old job in today's environment. We had the golden years. I miss the great folks that made working so much fun.

Gotta keep plugging my book, published last year. The title is *Farewell, Miss Julie, or The Spoiled-Rotten Bird Dogs*. It's not an aviation book, although a couple of airplanes sneak in there somewhere. For a good synopsis, try www.farewellmissjulie.com. Also available on amazon.com, B&N, and elsewhere. For the non-computer types, contact Authorhouse toll-free, at 888-728-8467. I think you will find it a good read. Note to fellow airline pilots: it's not expensive!

Bob

slimtin@earthlink.net

LARS & JO WARN—Clearwater, FL

Nothing much to report, health is good, golf is bad, still enjoying Florida.

Lars & Jo ORD

larswarn@verizon.net

IN MEMORIAM

ROBERT JAMES BARDEN (SFOFO)

July 21, 1921 - November 23, 2006

Robert Barden of San Diego, CA died Thanksgiving morning, November 23, 2006. He retired from United in 1986 which left him plenty of time to travel all over the world with Lois, his wife of 50 years.

After Lois died in 1993 he was still available to up and go at anyone's suggestion. His passion was very long cruises which he did 2 or 3 times a year. In 2005 he took a Semester At Sea Cruise which allowed him to take a computer course to learn e-mail so he could stay in touch with his 6 children, 8 grandchildren and 4 great-grandchildren.

Services were held December 16, 2006 at St. Gregory's in San Mateo, CA. Interment was December 18th at Golden State National Cemetery in San Bruno where he joined Lois overlooking the SFO airport and flight path. Give him a high-five when you take off from there.

The Barden Family

SYLVANUS J. "SCOTTY" DEVINE

Sylvanus J. "Scotty" Devine, born in Scunthorpe, England on July 16, 1918 passed peacefully on February 7, 2007 at his home in Cupertino, CA.

Born of Scottish parentage, Scotty's family came to Ohio in 1924. He graduated with a B.A. degree in Chemistry from Youngstown College, now Youngstown State University. He trained as a pilot through the federal Civilian Pilot Training Program and the Boeing School of Aeronautics. He was a member of the "Dawn Patrol" at Youngstown College – just prior to the start of World War II.

Scotty had a distinguished 42 yearlong career as a captain and second officer with UAL and was recognized as "UAL's best 747 glider pilot", due to his flawless one-engine 747 landing in

Honolulu, six weeks prior to his retirement. He was active with the Airline Pilot's Association where he was instrumental in establishing the pension plans for pilots. He also played an instrumental role in the Supreme Court decision of the early 1980's that enabled captains to fly as second officers beyond the age of 60.

In retirement Scotty served as RUPA president and, for several years as editor of the *RUPANEWS*. He also worked at NASA, where he assisted in the development and testing of a new computerized air-traffic control system, the Center-TRACON Automation System. He was an avid golfer and had a life-long interest in astronomy. He also enjoyed spending time with his family.

Scotty is survived by his steadfast traveling companion, and beloved wife of 65 years, Emily. Together they have three daughters, Susan Rader of Mountain View, Dianne De Cuir of Roseville, and Beth Devine of Seattle. Scotty is also survived by his sister, Sr. M. Assumpta (Margaret) Devine of Louisville, KY; and by five granddaughters: Amy Eames of Seattle, Laura Polito of Santa Barbara, Kim Rader of Pleasant Hill, Nora De Cuir of Berkeley, and Nicole De Cuir of Roseville. Scotty was also blessed with five wonderful great-grandchildren whom he cherished.

On February 10th, Scotty's family and friends celebrated his life with a beautiful mass at St. William Catholic Church, Los Altos, CA, where he and Emily have been members for 47 years.

Donations in Scotty's honor may be made to the Retired United Pilots Foundation.

Scotty's advice to us: "Keep 'em flying; keep the blue side up."

DAVID M. ENGLAND

My husband, retired Capt. David England, died on December 16th. In September he was diagnosed with pancreatic cancer, stage IV. With no hope of cure, David declined chemotherapy. Hospice prescribed and monitored pain medication while I cared for him at home. In his final 10 days, we had a round-the-clock caregiver.

David grew up in a Sacramento Valley farming community, surrounded by almond orchards. "Prof", his dad was principal of the Durham Grammar School. David, a freckle-faced redhead, answered to the name of "Brick." He built a succession of treehouse forts in the pecan tree. Like other boys in town, he raised chickens for 4-H.

Alongside his dad, he learned to fly-fish in mountain streams above Paradise. On one occasion, the "compleat angler" snagged an abandoned dog. "Moses" was the first of two dogs that enlivened the household.

At age 10, Brick earned 15 cents an hour picking up almonds for a rancher. When he was older, he "knocked" almonds at harvest time. In high school he torched smudge pots in the frigid predawn.

The family spent a month each summer at Gold Lake "Y" camp where Prof was resident naturalist. It wasn't long before Brick was leading campers on hikes. No one knew those lakes and mountains like he did.

He and his sister had piano lessons. But Brick was marking time until his arms grew long enough to hold a trombone. He loved the big band sound. When it came time for college, summer jobs and band gigs paid his way.

He earned his degree in music as the Korean War was getting underway. The draft was on and he was a cinch to make the Navy band. As a favor, however, he went to Sacramento with a friend to take the test for Air Force cadets. His friend didn't make the cut, David did. In due time he was in the cockpit of a T-6. Old friends recall his sweet trombone playing at the club. After Jet Transition and All-Weather School, he was assigned to the 59th Fighter Squadron at McGuire AFB. Before heading north, we were married in the Tyndal AFB chapel.

At McGuire, David was challenged by a hot fighter pilot fresh from combat in Korea. He learned to fly the F94 inside out. A year later the squadron was assigned to Goose Bay, Labrador. In the open skies he maneuvered the 94 to his heart's content.

After a short stint in Thule, Greenland he was sent to Presque Isle, Maine where he completed his tour.

David went with United in March '56. He flew most of the aircraft during his 32 years of service. But he had a special fondness for the Convair where he was on his own, free from bureaucratic oversight. On the Oregon runs he knew every peak by name. He enjoyed the camaraderie of guys like Art Christian and Marv Deskin. When he bid California's Central Valley route, I gave him a AAA map to help keep in sequence the six stations from Stockton to Bakersfield.

In the 1960s we immersed ourselves in the French language. David took his assignments with him on layovers. Our vacations were spent rambling the byways of France. Hiking the Vosges Mountains one day, we encountered derelict bunkers, remnants of the Maginot Line from World War I.



In 1971 we settled in the Sonoma Valley with our beloved Golden Retrievers.

David was a regular in the Santa Rosa Junior College Jazz Bands, where he often mentored young musicians. He was a founding member of the 17-piece JH Big Band, which played for various events in Sonoma County.

We backpacked and hiked throughout the mountains of the western states (David maintained the best fly-fishing ever was at Island Lake in Wyoming's Wind River Range.) We returned year after year to the Ruby Mtns. out of Elko and to Idaho's Sawtooth Range. January would find us in the southwest desert. David's greatest joy was hiking a mountain trail, a golden retriever bounding ahead.

June England (707) 996-8121

HENRY G. FISCHER,

Hank Fischer passed away last night, 2/12/07, in his sleep. No details yet on services

I got this from my good friend Ed.

I was shocked to hear this news this morning. I saw Hank at the RUPA luncheon last Thursday and he looked as normal as can be. I believe he was about 83. He had a very active life with our luncheons, the Elks, and around Pompano Beach where he lived from about 1966.

Hank was from Missouri and a very personable guy. He was originally with TWA and I believe he was furloughed and went with Capital. He was married to Hester who died of cancer about 10 years ago. They have a son Larry who is a mechanic with Delta.

I knew Hank even in New Orleans in the '50s and my MOM said that he gave us a ride home from the airport one day. This was when people lived within 5 miles of the airport!

I hope to have more information, but it was a shock to hear of Hank's death.

May such a good guy rest in peace.

Jim Morehead

BARB GRIFFITH

I am sorry to tell you that my beloved wife passed on to her eternal reward this evening, please pray for all of us. It was a very peaceful death and she was surrounded by many of her children and grandchildren. Thanks for your concern.

Ed Griffith (CLE/EWR) and other places

The Cleveland Crazies have lost a wonderful friend. Barb Griffith, wife of former LEC Chairman Council 5, Ed Griffith, died on the 13th of February, 2007. As many of you know, Barb was with Ed all during the unpleasantness of 1985 when the Crazies got their name. Many of us remember both of them at all hours at our offices. Her obituary is included here and Ed's address is T.E.Griffith, 710 Tuscany Dr., Macedonia, OH, 44056.

MARY "BARBARA" GRIFFITH

Barbara Griffith passed away peacefully February 13, 2007, at the age of 75. Originally from Pittsburgh, PA she has resided in Hudson for 24 years. She enjoyed spending time with her family and was an active member of the St. Mary Parish Women's Guild.

She is survived by her loving husband, of 52 years Thomas E. (Ed), and five sons, a brother, and fifteen beautiful grandchildren. She was preceded in death by her twin brother William Jarvis.

Prior to becoming a full time wife and mother, she attended Duquesne University and taught at the DePaul Institute for the Deaf.

In lieu of flowers, contributions may be made to either St. Mary Parish Building Fund or Seton Catholic School. (Both of Hudson Ohio, I believe)

CAPTAIN BEN HARPER

On the morning of January 24, 2007 Captain Ben Harper, retired United Airlines pilot, flew west. Ben was raised in the San Fernando Valley in Calif., not far from Van Nuys airport. Since his Dad had a plane, Ben's love of flying started at an early age.

I met Ben when I started working for UAL in LAXFO - by then he was a Captain. However, some people were always Captains.

He was a good friend and would always invite me to come over for dinner with his family. Being a true airline pilot, Ben loved a good deal. From Indian rugs to rifles, he enjoyed "horse trading" and had a large collection that was his pride and joy. He had a good eye for value. Generally he could be found in the garage tinkering and fixing. Having to retire early due to heart problems, Ben enjoyed life. He built a home by the water in Sequim, Wa. and spent summers there, fall and spring in Encino, Ca. and winters in his condo on Maui - that he'd let you rent "with an airline discount". Wherever he was on Saturdays he enjoyed horse trading at estate and garage sales and wherever he was the invitation was always open to come over and "bring your toothbrush".

A few years ago Ben was approached to be involved in a film production on the history of Van Nuys airport. If you're lucky enough to have a copy of this fine film - "16R" - look for the boy with the irrepressible grin putting on the helmet and goggles to go flying. That was Ben as a boy. Happily, he autographed our copy of 16R. He had a great life. He had a grin when I first met him and you know, he's probably still grinning now.

Donette Wright

(former LAXFO)

DOROTHY EMILE HILBERT

Though she was never a Pilot, Dorothy Emile Hilbert shared her husband's passion for Aviation.

Elroy E. "Buck" Hilbert was a founding member of EAA's Vintage Airplane Division and Dorothy was an enthusiastic partner in it's development.

Dorothy was born March 21st 1925 in Chicago. A graduate of the Evangelical School of Nursing in Chicago, specializing in Obstetrics, she went on to become OB supervisor, and also Dean of Student Nurses.

Leaving Evangelical for a position with United Airlines Medical Department was the turning point in her life. It was there she met "Buck" a pilot for United. They were married December 2nd, 1961. Her days as career woman were now dedicated towards raising their six children and providing a family environment. She excelled as a Housewife and a Mother.

Early on in her marriage she enjoyed just Airport Hopping in an Aeronca "Champ". Attending various fly-in activities in and around Northern Illinois, participating in The Dupage Airshows, Antique Airplane fly-ins. The EAA Conventions at Rockford, Illinois, and family activities.

"Buck" was elected President of the EAA's Antique and Classic Division in 1971 and Dorothy became an avid and supportive partner. Her efforts to provide support for "Buck" and the early members are well remembered by all involved. Dorothy provided the foundations in making the Division a haven for all Vintage Airplane enthusiasts.

One of Dorothy's avid interests was the EAA "WearHouse". It was there she earned the Title "Hanger Queen", unpacking and hanging literally tons of EAA clothing and merchandise as it was prepared for sale during the Convention. She also coordinated the efforts of other women volunteers. This became her main interest over the last twenty or so years of her more than thirty-five years of dedicated involvement in EAA.

To visit her memorial, look about you, her cremains were distributed on the Museum grounds. An Avid EAA member forever.

WILLIAM H. PEARCE

William Pearce, age 88, passed away peacefully, January 29, 2007 after a brief illness.

Bill's long and distinguished career in aviation began in 1940 when he became a pilot for United Airlines. During his career, he flew many aircraft ranging from the two-seater Jenny to the 747.

With his family, he enjoyed sports and outdoor activities, especially fishing. In later years, he and Lucile regularly enjoyed the company of their friends and were long-time members of Wheat Ridge United Methodist Church.

He is survived by his wife Lucile of 66 years; four sons, two sisters, grandsons, nephews and nieces.

A memorial service was held February 5 at the Olinger Crown Hill Chapel.

ROBERT W. SOERGEL

Robert Soergel, a United Airlines pilot who flew more than 3 million passengers during a 41-year career that started with propeller planes and ended with jumbo jets, has died. Mr. Soergel, 80, died January 20th, of prostate cancer in his Saratoga home.

For decades he was known on both sides of the Pacific for his lifelong habit of making near-constant in-flight announcements over headsets to passengers -- although he found it a challenge to describe the scenery during his frequent flights between San Francisco and Honolulu. Colleagues

dubbed him "Da Voice". "He loved talking to passengers," his son Rich said. "He could talk for the whole flight. He'd tell the history of Hawaii, he'd explain why the wheels were squeaking, he'd talk about the pineapple juice in a mai-tai."

Mr. Soergel was a calm, unruffled presence in the cockpit, his son said. He liked to make a friendly wager with his co-pilots that involved standing a flashlight on its end in the cockpit during landings. If the flashlight fell over, whoever was at the controls had to buy dinner for his colleague. "Dad hardly ever lost," his son said.

In the 1960s, the steely-eyed captain talked a nervous hijacker into allowing him to land the plane in Florida for refueling, instead of proceeding directly to Cuba. The hijacker was arrested without incident. On another occasion, his son recalled, Mr. Soergel was at the controls of his single-engine private "tail dragger" plane near San Jose when the throttle came off in his hand. "He just kept altitude, glided in safely and never lost his composure," his son said. "Then he told me, 'I better check that thing.' "

Mr. Soergel was also a passionate gardener who enjoyed growing lemons, almonds and prize-winning apricots. While gardening, he would often let his gaze wander to follow the flight of passing birds. "He was always looking at birds and saying how incredible it was to be able to fly," his son said.

Mr. Soergel, a native of Buffalo, N.Y., attended Union College, near Buffalo. He served as a U.S. Navy pilot during World War II, the 1948 Berlin Airlift and the Korean War. During the Berlin Airlift, Mr. Soergel flew 60 missions under difficult conditions, landing on the short airstrip with planes full of flour, coal and other staples for the cut-off city. In the late 1940s, Mr. Soergel became a pilot for Capital Airlines, which later merged with United. He retired in 1986.

He is survived by his wife of 51 years, Phyllis, a former flight attendant, and by children Rich Soergel of San Diego, Rob Soergel of Saratoga and Sandy Hernandez of Santa Rosa.

Steve Rubenstein; Chronicle Staff Writer

ROBERT HENRY RIORDAN

Feb 1, 1932 - Feb 22, 2007

Carolyn Riordan phoned me this morning with the sad news that our old buddy Bob Riordan passed away last night after a long 16 year battle with Parkinson's Disease. She said Bob was having dinner at his care giver's home, when he let out a sigh and collapsed.

Carolyn had taken Bob to the doctor a couple of days ago because his appearance had seemed to change.

I guess everything just starts shutting down after many years of this disease, and it finally took it's toll on him. I asked if Bob had been able to read or understand the birthday card I sent the first of this month, and Carolyn said no, but he had nodded when she showed it to him.

According to Carolyn, Bob really loved the Navy and in keeping with that he will be cremated and then interred at Arlington National Cemetery probably around the first week of June. She is waiting until then because her son Taylor will have completed flight training with the Air Force, and should be able to attend.

Taylor is actually in multi-engine training now with the Navy at Corpus Christi. Apparently a third of his class at Corpus are Air Force students. I wonder if Brunie LaRue still works in student control?

We all shared a lot with Bob Riordan - laughs and comradery; meals and travel, Navy and airline stories. And he shared something with most of us that we didn't enjoy - you know what I mean, digitally speaking.

I am missing several email addresses, so if any of you can pass the word to the UAL group that was in VR-55, and other people in the Navy community, I would appreciate it.

Carolyn's info: Carolyn Riordan

1064 Manor Lake Dr. #B-102

Naples, FL. 34110

phone 239-596-2705 email
sweetcarolinecr@yahoo.com

Remembering Bob,

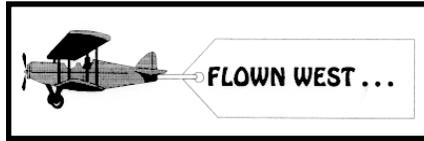
Jay Beasley

THOMAS J. RUCKER, JR.

Thomas J. Rucker, Jr., 89, died January 24 at his home in Fairfax, VA. He had lived in Virginia for 60 years. He received the Distinguished Flying Cross in 1943 for flying more than 1,000 hours between January of 1942 and March of 1943 in pioneering flights that helped establish air routes across Africa and the Middle East, transporting key personnel and vital material over unmapped terrain where landing facilities and navigational aids were practically nonexistent.

Upon returning to the United States he was stationed at Romulus Air Force Base in Ohio where he trained flight crews for service in the African and European theatre. After military service he moved to Northern Virginia and began a 32 year career as a pilot with Pennsylvania Central Airlines which became Capital Airlines and then finally was merged with United Airlines, flying out of all three of the Washington metropolitan area airports. Tom retired from UAL in 1977 and began a career in real estate with Barcroft Properties in Falls Church, VA. He also volunteered at Travelers Aid at Dulles International Airport for over ten years. Mr. Rucker was born in St. Louis, Mo. He graduated from Columbia University in 1939 with a Masters in Education. Tom was married to June Stones Rucker for 46 years until her death in 1991. Survivors include three daughters, six grandchildren and three great grandchildren.





FLOWN WEST

THOMAS J. RUCKER, JR.	01/24/2007
WILLIAM H. PEARCE	01/29/2007
SYLVANUS J. DEVINE	02/07/2007
HARRY W. ORLADY	02/07/2007
HENRY G. FISCHER	02/12/2007
ROBERT H. RIORDAN	02/22/2007



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. 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
3rd Thu.. NE FL—Feb, Apr, Jun, Oct, Dec. *Spruce Creek CC* - 386-760-0797

Quarterly Scheduled Lunches

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

Semi-Annually Scheduled Lunches

2nd Tue. 11:30am May, Nov. Inland Empire RUPA---*Davenport hotel, Spokane*---509-455-8888
3rd Wed. June 20th at Noon NYSkyscrapers--- *Montclair Golf Club, NJ*

Deadline: March 21, 2007

Mailing: April 4, 2007



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PERIODICALS

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