



RUPANEWS

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IN THIS ISSUE

President's Message
About the Cover
Notices

Page 3
Page 3
Page 3-19

Letters
In Memoriam
Calendar

Page 20-36
Page 36-38
Page 40

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—RUPANEWS—

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PRESIDENT'S MESSAGE

There is only a month and a half until our convention in Seattle so if you are planning on attending please complete the registration form you will find further on in this issue. Ron Jersey has informed me that we have 120 people signed up at this time. I talked to Margie Reid the other day and she said that many of the SEA wives are signing up to help with the check in at the hotel and working in the hospitality room. It sounds like we're going to have a great and memorable convention, one you won't want to miss.

We find that very few of the new retirees are joining RUPA. I'm sure that the two main reasons for this are their loss of pension and the bad feelings they have about United and ALPA. You all know that RUPA has nothing to do with ALPA and very little to do with United. We recognized that the recent retirees have less money, due to the drastic reduction in their pensions, so we have dropped the \$50 joining fee and now they can join for just \$25 a year. They do receive two issues of the *RUPANEWS* and then are sent a RUPA Certificate and an application to join our organization. If any of you know a recently retired pilot please try to encourage him or her to consider joining RUPA. We are open to any suggestions you might have to help increase RUPA's membership.

I am still getting many dues checks and address changes sent to me, so I just have to forward them to Bruce McLeod. Remember to send your dues checks, made out to RUPA, to our NEW ADDRESS listed below. This information is also listed on the opposite page along with our **800-787-2429** number. Bruce McLeod, our new Sec/Treasurer, advises me that many of you send updated information via snail mail or telephone even though you have email. **EMAIL IS THE BEST WAY TO SEND INFORMATION AND ANNUAL LETTERS.** You don't have to worry about formatting we'll take care of that, just send it as a normal email message. The nice thing about email is we don't have to decipher your hand writing, and believe me sometimes that is very difficult.

RUPA

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FOSTER CITY, CA 94404-8044

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Again, looking forward to seeing you at the convention! Cheers, *Cleve*

ABOUT THE COVER

Jim Clark and Jerry Gustafson flying their home built RV-8's in retirement.

The RV-8 airplanes were built from a kit by Van's Aircraft, Aurora, Oregon. The engines are Mazda Rotary Engines remanufactured by Power Sport Aviation, Oseola, Wisconsin.

This was the first time that rotary engines were installed in RV-8's and it took extra time and modification to complete the installations.

The airplanes were started in 1997 and finished in 2004 in their hangar at Sonoma SkyPark Airport, Sonoma, CA. Both airplanes were flown to the 2005 Oshkosh, Wisconsin Airventure and were on display.

DANA POINT RUPA LUNCHEON

July 17, 2007--*Wind and Sea Restaurant*

Great day to be at the harbor. Surprising, the parking lot was not busy. Same for the seating on the Deck under the blue umbrellas. All this on a very pleasant day. The group lingered long after the food was gone.

The Guys started to arrive early and by 1200 we had a busy and vocal group in short notice.

Present were: Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Ed Krieger.

Great to see Tony able to get to our meeting. He related a story on the 1934 Monocoup that he restored and flew in 1947. Took 3 years to get it flying. Then, with only flying it for 100 hours had to sell it. The Korean War started up and he joined the Navy...which led to another story. Good to see you back Tony!

John Grant had an interesting tale about flying a B-29 Tanker over the mid Atlantic. Had 4 F-84s hook up for mid air refueling. Something went wrong and one of the jets could not take on fuel. So they had to leave the boom hooked up and towed to a Canadian base on Greenland. At 8000', they unhooked the boom and the F-84 landed. The bar was busy that night!

Next meeting August 21.

Regards

TED

DEN GOOD OL' BOYS

The weather was nice for the July meeting in Denver and a good turnout eventuated. Happy hour was its usual rousing success, and the grub met with the approval of most.

Following the repast, the final flight west of Capt. Ed Schumacher, was noted. He had been residing in a nursing home in Longmont, and little is known at this time of the exact date or the other particulars of his passing. He reportedly has a daughter living in the area, but her (married) name is unknown.

Jim Krasno gave a brief update re- the status of URPBPA. Having exhausted all avenues of appeal, etc. regarding recapture of lost pensions, the organization is dissolving.

Bob Stemple announced the upcoming pilot's and wives picnic which will have already occurred by the time this reaches print.

There being no other business, the meeting devolved into visiting and socializing, and adjourned at an appropriate hour.

Those present included: George Benkendorf, John Holody, Pete Cecchinelli, Bill Hoygaard, Phil Spicer, Curly Baker, Al Dorsey, Bill Bates, Maury Mahoney, Dave Murtha, Hugh Moore, Ed Riehl, Barry Edward, Bill Fife, Jim Adair, Mike Williams, Bob Ashworth, Stanley Boehm, Tom Johnson, P.K. Carlton, Al Snook, Rick Madsen, Pete Madsen (guest), Jim Harris, Russ Wright, Mack Connelley, Gerry Zimmerman, Bill Hanson, A.J. Hartzler, Robert Stemple, Roger DeLozier, Hal Meyer, Bob Blessin, Jack Turner, David Horwitz, Russ Ward, Jim Krasno, and the scribe and coordinator, *Ted Wilkinson*

RUPA CONVENTION

SEATTLE, WA

September 20-23

One of the major attractions of this years Convention is the Future of Flight Aviation Center & Boeing Tour

The future of Flight Aviation Center & Boeing Tour is located 25 miles north of Seattle in Everett, Washington. It is the showcase for the Boeing Company and the Everett production line for the 747, 767, 777 and the 787. As part of the tour, you will encounter the largest building in the world by volume (472,000,000 cubic feet). On the Boeing flight line, you will see airplanes in various stages of flight test and manufacture for airline customers around the world. Visitors come from every walk of life and from every region of the globe, all with a common interest – to see the number one aerospace leader in the world: The Boeing Company.

The 73,000 square foot Future of Flight Aviation Center is located near the Boeing Plant. It is one of Western Washington's major attractions, so you won't want to miss it. Here you can explore a 28, 000 square foot Aviation Gallery with interactive exhibits and displays, and digitally design your own airplane. In addition, there is a dramatic, time-lapse film of a Boeing 777 being assembled in the new 240 seat theater. If you haven't already signed up for the Convention, you might want to consider doing so now and join the following who will be partaking in this and other tours offered for your enjoyment and edification. There is still time to register but time is of the essence.

Submitted by *Rich Bouska*

RUPA members currently registered to attend the Seattle Convention include:

Anderson, Dick & Laurie	Jersey, Ron & Marie	Peterson, Glen & Mary
Authier, Bill & Rosemary	Johnson, Dick & Jeri	Pocher, Charles & Roberta
Barr, Larry & Carolyn	Johnson, George & Veronica	Ramseur, Walter & Mary
Barton, Bruce	Justesen, Norm & Karen	Rankin, Douglas & Marcene
Bouska, Richard & Georgia	Kalpin, Kal & Mary	Reid, Bob & Margie
Boyer, Jim & Corrine	Kastle, Karl & Janet	Rudisill, Jim & Gaile
Breivik, Herb & Mary	Lesak, Gerald & Marilyn	Salisbury, Bill & Gayle
Clark, Bob & Muriel	Lucius, Proctor & Evalyn	Sayre, Dorothy
Corbin, Ken & Shirley	Lynch, Peter & Nancy	Schlemer, Jack
Cramb, Sam & Billie	Marsh, Bill	Schultz, Richard & Frances
Crosier, Stanley & Phyllis	Marshall, Norman & Barbara	Schuster, Sara
Davidson, Ricky & Linda	Matsuda, Ronald & Mary	Smith, Robert & Norma
DeLozier, Roger & Deana	May, Rex	Spring, Cleve & Rose
Ebenhahn, Robert & Jill	McCormick, Dick & Pat	Stephenson, F.B. & Shirley
Edward, Barry & Marianne	Meisenheimer, Ed & Dee	Swanson, Donald & Natalie
Elder, Ted & Shirley	Meyer, William & Sheryl	Verplank, Ruth
Gillett, Jerry & Rosalind	Moser, Paul & Adrienne	Wilkinson, Ted & Rose
Gilsdorf, Robert & Shelley	Motz, Don & Linda	Wollard, Wayne & Susie
Hamley, Barry & Ginny	Murtha, Dave & Kathy	Workinger, Tom & Beverly
Harris, Robert	O'Connell, John & Miriam	Wright, Larry & Pat
Helton, John & Barewald, Billie	Olson, James	
Hope, Fred & Sarah	Plank, Jay & Clare	

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. The price for the Seattle City Sights Tour has been reduced from \$38.00 to \$30.00 and the tour shortened to 4 hours so the people on the tour could get back to the hotel in time for the General Meeting. A note from Joshua Krohn, Manager of Sightseeing sales and Operations for Gray Lines of Seattle says "While the Royal Argosy Dinner Cruise is a little pricy, it is an incredible experience! The food is 4 – 5 star quality, and the staff treats you as if you own the boat." The same can be said of the Tillicum Village Dinner. Members of the Seattle Gooneybirds highly recommend this tour.

Friday, Sept. 21.

Tacoma Museums Tour \$55.00. – Depart the Hotel at 9:00 am. 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.

The Boeing Everett tour \$43.00. – Depart the Hotel at 9:30 am. 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. Lunch will be available at the company cafeteria at your expense. This is a 4 hour tour, including travel time, which allows about 2 hours for those also going on the Tillicum Village Dinner Cruise.

Tillicum Village Dinner Cruise \$98.00. – Depart the Hotel at 3:30. 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. – Depart the Hotel at 11:00. 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 at 9:00 am. 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. – Depart the Hotel at 10:30. 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. – Depart the Hotel at 6:00 pm. 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. – Depart the Hotel at 9:00 am. See previous description of this tour.

Sunday, Sept. 23.

Seattle City Sights Tour \$30.00. – Depart the Hotel at 9:00 am. 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 a 45 minute stop at the Pike Place Market. This is a 4 hour tour. Cost of lunch not included. This tour has been shortened so you can return to the hotel early enough to attend the business meeting.

Cruise the Locks Tour \$68.00. – Depart the Hotel at 11:00 am. See previous description of this tour.



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 \$30.00 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

LUKE AFB

Luke AFB is west of Phoenix and is rapidly being surrounded by civilization that complains about the noise from the base and its planes, forgetting that it was there long before they were. A certain lieutenant colonel at Luke AFB deserves a big pat on the back. Apparently, an individual who lives somewhere near Luke AFB wrote the local paper complaining about a group of F-16s that disturbed his/her day at the mall. When that individual read the response from a Luke AFB officer, it must have stung quite a bit.

The complaint: "Question of the day for Luke Air Force Base"? - Whom do we thank for the morning air show? Last Wednesday, at precisely 9:11 a.m., a tight formation of four F-16 jets made a low pass over Arrowhead Mall, continuing west over Bell Road at approximately 500 feet. Imagine our good fortune! Do the Tom Cruise-wannabes feel we need this wake-up call, or were they trying to impress the cashiers at Mervyn's early bird special? Any response would be appreciated."

The response: Regarding "A wake-up call from Luke's jets" (Letters, Thursday): On June 15, at precisely 9:12 a.m., a perfectly timed four-ship flyby of F-16s from the 63rd Fighter Squadron at Luke Air Force Base flew over the grave of Capt. Jeremy Fresques. Capt. Fresques was an Air Force officer who was previously stationed at Luke Air Force Base and was killed in Iraq on May 30, Memorial Day. At 9 a.m. on June 15, his family and friends gathered at Sunland Memorial Park in Sun City to mourn the loss of a husband, son and friend. Based on the letter writer's recount of the flyby, and because of the jet noise, I'm sure you didn't hear the 21-gun salute, the playing of taps, or my words to the widow and parents of Capt. Fresques as I gave them their son's flag on behalf of the President of the United States and all those veterans and servicemen and women who understand the sacrifices they have endured.

A four-ship fly-by is a display of respect the Air Force pays to those who give their lives in defense of freedom. We are professional aviators and take our jobs seriously, and on June 15 what the letter writer witnessed was four officers lining up to pay their ultimate respects.

The letter writer asks, "Whom do we thank for the morning air show?" The 56th Fighter Wing will call for you, forward your thanks to the widow and parents of Capt. Fresques, and thank them for you, for it was in their honor that my pilots flew the most honorable formation of their lives.

Lt. Col. Scott Pleus, CO 63rd Fighter Squadron, Luke AFB

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:

RUPA, PO Box 8044, Foster City, CA 94404-8044 — or —

E-mail: bm1532@yahoo.com — or — phone: 800-787-2429

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

AD HOC HOSTED LUNCHEON TO HONOR GEORGE & HEATHER NIXON

A hastily arranged Luncheon (by Jim Hastings) conjured up a number of pilot friends of our famous Down Under couple from Tasmania. Briefly passing thru SFO from London and enroute back to Hobart via Sydney and Melbourne, George and Heather looked like the paradigms of health.

They sold everything about six years ago and moved lock, stock and barrel down to Tasmania, where they live on a 1.67 Hectare (5 acre) "Bush Patch" loaded down with cute little marsupials and natural flora, overlooking the Tasmanian Sea. Their spread lies near "Fossil Cove, hard on Blackman's Bay", about 20 minutes from Hobart. Heather stated that they have slowed to "Tazzie Time" and dine light, avoiding heavy meals typical of us Northerners.

George showed digitals of one of his projects, the building of a large circular patio complete with "Yin-Yang" artistic centerpiece. They attend Tai-Chi class each Saturday, require advance reservations for their hosted B & B for us transient guests (of which there are many) and marvel at George periodically mowing their large lawn grass cutter, known locally as a "Ride-On" whilst adorned in a kilt (Blackwatch??), symbolic of his Scottish heritage.

Present at the noon meeting (Sheraton in Petaluma) 18 July were: Jim Hastings, Bob Billings, Phil Simon, Wayne Heyerly, Bob Grammer, Cleve Spring and Rick Saber (Norton I).

After sharing their ongoing story, they started home on the nite flight to SYD, oversold for all days surrounding their passage.... Bon Voyage and Godspeed to our Living Legends! (*Emperor Norton* for Father Donegan)

ABOUT RUPA DUES

“Gentlemen, I regret to inform you that your Retired United Pilots Association active membership expired on your birthday in 2006, and you have been removed from the *RUPANEWS* mailing list. Your expiration date has been always included on the *RUPANEWS* address label. Should you wish to return to active membership and receive the August issue, your dues must be received by July 26, 2007. Please include any updates to your addresses, etc. Sorry, but our budget does not allow us to send invoices or reminders by USPS.

Due to an unexpected and rapid handover of duties in the Sec/T position in March and April of this year, our attention to expiration dates has been neglected, and you have benefited from at least 6 months of extended mailing service. Thank for your immediate attention to this matter,” – (Signed by Sec/T)

The above was an email sent out to those in arrears since before 12/31/2006. Those who do not have email addresses have been unfortunately removed from the *RUPANEWS* label list, and will not receive this issue or a USPS reminder. Sorry.

I am now working my way thru the mailing list to cover those expirations from 01/01/07 thru the current date. We do have an indeterminate “grace period” understanding that circumstances sometimes make us forget the less important, “not necessary for survival things”. Your expiration date is on the *RUPANEWS* label on the RIGHT side, same line as your name. I’d bet it’s your birthday! Please check it!!

United Airlines Retired Pilots Foundation, Inc.

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

TO ALL THE KIDS WHO SURVIVED the 1930's 40's, 50's, 60's and 70's!!

First, we survived being born to mothers who smoked and/or drank while they were pregnant. They took aspirin, ate blue cheese dressing, tuna from a can, and didn't get tested for diabetes.

Then after that trauma, we were put to sleep on our tummies in baby cribs covered with bright colored lead-based paints.

We had no childproof lids on medicine bottles, doors or cabinets and when we rode our bikes, we had no helmets, not to mention, the risks we took hitchhiking.

As infants & children, we would ride in cars with no car seats, booster seats, seat belts or air bags. Riding in the back of a pick-up on a warm day was always a special treat.

We drank water from the garden hose and NOT from a bottle. We shared one soft drink with four friends, from one bottle and NO ONE actually died from this.

We ate cupcakes, white bread and real butter and drank kool-aid made with sugar, but we weren't overweight because WE WERE ALWAYS OUTSIDE PLAYING !

We would leave home in the morning and play all day, as long as we were back when the streetlights came on. No one was able to reach us all day. And we were O.K.

We would spend hours building our go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times, we learned to solve the problem.

We did not have Playstations, Nintendo's, X-boxes, no video games at all, no 150 channels on cable, no video movies or DVD's, no surround-sound, CD's or Ipods, no cell phones! No personal computers, no Internet or chat rooms..... WE HAD FRIENDS and we went outside and found them!

We fell out of trees, got cut, broke bones and teeth and there were no lawsuits from these accidents.

We ate worms and mud pies made from dirt, and the worms did not live in us forever.

We were given BB guns for our 10th birthdays, made up games with sticks and tennis balls and, although we were told it would happen, we did not put out very many eyes.

We rode bikes or walked to a friend's house and knocked on the door or rang the bell, or just walked in and talked to them!

Little League had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!!

The idea of a parent bailing us out if we broke the law was unheard of.

They actually sided with the law!

These generations have produced some of the best risk-takers, problem solvers and inventors ever!

The past 50 years have been an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility, and we learned HOW TO DEAL WITH IT ALL!

If YOU are one of them...CONGRATULATIONS!

You might want to share this with others who have had the luck to grow up as kids, before the lawyers and the government regulated so much out of our lives for our own good.

And while you are at it, forward it to your kids so they will know how brave (and lucky) their parents were.

Kind of makes you want to run through the house with scissors, doesn't it?!

The quote of the month is by Jay Leno:

"With hurricanes, tornados, fires out of control, mud slides, flooding, severe thunderstorms tearing up the country from one end to another, and with the threat of bird flu and terrorist attacks."Are we sure this is a good time to take God out of the Pledge of Allegiance?"

For those that prefer to think that God is not watching over us....go ahead and delete this. For the rest of us.....pass this on.

NORTH BAY RUPA LUNCHEON

July 11th, 2007

Postponed for a week, due to the holiday, the North Bay RUPA group got together for its July meeting on July 11th, at the Petaluma Sheraton's *Tolay Room*. The group was welcomed, and Dick Lammerding introduced his guest, Joel Bartlett, the well known TV weatherman, formerly with KGO-TV...Joel is a former USAF meteorologist. Dick also passed around an article honoring fellow luncheon regular, Deke Holman for his good labors for the Silver Oak Winery. A round of applause followed!!

Call-ins, unable to attend were announced...Bill Greene at a Nevada Road Rally ..(172 mph on the ground?) J.R. Hastings busy in court. Norm DeBack attending a General Officers meeting/party in D.C...(using a pass on uaaa! Good Luck!)... and Bill Smith, on a trip...but who sent his permission for the group to mock him, as is custom! News that Don Mastrud, down in Texas, was out of surgery and cracking jokes, was welcome to our ears! RUPA President Cleve Spring reminded the group of the August 16th RUPA picnic to be held at Coyote Point... RSVP to Larry Wright by August 7, please! Health and Welfare Chairman George Hise reported on further testing showing the benefits of dark chocolate, and that studies are revealing that topically applied marijuana has been useful in easing joint pain (a joint for the joint?)...George also quoted studies showing overweight people seem to have a better chance of recovering from a heart attack...more hope for some of us! Rick (Norton 1) Saber gave a good report on his recent travels to the continent, and passed on several tips. Rick related a great tale of, while in a group, having someone unzip his trouser pocket (side pocket) and attempt to pick-pocket him...a good lot of travel info was then commented on by Larry Whyman and several others. One point made by Rick...carry a retired pilot photo ID when traveling...it seems to help, even of foreign carriers!

Latest from the airline world reported on, and posted on the Bulletin Board. The newjetcity.com website discussed, and the informational picket line at UA, also. Several older aviation publications were sent around the tables, including a copy of the August, 1967 Mainliner magazine...dedicated to, and honoring...The Airline Pilot! ... (times do change, don't they?)

Those attending today's gathering were: R. S. Grammer, George Hise, Rick and Aldeana Saber, Bill McGuire, John and Sharon Condello, Deke Holman, Jim Mansfield, Sam and Mickie Orchard, Dan Porter, Cleve and Rose Spring, Dan Barger, Don Madson, Ken and Shirley Corbin, Barney Hagen, Dick Smith, Leon Scarbrough, Gary Webb, Lee Anderson, Dick Lammerding, his guest Joel Bartlett, Larry Whyman, Al and Linda Fink, Dick Hanna, *Bob and Doris Donegan*.

HONOLULU ONO NENE LUNCHEON

Dear Ono Nene, we had our June gathering yesterday, the 28th, at *Compadres* with Ray Brice, Adele & Dave Crooks, Alice & Buddy Decosterd, Corky & Jim Sorensen, and Lori & Paul Wessel, along with nephew Peyton, attending. The usual topics were discussed and the usual suspects cussed. We also instituted toasting those pioneers paving the way for the final flight west. Next month we will be back to Lani Kai's *Mid Pac Country Club* on the 25th.

Aloha to all and ho'omaluhia, *Jim*

OLDER CHILDREN: TEENSCREEN

—REAL DISEASE MONGERING

Dr. Bruce West/ HEALTH ALERT/ March 2007

In an amazing scam to lure kids into the world of antidepressants and psychotropic drugs, the pharmaceutical industry, with help from government and paid "experts," has come up with Teen-screen. In a nutshell, this controversial "diagnostic psychiatric service" (aka suicide survey) aims to screen children as young as 9 years old for psychiatric disorders. They are then referred to psychiatrists for selective placement on psychotropic drugs.

Based on the *Diagnostic and Statistical Manual of Mental Disorders* (thoroughly discredited by dozens of real experts), this program is a means to get millions more children and young adults on prescription drugs. It lures kids into taking the "suicide survey" by offering them free movie passes, \$5.00 video store coupons, pizza parties, and other incentives if they consent to the screening.

After the "suicide screening" children are shuffled off to a "clinician" who can easily brand them as having Social Phobia, Panic Disorder, Anxiety, Obsessive-Compulsive Disorder, Active Suicide Ideation, Passive Suicide Ideation, ADD, ADHD, Bi-Polar Disorder, etc., etc. There are no brain scans, blood tests, nutritional questionnaires, or the like. Rather, based on the screening alone, these children can be deemed "ill" or diseased." And naturally, the cure is years, if not a lifetime, of psychiatric care and drugs.

A Dangerous Path

With no evidence whatsoever that this screening does any good—and with good evidence that it can do serious harm—the program is proceeding full-steam ahead. Trying to ram a seriously dangerous program down the public's throat is the height of the medical and pharmaceutical industries' arrogance, and it has shocked even me. This one must be stopped.

To read what authentic experts have to say about this, go to <http://www.psychsearch.net/teenscreen.html>. You will be shocked and amazed that this grand scheme to psychologically and financially rape our kids and us is shaping up with the help of our own government.

When I first started writing about disease mongering, even I could not have imagined just how far the medical and pharmaceutical industries could go. There is blood pressure screening, cholesterol screening, bone density screening, cardiac screening, all types of cancer screening, psychological screening, screening of parents of children with emotional problems, and on and on. Now we have Teenscreen.

Does anyone remember *Columbine* or *Andrea Yates*—where the killer-kids and the kid-killer were all on psychotropic drugs? When it comes to Teenscreen, go online and get the truth. And just scream as loud as you can—NO!

The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The author and publisher assume no responsibility in the correct or incorrect use of this information, and no attempt should be made to use any of this information as a form of treatment without the approval and guidance of your doctor.

United Airlines Historical Foundation
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

MORE INFORMATION ON THE RUPA MEXICAN RIVIERA/ SEA OF CORTEZ CRUISE

It's never too early to think about taking a cruise. Savvy cruise goers know that in order to get the cabin of their choice, they must commit early. If their circumstances should subsequently change, they can always cancel their reservation.

The 2008 RUPA cruise is planned as a 10 day trip from San Diego to the Mexican Riviera and back to San Diego.

Day 1. The ship will depart San Diego at 5:00 pm.

Day 2. A day spent at sea.

Day 3. The ship arrives at Puerto Vallarta. Puerto Vallarta is no longer the well-kept secret of the artists, writers and Hollywood stars who first "discovered" it in the 1960's. Puerto Vallarta still retains the essence of the quaint fishing village it once was. Here is Viejo Vallarta, the quaint Old Town, an enticing mix of red-tiled buildings, cobbled streets, chick shops and bustling open markets. Here are Mismaloya Beach, Gringo Gulch and Conchas Chinas, the Beverly Hills of Vallarta.

Day 4. The ship will dock at Mazatlan, home of the largest shrimp fleet in the world. This cosmopolitan resort city tempts with every variation of this tasty crustacean: *al mojo de ajo* (with garlic), or in the shell with a tangy squeeze of lime. Other temptations: miles of uninterrupted sandy beaches, busy markets, and sleepy mining towns tucked into the Sierra Madre.

Day 5. The day starts with the ship docked at Topolobampo. Holland America is the only major cruise line to call on this peaceful port on Mexico's Sea of Cortez. Awaiting your arrival are playful bottlenose dolphins; the mansion of Don Diego de la Vega, "El Zorro"; and the grand visions of the Chihuahua-al Pacifico Railway, a luxury train through scenic Copper Canyon. The Copper Canyon train trip is considered one of the top scenic rail journeys in the world. The train travels from sea level and climbs to 8,000 feet. The rail line passes through 86 tunnels and 38 bridges in the 25,000 square mile canyons of the Sierra Madre. The five major canyons are collectively known as the Copper Canyon, which is four times the size of the Grand Canyon and 300 feet deeper.

Day 6. The ship stops at Loreto, a peaceful seaside community, founded in 1697 by Jesuit priest and explorer Jan Maria Salvatierra and was the first European settlement in the Californias.

Days 7 and 8. Days 7 and 8 find the ship docked at Pichilinque (la Paz) and Cabo San Lucas. Both stops feature tranquil seas, beautiful beaches and a whirl of colors. Even more spectacular: waters teeming with marlin, swordfish, sailfish, tuna and other fighting fish.

Day 9. This is a relaxing day at sea prior to the arrival at San Diego.



2008 RUPA Mexican Riviera/Sea of Cortez CRUISE

Date of Cruise: October 12, 2008

10 day Roundtrip out of San Diego

On

Holland America MS Ryndam

Check out deck plans and staterooms on the Internet

www.hollandamerica.com, Click on Fleet, ms ryndam

Depart San Diego with stops at: Puerta Vallarta, Mazatlan, Topolobampo,
Loreto, LaPaz, Cabo San Lucas, Return to San Diego.

All prices include the \$215 port charges and fees imposed by the cruise line.

Taxes, which are \$101.69 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Mid Ship	\$ 999
Category E Outside	A Deck Midship	\$1199
Category C Outside	Lower Promenade Deck Mid Ship	\$1419
Category BA Verandah	Verandah Deck	\$1779
Category B Verandah	Verandah Deck	\$1899
Category A Verandah	Navigation Deck	\$1989
Suite S	Navigation Deck	\$3469

All cabins are subject to availability. Rates are subject to change until booked.

If a lower rate becomes available we will rebook at that rate.

**A deposit of \$600 per person is due at the time of booking
and is fully refundable until 76 days prior to the cruise.**

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

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

Send all correspondence to:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive

Holden, MA 01520

1-800-309-2023 pin#33

1-508-829-3068

gpsp@aol.com

THINGS I LEARNED IN TEXAS

- ~ Armadillos sleep in the middle of the road with all four feet in the air.
- ~ There are 5,000 types of snakes and 4,998 live in Texas.
- ~ There are 10,000 types of spiders. All 10,000 live in Texas, plus a few no one has ever seen before.
- ~ Raccoons will test your melon crop, and let you know when they are ripe.
- ~ If it grows, it will stick you. If it crawls, it will bite you!
- ~ Nothing will kill a mesquite tree.
- ~ There are valid reasons some people put razor wire around their house.
- ~ A tractor is NOT an all terrain vehicle. They do get stuck.
- ~ The wind blows at 90 mph from Oct 2 till June 25; then it stops totally until October 2.
- ~ Onced and twiced are words.
- ~ Coldbeer is one word.
- ~ People actually grow and eat okra.
- ~ Green grass DOES burn.
- ~ When you live in the country you don't have to buy a dog. City people drop them off at your front gate in the middle of the night.
- ~ The sound of coyotes howling at night only sounds good for the first few weeks.
- ~ When a buzzard sits on the fence and stares at you, it's time to see a doctor.
- ~ Fix-n-to is one word.
- ~ There ain't no such thing as "lunch". There is only breakfast, dinner and then there's supper.
- ~ "Sweetened ice tea" is appropriate for all meals, and you start drinking it when you are two.
- ~ "Backwards and forwards" means I know everything about you.
- ~ "Jeet?" is actually a phrase meaning, "Did you eat?"
- ~ You don't have to wear a watch because it doesn't matter what time it is. You work until you're done, or it's too dark to see.
- ~ You measure distance in minutes or hours.
- ~ You can switch from "heat" to "A/C" in the same day.
- ~ Stores don't have bags. They have sacks.
- ~ You see cars with the engine running in the Wal-mart parking lot with no one in them, no matter what time of the year.
- ~ All the festivals across the state are named after a fruit or a vegetable.
- ~ You install security lights on your house and garage, and leave both unlocked.
- ~ You carry jumper cables for your own car.
- ~ You know what "cow tipping" and "snipe hunting" are.
- ~ You only have four spices in your kitchen: Salt, Pepper, Ketchup, and Tabasco.
- ~ You think everyone from north of Dallas has an accent.
- ~ The local papers cover national and international news on one page, but require six pages to cover Friday night high school football.

-
- ~ The first day of deer season is a state holiday.
 - ~ You know which leaves make good toilet paper.
 - ~ You find 100 degrees a "tad" warm.
 - ~ The four seasons are: Almost summer, summer, still summer and Christmas.
 - ~ You know whether another Texan is from East, West, North, or South Texas as soon as he opens his mouth.
 - ~ Going to Wal-mart is a favorite past-time known as "goin Wal-Martin" or "off to Wally-world."
 - ~ You describe the first cool snap (below 70 degrees) as good chili-eatin' weather.
 - ~ A carbonated soft drink isn't a soda, cola, or pop....It's a Coke, regardless of brand or flavor.
 - ~ Texans understand these jokes. If you do too, forward them to your friends from Texas. If you don't, just come and stay awhile.

LOS ANGELES VALLEY LUNCHEON

Fourteen of us gathered at *Mimi's* for the July 19th Luncheon. Present were: Larry Lutz, Doug Bielanski, Bob Mosher, Herb Goodrich, Jim Day, Jack Moore, Denny Fendelander, Rex May, Joe Vallejo, Shirley Hanson, Jack Hanson, Ray Engel, Marcene Rankin, Doug Rankin.

Since Don McDermott was out of town, Rex May from the South Bay group took Don's place and after our social hour, got up and said "I have absolutely nothing to say, does anyone else have anything to say"? So Doug Rankin asked if anyone had heard of the recent United A-320 runway incursion at Fort Lauderdale. A few had heard a little bit about it on the news but most had not. So Doug gave this short synopsis of the NTSB report. The United A-320 was taxiing to Runway 9L at a high rate of speed. The tower called the A-320 and said stop, stop, stop and when he finally stopped the A-320 was 30 feet onto 9L. At the same time a Delta B-757, who was on short final for 9L was told to go around. By this time the B-757's main wheels were on the runway, however the Delta pilots were able to get the aircraft airborne again and passed over the A-320 by 100 feet.

Doug Bielanski then told of his recent trip to Rome when there was a ATC delay which caused missed connections enroute to Rome. He went on to say the United Passenger Agent at first said he could not get him out for several days, however the United agent was very nice, working diligently checking many things and was able to get them moving to their destination which ultimately was a cruise. Their luggage finally showed up at home after they returned from the trip! Doug also commented about the ALPA complaining about the problem of Pilot fatigue.

Joe Vallejo, a 2004 retiree, told an interesting story of flying jobs available for pilots who are retired 3 years or less and 737 qualified, hauling suspected terrorists to interrogation places around the world.

After lunch, Jack Hanson arranged a surprise for Shirley when the waitress arrived with a large chocolate ice cream cake with candles in honor of Shirley's 80th plus birthday (Shirley is a qualified octogenarian pilot). After we sang Happy Birthday and Shirley blew the candles out, we all enjoyed a slice of the ice cream cake.

The next RUPA luncheon at *Mimi's* will be September 20th. Till then, *Doug & Marcene Rankin*

SUTHEN HUMA

Kentucky:

The owner of a golf course in Kentucky was confused about paying an invoice, so he decided to ask his secretary for some mathematical help.

He called her into his office and said, "You graduated from the University of Kentucky and I need some help. If I were to give you \$20,000, minus 14%, how much would you take off?"

The secretary thought a moment, and then replied, "Everything but my earrings."

Alabama:

A group of Alabama friends went deer hunting and paired off in twos for the day. That night, one of the hunters returned alone, staggering under the weight of an eight-point buck.

"Where's Henry?" the others asked..

"Henry had a stroke of some kind. He's a couple of miles back up the trail," the successful hunter replied.

"You left Henry laying out there and carried the deer back?" they inquired.

"A tough call," nodded the hunter. "But I figured no one is going to steal Henry!"

Louisiana:

A senior at Louisiana was overheard saying... "When the end of the world comes, I hope to be in Louisiana."

When asked why, he replied he'd rather be in Louisiana because everything happens in Louisiana 20 years later than in the rest of the civilized world.

Mississippi:

The young man from Mississippi came running into the store and said to his buddy, "Bubba, somebody just stole your pickup truck from the parking lot!"

Bubba replied, "Did you see who it was?"

The young man answered, "I couldn't tell, but I got the license number."

Tennessee:

A Tennessee State trooper pulled over a pickup on I-65. The trooper asked, "Got any ID?"

The driver replied, "'Bout whut?"

The Favorite:

A man in North Carolina had a flat tire, pulled off on the side of the road, and proceeded to put a bouquet of flowers in front of the car and one behind it. Then he got back in the car to wait.

A passerby studied the scene as he drove by and was so curious he turned around and went back. He asked the fellow what the problem was.

The man replied, "I have a flat tire."

The passerby asked, "But what's with the flowers?"

The man responded, "When you break down they tell you to put flares in the front and flares in the back. I never did understand it neither."

DON'T BREAK THE ELASTIC!!

In April, Maya Angelou was interviewed by Oprah on her 70+ birthday. Oprah asked her what she thought of growing older. And, there on television, she said it was "exciting." Regarding body changes, she said there were many, occurring every day...like her breasts. They seem to be in a race to see which will reach her waist, first. The audience laughed so hard they cried. She is such a simple and honest woman, with so much wisdom in her words!

Maya Angelou said this:

"I've learned that no matter what happens, or how bad it seems today, life does go on, and it will be better tomorrow."

"I've learned that you can tell a lot about a person by the way he/she handles these three things: a rainy day, lost luggage, and tangled Christmas tree lights."

"I've learned that regardless of your relationship with your parents, you'll miss them when they're gone from your life."

"I've learned that making a 'living' is not the same thing as 'making a life'."

"I've learned that life sometimes gives you a second chance."

"I've learned that you shouldn't go through life with a catcher's mitt on both hands; you need to be able to throw some things back."

"I've learned that even when I have pains, I don't have to be one."

"I've learned that every day you should reach out and touch someone. People love a warm hug, or just a friendly pat on the back."

"I've learned that I still have a lot to learn."

"I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel."

Please send this to five phenomenal women today. If you do, something good will happen: You will boost another woman's self-esteem. If you don't...the elastic will break and your underpants will fall down around your ankles! ;-). Believe me, I didn't take any chances on MY elastic breaking...I sent it to a lot of special women I care for.

BLONDIE Dean Young



LETTERS

ALLAN C. ANDERSON—Anderson, SC

Dear Ted and fellow RUPArians,

This is the year of "7's" for me. On 07-07-07 I'll be 67 and in my seventh year (plus 3 months, since I retired early) of doing whatever I want to do - almost. This is also my first venture into *RUPANEWS*. As others have noted, time sure flies whether you're having fun or not. Mary Ann (wife and friend of 44 years) and I have mostly been having fun. We still travel on United every year without too much hassle, including our yearly trip to our place in Honolulu, where we spend a couple of months and where I spent the last three wonderful years of a 33+ year career in the left seat of the 747. Our next planned trip is to Spain in October with our friends Capt. (ret) J. D. and Pat Willett.

I find interesting the different opinions of what should and should not be in *RUPANEWS*. For my part, I find the medical information and advice both interesting and informative, especially about benign prostate hyper-whatever. Guess why! Also all the travel related items. I would also like to see more concerning relevant information on retirement issues, both United related and otherwise. What I usually try to avoid is news about your grandchildren, second cousins, stepchildren and other related relatives. Please save that stuff for your letters and e-mails. I also agree that politics should be left out, so I won't say anything about the SOB in the Whitehouse!

Mahalo to everyone who works on the Newsletter and related things. We would welcome anyone passing through Anderson, SC to look us up, or e-mail (allan7mary@aol.com) from any of you former LAX, DCA, ORD, JFK, HNL, folks who still remember me and who I didn't either scare to death or p*\$\$ off. Include news of your grandchildren, second cousins and other related relatives.

Aloha,

A

(Ted. If the item about the SOB in the whitehouse is too offensive, you may delete it.)

MARGARET BARNARD—Los Angeles, CA

Dear Ted:

August was Charlie's birth month, so time for a letter. I have sent my check to Bruce so as to keep the RUPA newsletter coming. I'm still living in our home and keeping busy. My health is mostly good. I just returned from a week in Hawaii traveling with some of my siblings and families. The end of July my children and their families are going with me on an Alaskan cruise. After that things will slow down. Thank you for all the work and all, volunteers do.

Sincerely, *Margaret*

CHUCK BLOOM—Missoula, MT

Jeez it is June again. Almost missed it but here is my check for next year. Been a fast 12 years. Fondly remember the years flying with UAL but in light of everything the last few years, I'm glad I was there when I was and that I'm doing something else now.

Fortunately health is holding well and I'm enjoying life back in my home state of Montana, going to a few BMW motorcycle rallies, flying my little Kitfox and a bit of flying search and rescue with the CAP. Also still enjoy playing with my Model A Fords. Life is good.

Enjoy reading the news about what everyone is doing and where. What a diverse group both in locations and activities.

My thanks to all of you who make the publication go. Your efforts are greatly appreciated.

Chuck

DICK BOLAND—Erie Air Park, CO

Tallied fourscore so figured it was time for my decade check in to let all my friends and foes know I'm still kicking, just not as high.

Thanks for keeping us abreast of events. I was sorry to hear about Scotty and Buddy J. Buddy used to let me fly my leg on the 747 from the left seat. Eddie Carlsen came up in the cockpit before pushback and introduced himself. He mentioned that I looked young for a 747 Capt. (42) and Buddy explained that I was a F/I from TK and he was a Flt

Mgr. from Lax so everything was legal. I was really sunburned from the UAL golf tournament and couldn't shave or wear a tie.

My wife Doris had a ruptured appendix which took 3 ER , 4 hospital stays and 3 months with 4 operations to get the poison out.

Tip---if you have stomach pain go to the ER even if it's a false alarm it's better than a ruptured appendix. Enough good news, I doubt that I'll check in at 2017.----*Dick*

PS: I didn't realize what a good deal TK was till I went on the line as a Jr. Capt in the 727 that I had rated in 23 years before.

GARY BRAUCH—Los Altos Hills, CA

Another birthday is around the corner, so it must be time for a RUPA update. In the 4 1/2 years since retirement I've enjoyed flying a number of entertaining and challenging aircraft ferries around the world, mostly ex-UA birds that were sold to airlines who apparently knew better than UA how to make money with them. That market has largely dried up, as most of the saleable aircraft have found new homes.

However, a new opportunity arose last summer, and I took a part-time analyst position at NASA ASRS (you know, the old NASA report) just 15 minutes from home near Moffett Field. I was hired as an expert analyst, then was promoted to alert coordinator and now hold the position of Chief Analyst. The hours are flexible, the duties are very interesting (the ultimate hangar flying), the boss and analyst staff are great to work with, and the pay is surprisingly decent. It's been a great learning experience with many new challenges. In the first public speaking appearance of my life I addressed a meeting of 300 aviation professionals. I marvel where life takes us. I'm scheduled for a week-long business trip to Washington D.C. next month, and I've even had to buy a briefcase.

My health and Diane's continues to be good, we're doing less traveling with the new job but plan to start again soon. I continue to spend way too much time (according to Diane) at car activities, including track days with son Derek at Laguna Seca and Infineon.

Diane keeps busy with volunteering and selling on Ebay. She even talked me into attending last year's Ebay Live event. She tells me it's what keeps us from declaring bankruptcy.

Derek and his wife are doing fine. He flies for UA (767 F/O in LAX), she teaches fifth grade, and they have a home 3 blocks from the beach in Manhattan Beach. I have very few complaints as long as I keep my thoughts from the pension theft.

Gary, SFO 1964-2003, from DC6 to 747-400

CLIFF CHANEY—St. George, UT

Dear Ted,

Coming up on 29 years since retirement. July 2, 1978 last trip flown. Hard to believe that it was 65 years ago that I went to work for UAL. Time seems to go fast when you are having fun. Son Bill and grandsons Bill Jr., and Ten Eyck Latourrette applied to the FAA, and on my birthday July 15, 2006 I was awarded the Wilbur Wright Bros Master pilot award. I might add, all of you people are certainly qualified for this award. But I was happy to receive it. There are probably some still alive that I gave left seat time in the DC-3 and the DC-4. And of course kept me on the straight and narrow as co-pilots. Be that as it may. I enjoyed every moment flying the mainline. Talk to Jack Horrell every week, his good humor, stoicism, and strength of character are just outstanding. I have known Jack since 1940 and we have been in touch every week since. He is my good friend. Talk to Steve Fusco and Leean, Bill Fry and Leah. But they are about my only contacts. I try to call as many friends as I can, John Campbell and I are both from Sacramento, Ted. And I used to fly with Charley Jensen. And for you who wouldn't know Charlie, he started Jensen crop dusters in 1928. Flew out of Sacramento municipal airport, until he built a duster strip just west of the municipal airport. I flew for him occasionally 1940-41.

Memories. Since they have all been good, can relive them with relish. Flying passengers over the state fair, Dec.7, 1941. When the B-18 and B-23 bombers landed at Sacramento, who ever heard of those airplanes? Flying Pacific operations with Jimmy Johnson, RT Freng, George Boyd. Larry

Letson, Al Schmidt, P.E. Reeder, Jim Going, George Douglas, Dick Bowman. All these early pilots added to my co-pilot experience. And am sure made me a better pilot. Sam Stevens taught me how to taxi an airplane, and have used the technique for all these years. Otis Kline taught me how to be precise, and I still tell my students about Otis. And when they are off their heading or altitude, I gently remind them. Otis says you are 30 feet or 5 degrees off. I think they like it. But it brings back those memories that are very precious to me. Am still instructing, giving flight reviews, instrument instruction and proficiency checks. So I keep as busy as I want. Been hot here in the high desert country. But no rain, or snow. This I can stand. Phyllis is busy with her projects, which are many and varied. And our Tatiana is just coming out of her terrible twos. Much love to all. *Cliff*

MIKE CONWAY—Fort Collins, CO

Dear Ted, I can't seem to remember my birthday, so am sorry that this check is so late. Thanks to all of you for all of your good work.

I've never posted a note for the publication until now. Sure enjoy reading the news from all of the folks, most of whom I don't know. Been in retirement now for a little over eight years and they have really flown by. My health is good and I spend most of my time with my wife, airplane, daughter and grandson's, and making music. When I retired I did not want to give up flying, so let loose of some of my IRA and purchased an Aviat Husky. Fly a lot and have made a couple of long flights both East and West, but spend my most enjoyable time in the Back Country of Idaho. While in high school I played a trombone and put it away for 45 years, but several years ago I broke it out (actually purchased a new one) and resumed where I left off. I now play in several bands and am having a blast. If there are any of you out there who used to be, want to be or are a band musician, check the "New Horizons Band." It is a national organization whose only requirement to belong are: You have to be 50 or older and have an interest in resuming where you left off years ago, or would like to start. All are welcome.

Wish the best to all of you,

Mike

CHUCK COREY—Evergreen, CO

Hi Ted: Renewal check is in the mail to Bruce.

This has been an up and down year for us. Emily had surgery this past fall but is doing well now.

My mother, who would have been 96 in August passed away after short illness. Lived in her own home until two days before she died. I'll certainly miss her.

Cruised out of Ft. Lauderdale in January to celebrate our 55th wedding anniversary and went to Delaware and North Carolina for college graduations.

For your information Capt. Marvin G. Engel flew west this spring. I talked to his lady friend, Bernie, who gave me this info. Evidently there was no obit published or services.

Marv was a good friend of mine and I'm saddened at his passing. I'll always remember the rubber chicken he hung from the upper fuse panel on the 727 for his passengers to see as they entered the aircraft.

Thanks to all the folders and stuffers. You all do a great job keeping us informed.

Regards,

Chuck (DEN ORD SFO LAX)

Get Capt. Engel's information and send it to me.—Ed.



LACK OF A "CAT'S" MEOW

Jerry 'Turkey' Tucker was with the Blue Angels during the last years of the F4's then stayed on for the first two years of the A4. During Viet Nam he flew F8U's. He's now a senior Captain for Southwest. Here's his incredible true story of falling off a carrier while inside his aircraft.

It wasn't just all fun and great looking chicks!

Another combat day in Viet Nam and Turkey was waiting to be launched. There was a problem with the aircraft in front of him, so they pulled it off the cat and put Turkey in his place. He wound it up, gave the salute and waited for the launch. He felt it start to go... then nothing. His aircraft was moving down the deck, but no acceleration. He pulled the power and was on the brakes, shut it down... then found himself teetering over the leading edge of the flight deck. He felt the Crusader rocking with each movement of the ship as he talked to the Air Boss. Air Boss told him to stay in the cockpit... that they were trying to hook his aircraft to a tug... and that several sailors were trying to hold his tail down to change his tilting aircraft's center of gravity until it was safely hooked up.

The ship rocked with another swell. And over he went, falling down toward the water below. As it fell, the aircraft rolled on its side. Turkey recalls that he could now see the ship's bow plowing through the water. He didn't know which was worse... seeing the water coming up at him... or seeing the carrier slicing through the water toward him. When he'd been teetering over the bow, he'd thought of ejecting. However, he was worried about being run over by the ship. But now he was in the water and he felt sick as the bow of the carrier hit his F8U. He was sure he was a member of the living dead... and was just along for the ride.

He remembers the hit, and the terrible 'snap' as the ship's bow broke his aircraft in two, just behind his cockpit. Turkey now realized that he was still alive and that he was sealed inside the Crusader's cockpit module. The water was so clear and he could see all of the ship's bottom as he was bounced and bobbed along. He remembers every bob and hit along the ship's bottom as chunks of his cockpit's plexiglas were gouged out by the barnacles on the carrier's hull.

He was thinking he might come out of this alive, as fear struck him again when he saw the ship's screws spinning like hell. And he was heading straight for them. The sound of the screws was terrifying. He now visualized being chewed up as he felt a sudden surge of speed bringing him closer and closer to the screws... knowing he was being sucked into the vortex created by them. He continued accelerating and watched in horror as he passed through the screws themselves. Miraculously, he was unharmed.

Disoriented and rolling violently in the screws wake, he suddenly saw the sun and noticed he was bobbing on the ocean's surface. He said his heart rate was so fast he could feel his heart thumping in his chest. He tried to do something to get out but he couldn't control his shaking hands. He tried several times to blow the canopy but didn't have the hand coordination needed. Until his third try.

He blew the canopy and immediately realized he'd made a mistake as the cockpit capsule filled with water, then sank, going down fast. About 35 to 40 feet beneath the surface, he extracted himself from the cockpit. When he got to the surface he was greeted by a helicopter and a rescue swimmer who jumped out of the helicopter to save him. During the helicopter ride, Turkey said he couldn't thank GOD enough... and praised the Lord all the way back to the ship.

They got him on the ship and to the Doc, and Turkey recalls a comical but serious moment when the first thing that came out of his mouth was: "You can bet your sweet ass that next time I won't blow that f___ canopy!" Like one day all of this might happen to him again, right?

DAVE FAHRENBACH—Tacoma, WA

Hi Ted, The first five years of retirement have evaporated and it is definitely time for an activity update for the outa town contingent. Cheryl and I still live in NE Tacoma and in spite of the best efforts of UAL and ALPA to make it otherwise, life is still good. Every summer I play softball in a 60 to 65 league and with the exception of a few nagging injuries, it's been great fun. My sons still condescend to ski (with) me every now and then. We're returning to Italy for a second visit this fall, this time to Sicily and the Amalfi Coast. I donate a lot of time to the Rotary Club and to the Werlin Reading Program. And while Cheryl dabbles in real estate I dabble in cookery and enjoy attempting anything Italian. We both read a lot of books.

Thanks to all who publish the *RUPANEWS*. The monthly jaunt through its pages amounts to a trip down memory lane—never fails to make me smile. So many strange and wonderful people... our best to all.

Dave SEA, SFO, LAX, DCA, CLE, LGA

STEPHAN R. FUSCO—Medford, OR

Thanks to all who contribute to the news letter. Twenty three years retired and all is well here in Medford. Wife LeeAnn and I continue to enjoy good health and happiness.

Steve

THOMAS GREENE—Tucson AZ

Dear James, I have run into some pretty catastrophic medical problems. I seem to have snatched Stage IV cancer out of the air.

Sorry I'm late, Great, Great work as always,

Tom

JACK HANSON—Rolling Hills Estates, CA

My family got together for my Ninetieth birthday party at the *Red Onion* restaurant here in Rolling Hills Estates, Calif. Son Rowland flew his family of ten in from Seattle, including his wife Mary, three grown daughters and their families, with great-grandson Liam and great-granddaughter

Gwen. Son Rick and his wife flew in from Sedona, granddaughter Samantha Johnson flew in from her home in Atlanta, and Shirley in from our townhouse about a half mile away, so we really had a bi-coastal event.

The birthday cake had a huge antique photo of yours truly in a leather jacket, leaning on a J-3 Cub with one hand on the prop hub. It was one of three Cubs for our Civil Pilot Training program at my alma mater, the University of Illinois, and a Waco UPF-7 was available for advanced training.

While practicing a short field landing on what was supposed to be my last flight before getting my commercial, I managed to wipe out the UPF-7 (and temporarily the advanced program) by hitting a telephone pole hidden by ice-laden wires.

After graduating, I applied at Continental, TWA, and United. G.I. Myers of UAL hired me right away. Continental contacted me later, about a week after United hired me in Dec. 1942.

My retirement flight was on June 3, 1977, from LAX to HNO and return. Flying for United was a great life, and I wish it could have lasted forever.

See all of you at the RUPA meetings.

Jack

(P.S. renewal being sent separately by snail mail.)

JOHN B. HEALY—Laguna Woods, CA

It's that time of year again to get a note off to *RUPANEWS*. Appreciate the volunteers who make it possible -

Have offspring in Oregon, Colorado and Virginia so do a fair amount of pass travel - do it on Tuesday or Wednesday, try for the wide bodies -

This is my 87th birthday, have a guilty conscience over so long in the pension plan -

Our health is good considering our age -

We enjoy living here in the retirement village very much located halfway between LAX and SAN - weather is ideal.

Have two golf courses seven clubhouses with every hobby from computers to wood working. Our place overlooks the golf course and Saddleback Mountain (6500').

A couple of issues ago an article mentioned I had flown the B-26 and B-17 during World War II. It failed to mention I was in the Navy, (JM-1 and PB-1.) Our best to all,

Jack and Margaret

This is an unusually long letter. Unless you are curious, or suffering from a difficult to diagnose malady, or know of someone that is, you can skip over this tome.-Ed.

GEORGE HOWELL—Rolla, MO.

ORDFO, EWRFO, ORDFO, IADFO, ORDFO, HNLFO, SFOFO, LAXFO

Retired twelve years on July 1, and sure am glad that I am retired. I really feel for the folks flying today!!!!

My big quest is for getting my health back, and being spry again. I was bitten by a tick and thought that I might have a much talked about disease of today. But the truth of the matter is that I have a "Th1 inflammation" that is brought about by any number of fifty-three varieties of pleomorphic bacteria within a person's body.

The orthodox medical community could not give me my health. So, I thought, nothing tried, nothing gained, when I read of many of my symptoms being caused by what is called a "Th1 inflammation" by Dr. Trevor G. Marshall, PhD, on his website. The Th1 inflammation is the result of pleomorphic bacteria causing many symptoms that the med docs give sets of symptoms, many and varied names....osteopenia, osteoarthritis (causing bone spurs, which push on discs causing them to bulge), neuropathy, cataracts, various hormone unbalancing, arthritis and others, in my case.... MS, ALS (Lou Gehrig Disease), Lupus, Parkinson's, Alzheimer's, and others names of sets of symptoms for other persons. The MP probably applies to any illness of an unknown cause, or what the med docs like to call autoimmune illness. This new thinking about the ONE CAUSE of many illnesses is called the MP. "M" is for Dr. Marshall, PhD, the man behind the thinking, and "P" for either pathogenesis (cause of disease) or protocol (treatment)... depending upon the context in which the MP is used.

After working diligently using various supplements, and doing exercise, and watching what I ate, I had a CRP test score that varied in the 0.4 to 0.8 range over about fifteen years of time with doing the test prior to doing the MP. Good!!!! But after doing the MP treatment for about two years, my CRP test score was "less than 0.1", and the lab noted that they re-ran the test to confirm. Excellent!!!! The CRP test is starting to be believed to be a better indicator of cardiovascular troubles than the cholesterol tests. The CRP is now thought to be an indicator of what is causing the trouble of cardiovascular disease...pleomorphic bacteria irritating/inflaming the vessel walls, not the cholesterol that is used by the body to cover over the existing trouble. Med docs calling cholesterol the bad guy is like calling the cops the bad guys because they are always found at a homicide scene. To read how the idea of cholesterol as the bad guy started, read... <http://www.ravnskov.nu/myth2.htm> and be sure to read "About the Author" at the bottom of that info, and maybe some of the links, too. My latest CRP test result of about a month ago, still remains low....0.1... even after being off the MP meds for three and a half months due to circumstances not related to the MP. I am back on the MP meds, and I expect my CRP to return to the even lower test result. Also, I anticipate the test score to remain low when I get to my end point with my Th1 inflammation.

My bone mineral density DEXA test of about a month ago, shows that I have turned around a diagnosis of osteopenia (on the way to osteoporosis) of a DEXA test of five years ago. My latest DEXA test shows NORMAL for all indices, and, with a 31.9% increase in bone density for my left femur. I might mention that I had been supplementing with calcium with "vitamin" D for about seventeen years prior to doing that first DEXA test. I now know that "vitamin" D is not a vitamin, but a regulating hormone that suppresses the immune system. For a rather comprehensive explanation about "vitamin" D, please go to <http://www.marshallprotocol.com/forum2/2572-1.html> The new national big push for using "vitamin" D is only going to get folks in bigger trouble. Even the USDA research website has the results of a study that says that the lack of D does not cause rickets. It is a lack of calcium and phosphorus that causes rickets. We are being legally forced to ingest a

substance that is hurting us and adding to the disease problems of the nation.

A chest x-ray report of about a month ago says nothing of a diagnosis of "granulomatous disease as evidence by depositing of calcium..." in the soft tissue of my chest area, which a chest x-ray of five years ago mentioned. This is another good result of the MP.

Using the A.M.A.S. test by Oncolab Lab, of Boston, Mass., which I learned about from two RUPA fellows ahead of me on this venue, I started to coincidentally testing for cancer. I started off as "normal". After about four months of taking human growth hormone, Rx'ed by my med doc, my A.M.A.S. test score went high, approaching the cancer zone. I read up on the Hgh, and read that it often times will cause cancer of the prostate. I stopped the hormone, and my A.M.A.S. test went down to the normal range. It was at this approximate time that I discovered the MP, and started it. My next A.M.A.S. went into the cancer range. I was concerned, but knew that the MP caused the immune system to function when it had not previously, and to produce immunoglobins to invaders. These short term immunoglobins, IgM, produced by the body to fight cancer cells, are what the test looks for. My next test score went back down to a very "normal" range. There is thought by some that cancer is really a bacterial infection, or, somehow assisted by bacteria. As far back as the mid 1890's, a Dr. William Russell, M.D. reported that in ALL of the cancers that he had studied, he had seen bacteria. These bodies have become know as the "Russell bodies" by microbiologists. This was denied by a Dr. Ewing, who said that it had to be a virus, and went on to found the Am. Cancer Society, and cancer research has been along virus lines ever since. My personal experience seems to indicate that Dr. William Russell was correct.

The HOME page for the website, which costs nothing to read or join, is at www.marshallprotocol.com Some rather interesting material/discussion can be found at <http://www.marshallprotocol.com/forum37/>, also known as "Side Topics Related to the Marshall Protocol". This website is NOT written as a book would be written, so you do have to "jump" around for information. But once you get the hang of the website, it is not difficult to use.

If you want to read the best condensation of what the Marshall Protocol is, what it is used for, and results, please read the two-part article by Dr. Joyce Waterhouse, PhD, in the April and May 2007 issues of the "TOWNSEND LETTER, The Examiner of Alternative Medicine"....really, a magazine. Single issues can be procured at 360-385-6021. The MP will not cause all of human ills to go away. It is for those ills of a pleomorphic bacteria nature, which many are what the med docs refer to as "autoimmune disease" or diseases of an unknown nature. The April issue was devoted in its entirety to Lyme disease, so the author slanted the article to that subject. However, the MP covers many more illnesses that the medical community calls by various names for different sets of symptoms.

The thinking is based upon genomic revelations and computer molecular modeling. It is 21st Century thinking that leaves the orthodox medical community behind in the dust of yesteryear late 19th Century thinking, and what the latest drug is that Big Pharm is pushing. The computer molecular modeling is what the Big Pharm companies use to design new drugs to treat "symptoms", not come up with "cures". Your med doc will probably tell you he/she knows nothing about the MP. They did not learn of it in med school. The MP only came into the public forum in the Summer of 2002, and is still being developed. A few concepts that are at odds with what you will read elsewhere are, a.) "Vitamin" D is NOT a vitamin...it is a regulating hormone, and it may make you feel good in the short run, but WILL suppress your immune system, and you will be worse off in the long run, b.) The chlorogenic acid in coffee, and many other foods, is much more of a factor in suppressing the immune system than caffeine. c.) American soy also suppresses the immune system. (Japanese soy is fermented; ours is not.)

The MP treatment is a slow treatment! If it were fast, it would probably kill you. Bacteria die, give off carcasses which are toxic, and cause cytokines to be formed to get rid of the carcasses, which cytokines cause inflammation in the local area....all resulting in pain. Anthrax would be an example of a fast acting bacterial infection. You cannot survive that fast acting inflammation. The MP allows one to control the rate of die-off of the

pleomorphic bacteria. Thankfully, the pleomorphs are slow growing, unlike anthrax.

If you have or have had cataracts, or, you have low body temperature, you probably are suffering from Th1 inflammation. The eyes have a separate system for the 125D (Vit.D) hormone, and cataracts are a natural defense to keep the 125D lower. The low body temperature is a result of the high 125D hormone affecting your other hormones. I had both! Unfortunately, I had my cataracts removed surgically before I learned of the MP. But my low body temperature has returned to a normal range now.

Lyme disease is being called the Great Imitator, these days, because so many symptoms of Chronic Lyme are the same as the many other named illnesses of the medical community. However, the truth is that all of these SETS of symptoms, including what is being called Chronic Lyme, are all caused by one cause..."Th1 inflammation"...brought about by a soup or stew of pleomorphic bacteria.

Sharing information as I have/am learning it. And getting improvements in my condition because of having learned about and am doing, the MP.

Wishing all wellness!

And thanks to the all that make RUPA and the *NEWS* possible!!!!

George Howell

geokate@fidnet.com

P.S. This two-part article appeared in the Townsend Letter for Doctors and Patients www.townsendletter.com in the April and May, 2007 issues ().

http://winmlm.neostrada.pl/mp/townsend/Townsend_Apr07.PartOne.pdf

http://winmlm.neostrada.pl/mp/townsend/Townsend_Letter_May2007.Part2.pdf

The photographs in Part Two are too dark in this reproduction to see the fine biofilm filaments of the CWD bacteria escaping from the white blood cell. If this interests you, you will need to purchase the magazine. Sorry!

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BOB & CAROLYN KELLY—Woodstock, IL

It has been four years since I wrote my last letter and actually I'm not aware of any big changes in the airline during that time. I did cash in a couple of shares of good ol' UAL stock last month. They were probably bought by United's fourth largest shareholder by the name of Tilton. This same individual was on a flight that an ORD flight attendant was working. She unloaded on him regarding employees and retirees and his response was "You should have gone to CEO school."

We continue to lead a blessed life with our family and dear friends. We missed our almost annual trip to Ireland or England with Dave and Sybil Westlake this year, but were allowed to help them paint their daughter's, our goddaughter, new home in Madison, WI. Mornings were fine with straight lines, but after a pint or two at the local pub at lunchtime, well you understand.

Last fall we flew to DEN, drove up to Walden, CO to visit Bob Sinclair, who is now a rancher and elk guide. On his DC-10 IOE we damn near wiped out gate 86 at SFO, but he gave me his Dad's fishing reel, so who cares. Bob took us to a beautiful valley where we heard elk bugle for the first time. Wonderful!

Summers we spend at our log cabin in Phelps, WI. and our remote cabin on Northern Michigan's Keweenaw Peninsula. No elk, but lots of loons and eagles. Deer hunting still good. I got two with slug gun, one with Buck Goodman's old muzzleloader and a 9 point buck with the crossbow.

We have spent Thanksgiving at the Westlake farm the past 32 years and this St. Patty's day we were joined by the McCuskers and the Fitchs for a wonderful evening. Yes, we did have a few.

To those of you who give your precious time for this publication, we are grateful.

Bob & Carolyn

ANDY LAMBERT—Saluda NC

Hi Bruce, Here's my renewal for 2 years.

Summer in Western NC and winter in Southern FLA. Got the best of both worlds. Health's good. That's what counts. Seems like everyone is getting older but me!! Regards to all. Have a great summer, *Andy*

TOWNSEND LETTER for Doctors & Patients
THE EXAMINER OF MEDICAL ALTERNATIVES

Asthma, Lupus & Water
review by Jule Klotter

ABC of Asthma, Allergies and Lupus

by F. Batmanghelidj, MD

Global Health Solutions, Inc., USA

Phone 703-848-2333 or 800-759-3999; fax 703-848-0028; www.watercure.com

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For over twenty years Dr. Fereydoon Batmanghelidj (pronounced Batman-ge-lij) has been researching the effects of water and dehydration on the human body. Dr. Batmanghelidj explained the many effects of dehydration in his first book *Your Body's Many Cries for Water*. Water, which makes up 75% of the body and 85% of the brain, is more than a solvent. Just as water is needed for seeds to grow into plants, our bodies need it to perform metabolic chemical reactions, to create energy, and to remove waste and acid from tissues. Every day we lose at least two quarts (eight 8-oz-glasses) of water and some salt (which is necessary for maintaining acid/alkali balance) via urine, respiration, and perspiration. Instead of replacing lost water by drinking more water, many people drink caffeinated beverages. Caffeine found in soda pop and in coffee acts as a diuretic that forces more water from the body than is contained in the caffeinated beverage itself.

Dr. Batmanghelidj's research indicates that dehydration causes fatigue, depression, anxiety, localized chronic pain and, eventually, a number of chronic dysfunctions. In his newest book, Dr. Batmanghelidj explains the correlation between dehydration and asthma, allergies, and autoimmune disease, specifically lupus. He begins *ABC of Asthma, Allergies and Lupus* by describing the huge increase in the numbers of people suffering from asthma. From 1980 to 1994, the number of children with asthma, ages 0-4 years, rose from 2,000 to 6,000 per 100,000 population. The rate of asthma among 5-14 year olds rose from 3,500 to over 7,000. Older age groups have also shown an increase. Conventional medical treatment includes the use of antihistamine drugs. Dr. Batmanghelidj asserts that this suppression of histamine ignores physiology and the effects of dehydration.

During dehydration, the body produces more histamine. Histamine is a neurotransmitter involved in water rationing. It also regulates the thirst mechanism. The spasms that histamine incites in the bronchiole tubes are actually an attempt to conserve water, needed by the air sacs (alveoli) in order to maintain their shape. Asthma tends to affect children more severely because their bronchial tubes are smaller and less rigid than adults', allowing greater constriction. Children also produce more histamine in their bodies because, in addition to being a water regulator, histamine is a growth factor. The demands for water created by a growing body and a lack of water reservoirs make children especially susceptible to dehydration.

Dehydration can also account for the runny nose and watery eyes that accompany allergies. During dehydration the immune system becomes suppressed. In order to cope with pollens and other antigens, histamine and its subordinate chemicals direct water to the nose and eyes in an attempt to remove pollens through tears and nasal secretions. Dr. Batmanghelidj notes that while a well-hydrated body is able to produce more antibodies to neutralize organic antigens, this same mechanism cannot protect the body from toxic chemicals and gases. Instead, the body tries to prevent entry by constricting breathing. In susceptible,

dehydrated people, exposure to the smell of some chemicals can lead to shortness of breath, an irritating cough, and even an asthma attack.

As stated before, conventional medicine treats asthma and allergies with antihistamine medications. Instead of using drugs to block histamine. Dr. Batmanghelidj uses water and a bit of salt (about 1/2 tsp. per 10 cups of water) to reduce the body's histamine production. He says that "[a] rough rule of thumb of how much water a person needs a day is half one's body weight in ounces of water....Some children might need three-fourths of their body weight in ounces of water." People with heart or kidney problems are warned to increase their water intake slowly, preferably under the supervision of a doctor. As people drink more water, urine production should also increase. Thus, more minerals and water-soluble vitamins may be excreted, so Dr. Batmanghelidj recommends taking supplements. He also gives information on beneficial foods, exercise, and sunlight's role in converting cholesterol into vitamin D. *ABC of Asthma, Allergies and Lupus* contains letters from several people - including doctors - who have been able to greatly reduce or eventually discontinue their own asthma medication, or that of their children's, by adhering to the water and salt program.

Dr. Batmanghelidj chose to examine lupus after encountering the Townsend Letter's special issue on lupus and autoimmune disease (August/September 1999). In *ABC of systemic lupus erythematosus* (i.e., fatigue, persistent headaches, malar flush, LE cells, muscle and joint pain, Raynaud's Phenomenon) and how the symptoms relate to water deficiency. One of the hormones produced by the brain when it is stressed and dehydrated is vasopressin, an antidiuretic. Vasopressin is also a strong cortisone release factor (CRF). CRF stimulates the secretion of interleukin-1 (IL-1) and inhibits interleukin-2 and interferon. Histamine also inhibits the production and release of interleukin-2 and interferon. Without the presence of interleukin-2 and interferon to neutralize it, interleukin-1 levels rise and the body produces more CRF. Eventually, the body begins secreting other chemicals that break down tissue in an attempt to "recycle some primary raw materials [including cellular water] that the brain/body needs." Dr. Batmanghelidj explains, "In this type of process, the CRF and IL-1 that should only temporarily become engaged in releasing some primary materials from the body's own tissues, get stuck on the job and 'remain commissioned' - their production is not stopped by their feedback mechanism because of dehydration. The outcome of one form of this type of crisis management of a stressed/dehydrated body that has to resort to cannibalism of its own tissues is called autoimmune disease. One form of autoimmune disease is lupus." Research by F. Tjemstrom and associates (*Journal of Lupus* #8, 1999, pp 103-108), found that "[people] with constant IL-1 activity in their bodies are 700 percent more likely to suffer from lupus than those without IL-1 activity."

The skeptical mind finds it hard to believe that something as simple as water and a bit of salt can have any effect on conditions as serious as asthma and lupus. When one looks at the cascade of biochemical reactions that occur when cells become dehydrated, however, one begins to understand how vital this one substance is for maintaining health. The body produces histamine and other chemicals for a reason. Doesn't it make sense to try to understand that reason instead of simply trying to block their activity with drugs? Dr. Batmanghelidj has done that, and he has provided *ABC of Asthma, Allergies and Lupus* to help more people understand the power of water.

TOWNSEND LETTER MAY 2001 #214

BILL LAWRENCE—Snohomish, WA

For once I'll get this note in ahead of time if I can find the keys on this old typewriter.

I'll be 90 Aug. 3 and recognized only two names in the latest R.U.P.A. Very happy to say they weren't in the obituaries. First was Bud Boyd who flew with me in the late fifties. Hi Bud, give my congratulations to Helen on that fine piece of cross stich. It's beautiful.

Next was Bill Conn who also flew with me in the late fifties and early sixties. We get together when I visit my daughter in Culpeper. Two years ago I took my grand daughter to see his array of aircraft. Bill took her for a ride in his Champ and gave her a half-hour of instruction. She still talks about it.

If any of you ever gets within 100 miles of Culpeper, VA, it would be worth your time to stop by and visit Bill. In the first place he's as nice a guy as you can find. In the second place, that "Steal-man" with its "Gulf-hawk" style job and Paint, W/ 450 horses up front is something to drool over.

Considering the years, things go pretty well for Oneida and me. A few dents and dings but no major problems. I made it to the top of Crazy Horse monument again, but it was difficult. Next year will be decided when the event is at hand.

I'm writing a check and soon as I figure out where to send it, I'll have it in the mail.

Thanks for all your hard work. *Bill*

PETE AND NANCY LYNCH—Golden, CO

Hi Ted, and the rest of the retired gang.

Well, it has been an "interesting" year, to say the least. I did not write an update last year because at about this time, while on my way home from a trip with Netjets, I received a phone call from my dermatologist informing me that I had malignant melanoma. That news pretty much put an end to any plans we had for 2006, and to my flying days, as the FAA would not renew my medical.

Nancy, who has years of experience as a critical care RN, went into overdrive researching this disease. She found that the University of Colorado had a new Melanoma Clinic at the brand new CU Hospital at the old Fitzsimmons Army site. There was going to be a delay in getting in there, and to

get a surgeon, because of summer vacations and maternity leaves. So, she dialed up her doctor, who told us that that was outrageous, and promptly got me in to an excellent surgeon and the clinic. I was presented with five different options for treating this, all with significantly different statistical outcomes. They ranged from doing nothing [Fat Chance of that] to a relatively new program called Biochemo Therapy. As an old B-52 driver, I nicknamed this the "Nuclear Option" because it was supposed to kill all the cancer, and had the highest survivability rate, if you survived the treatments!

In August I began an incredible number of different tests, all of which required IV injections of radio isotopes. By the time these were done, I felt like a walking Periodic Table. I then had surgery to remove the rest of the suspect site, and a really cool procedure called a Sentinel Node Biopsy. It was like something out of Star Trek, and used gamma rays to track the suspect cells. Well, some cancer cells were found in the lymph nodes under my arm and that forced us into signing on for the nuclear strike.

The good news was that the new hospital is a beautiful facility with resort quality rooms and fantastic views. The bad news is that the treatments were so brutal that I rarely got to "enjoy" any of the amenities. The therapy involved IV injections of four different kinds of chemo drugs over a five day period, supplemented with Interferon and Interleukin. The reason that they check you into the hospital rather than doing it as an outpatient, as in most regular chemotherapy, is that your systems are so compromised, and blood pressure gets so low that they have to have staff to monitor you 24/7.

This schedule was then, basically, a week in the hospital and then two weeks to "recover" before going in for the next round. In between the second and third round I took a longer break and had the remainder of the lymph nodes, from under my arm, removed. Then, to celebrate Thanksgiving week, I went in for round three, and Christmas week, round four. We had two major snowstorms over this period, and I recall nothing about either of them. All the drugs really disrupt mentation, so now I have a new excuse for forgetting things. It is called Chemo Brain. Make a note!!

As if all this was not enough fun, Nancy was also trying to manage her Mom's cancer, which had returned; and she lives in Columbus, OH. Then, about 10 days after I was released from the final round, my Dad passed away at age 90. As my old friend, and Chief Pilot in SFO, Don Roszell, used to say, "Things just kept getting interestinger and interestinger".

After that we kept wondering what more could happen, and wondering when another shoe would drop. Well, it wasn't a shoe but another bomb. In April, Nancy woke up around midnight with excruciating abdominal pain. We needed to get her to an ER fast, but she could not stand nor sit for the drive in either of our cars. So, at 0200 it was a call to 911. She got an ambulance ride to the hospital where they thought that she was passing a kidney stone. Well, she showed them! After many loads of morphine and a CT scan they found that her lower intestine had twisted and she required immediate surgery. I thought, "Right, early on a Saturday morning, they are going to be able to round up, both, a surgeon and an OR. Good Luck and what are we going to do next". Well, they did and she did and was recovering nicely, when two weeks ago she twisted her ankle and foot so badly that we thought that it was broken. Off to the ER again, only for variety's sake, a different one. Found that it was not broken, and confirmed later by an Orthopedic PA, but badly sprained and cartilage torn. So, she has been limping around in between ice packs and Vicodin.

At the end of June I went through another round of testing to see where the cancer was and to satisfy an FAA requirement to apply to get my Medical back. Try as they might, the techs and docs were unable to find any of that c--p lurking anywhere. So, I am now commencing the most difficult task of all, getting all the data through the FAA grist mill in Oklahoma City, and having them OK me to get my Medical back.

Along about the second round, I began losing my hair, my strength, and my mind. I am happy to report that two out of three are coming back, which ain't bad I guess. One of the aftereffects of the treatments though is peripheral neuropathy, and I have it really good. I am taking some pretty strong drugs for it, and they are on the FAA's banned list. I do not know how long this will last, nor do

the docs. Ed McCaffrey, who went through cancer hell some years ago, and has been a terrific resource for me, tells me that it could be a year or more. We'll just have to see what the Feds have to say.

Meantime, I have been enjoying being able to take my time perusing this publication, and numerous others. We are planning some trips, including one to Tahiti in August, and to PHL for my daughter's engagement party. I have also been keeping busy with volunteer work with GRRR; Golden Retriever Rescue of the Rockies. If anybody wants to adopt a wonderful dog, please let me know.

But, one year later, I am feeling pretty good and have some future to look forward to. Maybe even getting back into the cockpit and doing some more flying before I officially retire. I hope that the next year will not be as "interesting" and that I shall have much less to report, and that all of you will be well!!

My check is in the snail mail.

Pete

KEN MILLER—Reno, NV

Just turned 73 (yikes) in August. Thank you to all the volunteers at RUPA. I'm still working with the Minutemen down at El Campo, CA (on the border). The new border fence is 11 miles long and at the present rate of construction, if it was started when Thomas Jefferson was president then it would be completed this year!! I see that Glen Tilton is now getting \$40 million per year! Dick Ferris used to complain when he got \$600 thousand plus stock options! Is inflation that bad in 22 years? Had my left carotid artery cleaned out at Stanford Hospital and it is now lined with Gortex; after 3 days and \$54,000 I can now think a lot clearer and my sex drive has improved from once per year to once per quarter!! I see that Bruce McLeod is still doing volunteer work; we both almost bought the farm with Capt, Neil Kelly over Newark in a DC10 when a small plane shot across our nose with less than a second to his wash bump! After this incident, all planes had to turn on landing lights at 18,000 ft. instead of the old 10,000 ft. As they say in New York, "enough already". *Ken.*

P.S. check is in the mail. God Bless America!

JACK MOORE—Camarillo, CA

I see that a renewal is due by 8-17-07 which accounts for this message.

I will reach age 86 on that date, and thus retired as a 2nd Officer 26 years ago.

Most of my UAL career was as a Flight Navigator, having switched to 2nd Officer about 3 years prior to retirement.

Joyann and I are about to fly to Maui for a week, followed by a few days in Kauai as well. To the best of our knowledge, we are both enjoying good health, have two Great Grandchildren to spoil, and my son, Gary, keeps up the UAL connection as a Captain based in DEN.

Greetings to all the other retirees !

Yep, check is in the mail today. *Jack*

DENNEY NAROG—Spanaway, WA

Greetings To All,

This year, I managed to get my dues paid in the same month as my birthday. That's a big improvement over past performances.

After selling our previous home and searching for more than a year, Kim and I finally moved into a new place last October. Even though it's a newly built house, it needed so much re-work done on it, we still have not finished unpacking. It's a sign of the times, I guess.

We're managing to stay pretty healthy, but Kim is the only one that's done any traveling in our family. She made it out to Castine, Maine, for her annual miniature school at the Maine Maritime Academy. She flew Delta and had a delightful flight both going and returning. She recommends them highly.

Guess that's it, check's in the mail.

Denney

ebayden@comcast.net

F. "NICK" NICHOLS, JR—Marietta, GA

Hi: We've been busier than usual. I play golf about three days a week with the seniors group at our club.

Still in good health. It's great to read the *RUPANEWS* as it brings back a lot of memories.

We appreciate all the work that it requires.

Thanks, *Nick*

BOB & DEE NORRIS

Many thanks to those who volunteer their time to put out the publication and generate the articles. I thoroughly read all inputs looking for status of my new hire classmates (those still with us) and update on my flying buddies. Still providing litigation support for attorneys as an expert witness, requires much reading, depositions and occasional trial.

Conducting an occasional CRM program for small airlines and fractional operators is great fun, good interaction. We have added another aircraft to our family, a Cessna-195A, five seats, tail wheel, 300hp Jacobs, great cross-country airplane. Still flying the open cockpit Fleet 16B biplane twice a week. Dee is still very active with her art projects and serving as a chaplain at the county jails. Off in July, for Europe, high school graduation gift for one of our granddaughters, will visit Paris, London, Edinburgh and Kiev, Ukraine where another granddaughter and her husband are serving in the Peace Corp. Son Craig is right seat in the B-767 for UAL with the seniority for the left seat, waiting until youngest girl finishes high school, Not bad flying SFO-Islands. We'll sign off for another year.

Bob & Dee

BOB ODGERS—Western Springs, IL

Instead of my 18th Birthday Letter, I thought I would relate some of the thoughts of an Old Pilot to the RUPA NEWS. My subject material was due to surfing the NET and seeing such figures as \$312,500 AVERAGE middle annual income for the new top 10% income leaders in the US. I believe that for years the average airline pilot was known to be in the top 10%, but I reckon that has changed.

Now we see CEO's and CFO's and a host of others enjoying some rather large fruits of their labors. Not to mention the huge salaries of Hedge Fund Managers, Professional Athletes, and always the old leaders, Lawyers. Is there some message we elders can import to the standard barriers of the professional pilot? Does anyone of the above have the awesome responsibility of the airline pilot? Oh yes, Doctors. Remember the old saying: "Doctors bury their mistakes; Pilots are buried with their mistakes!"

During my tenure at UAL (1954-1989) I served on the UAL-MEC as Vice-Chairman of the Hotel Committee, then Chairman. Not every pilot could visit the old EXO in a position of some authority, but one happening foresaw the future ahead. I was between flights and went to a meeting with the Director of Flight Agreements. As I arrived in uniform at the Information Desk, the pretty young thing looked up at me quizzically with "Yes?" After I told her who I was and whom I wanted to see, she requested my waiting for authorization. She kept looking at me and asked "If I was a PILOT!" (Was the clue the scrambled eggs, wings and four stripes?) As I replied in the affirmative, I was hit with "What airline are you with?" Oh, boy. Talk about an eye-opening statement. Our very own INFORMATION DESK at company headquarters had no idea what a United Pilot looked like!

But I digress. I hope that the respect and salary ("The most sincere form of recognition is CASH") will return to the pilots of United, but I fear that the well meaning group protests will need more than public support or congressional action to go up against the "Robber Barons" of today.

ED POGUE—Sunnyvale, CA

My dues check is one month late. The enclosed check is for the next year also. So I am eleven months early.

My wife and I visited Russia with the Tauck tours in 2006 and enjoyed everything. This fall we will be spending a month in France, and in November we are going to Viet-Nam and Cambodia. Looking forward to that trip.

I am playing a lot of golf at our club in Palo Alto, lessons do improve the game. I also keep busy in my workshop carving up exotic woods from around the world.

Thanks to everyone who put in many hours providing us with the *RUPANEWS*.

Sincerely, *Ed*

R. M. "BOB" PURYEAR—Davis, CA

Bastille Day, July 14 will be my 86th birthday and July 10 signifies 26 years of retirement from flying for UAL. We feel more than lucky to be able to celebrate both events. On June 4th we celebrated our 64th wedding anniversary with dinner for friends here at University Retirement Community at Davis. We moved here a year ago and certainly have never regretted the move for one minute-great place to live and a whole new life. We miss the beautiful place in Trinity Center, but not the disadvantages that went along with the remote location, miles of mountain driving, snow to shovel, etc. On the whole our health is good and we keep fit with our daily 2 mile walk and workouts in our fitness center.

I do want to refer you all back to the March 2007 *RUPANEWS* and the page 23 article. For those who do not keep your copies, or have forgotten, this was an article touting an alternative for Viagra etc. for ED. The title was "Nutritional combination cures 92% of impotence cases:" This was an interesting article on alternatives to the ED drugs available by RX-touting the efficacy of an alternative without the possible dangerous effects of brain and eye damage. As mentioned in the text, we found the alternative "Prelox" on the internet. The main advantage is it helps to restore your own production of Nitrogen oxide- so you are always ready to go. These are BIG blue pills. Bob takes 3 half pills each day with no bad effects at all. Good results and increased endurance-no advanced thought or preparation and they do the job! They are shipped automatically. Safer and just as, if not more, effective. I recommend a try for those facing this problem. Do reread the article.

Sorry that so many old friends have Flown West this year. That is one of the disturbing facts of life for those of us privileged enough to live a long time. Regards to all the old gang still reading our great publication. And, a special thanks to the dedicated crew who keep us all in touch. Check in the mail to Jim Olson. *Bob and Norma*

United Airlines Historical Foundation



"Preserving the Past. Inspiring the Future"

THE STAGECOACH STAMP



In addition to the “First Flight Air-Mail” cancellations, the Pasco, Washington Post Office affixed this “Stagecoach Stamp” to the back of the Varney first-flight letters.

At 5:30 a.m. on the morning of April 6, 1926, six sacks of letters arrived at the Pasco airport on an old-fashioned six-horse stagecoach. The sacks containing 9285 pieces of mail and weighing 207 pounds were then loaded onboard Varney’s Swallow mail-plane.

One each of the six sacks was to be delivered to the cities of Boise, Elko, Salt Lake City, San Francisco, Chicago, and New York.

This flight marked the birth of United Airlines.

The “U.S. Stagecoach - Mail Stamp” was but one method Walter T. Varney used in advertising his first C.A.M (Contract Air Mail) flight.

Promoting it in the Tri-city area of Richmond, Pasco and Kennewick and many other mid-Columbia towns as the “Air-Mail Jubilee”, Varney attracted some 2,500 cheering spectators, reporters, photographers and postal officials to the Pasco airport.

The day-long jubilee included a baseball game, a golf tournament and over-flights by National Guard planes. At 11:00 a.m. the formal part of the celebration began and a granite slab commemorating the beginning of Air Mail service was erected at the airport.

At 6:20 a.m., after 20 minutes of “hand-pulling”, the balky 150 h.p. Curtiss C-6 water-cooled engine finally started. Varney’s chief pilot Leon Cuddeback and the Swallow then roared into the air, bound for Boise, Idaho.

When Cuddeback arrived at Boise at 10 a.m. another large crowd awaited. There were more photographers, more officials and more speeches. Two additional mail sacks and two prize Idaho potatoes addressed to President Calvin Coolidge were loaded aboard the Swallow. These joined the bottles of grape juice and box of asparagus mailed from Pasco. The flight then departed for Elko, Nevada at 10:55 a.m..

Yet another large crowd and additional ceremonies awaited pilot Cuddeback when he arrived at Elko.

One of the less-known events on this historic day was the increasing pressure on Cuddeback’s bladder. He had no opportunity to relieve the pressure at Boise due to the ceremonies ... so he made “good use” of one of his gloves before landing in Elko. The first “blue-ice”?

By Marvin Berryman (DENTK Ret.) from a photocopy of “The Boise Idaho Evening News” - April 6, 1926; other information from the book “The Age of Flight” by William Garvey & David Fisher and www.historylink.org “Pasco celebrates first Air Mail delivery ...”. The “Stagecoach Stamp” is from the UAHF collection of first-flight envelopes at DENTK.

Please mail your tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207

STAN RUDEEN—Arvada, CO

Hi Ted--

Since the contributing letters have slacked-off, I thought it was time for writing. Have made a couple trips to Europe since my last letter. One was on a friend's flight who is a -400 Capt with Lufthansa. Joined the cockpit crew for an hour or so over the North Atlantic and again for the approach and landing. The cockpit still looked familiar, but the awesome display of northern lights that night was something I had not seen in a while. After landing in FRA, Betty and I joined Gunter commuting to his home in Berlin. After a week in Berlin we joined Gunter on his next flight to DEN. Used a special zone fare available to Star Alliance employees which gave us nice flights in the business section.

Last year we returned to Europe, this time on British Airways to London and on to Bucharest, Romania. There we joined a 30-member team on a dental mission trip. A friend from Arvada has started dental clinics in Romania and Uganda treating HIV+ children. I setup and broke-down the portable units that the dental students and dentists used as we traveled around the country. The Romanian kids were part of a generation that were infected during communist times when inoculations were started in orphanages. Later, blood transfusions became necessary, so a ready source was found in sailors off the Black Sea. The problem was the sailors were loaded with AIDS virus. Dumb communists! Romania will need many generations to gain back the years lost in communism. The farm country has been set back a hundred years. No "farm-places" or buildings at all. Workers come out from villages to work by hand.

How about a memory from our first vacation trip in January, 1965? We were flying from YIP-ORD-OMA accompanied by my parents on their first flight. On board a Caravelle out of ORD my father came back to where we were seated and wanted me to come up front to meet someone. Reluctantly, I followed him forward and was introduced to a passenger across the aisle. Dad said "I want you to meet Captain Eddie Rickenbacker". Sure enough,

here sat this older man (only 4 years older than I am right now). He was president of EAL at the time and I asked what he was doing on United. His answer: Going to OMA for General LeMay's retirement party. He wished me good luck in my new career. His wish came true, I had 32 years of good luck. Dad recognized him because of experiences in WWI & II plus his automobile racing put his picture in the papers during their lifetimes. I thought at the time "I'm probably going to meet a lot of people in this job". (My apologies to those I have told this story). Got a memorable flight? Like to hear it.

Betty and I are well. She has a matched set now after her second hip replacement. Doing well, playing tennis again. With 10 grandkids in the area, and some mountain property with a lot of mountain-pine-beetle-infested trees, I keep very busy. Thankfully, the 70.5 IRA distributions are making up what UA took away, so we can maintain two homes for a while longer. Thanks to those who provide this thing. *Stan*

HOWARD A. SHAW—Coram, NY

Greetings to all who make the *RUPANEWS* possible. The past year has been a tough one for me physically, so let's just say I made it to 82 in one piece. Our son drove us to Florida in November for our annual migration and our daughter flew down in May to drive us home. Clay Grant made himself available for the local RUPA luncheons but my health did not let me go. We did manage to have the dinner with Clay and Ann. I still look forward to the *NEWS* each month and I am grateful the Snow Bird forwarding a time. As for my health, I just keep saying, "easy does it" and "one day at a time. *Howie*

HENRY SUTA—Westminster, CO

Dear James, We have seemed to have scheduled the whole summer up for travel. One week in Montana, 2 weeks in SC. July – one week in Boston. Aug – one week in Santa Rosa. Sept – one week in Maui. Oct – most of month is going to be with new Great Grand son! *Henry*

OLIVIA TANNER—San Juan Capistrano, CA

Sir: Enclosed please find my check for \$25.00 due in August, John's birth date.

It's nice to receive the monthly publication and see what is going on with Company management and what former pilots and their families are doing.

As my usual news items have never been printed I will not go into my yearly events – only to say I was in Germany and countries North in March – and am getting to leave for Bangkok and Hong Kong the 1st of August.

Will, as usual, float memorial wreaths out to sea for John on his birthday, August 25th.

Very truly, *Olivia Tanner*

LARRY WATKINS—Incline Village, NV

Hi Cleve,

Enjoy the *RUPANEWS* cover to cover. It's great and I like the various articles presented.

Everything is great at Tahoe. Skiing was pretty slim this year and I hope next winter will make up.

I had to replace both main fuel tanks in the Baron this winter. UGH! What a job. It took 5 weeks to accomplish because I could only work 4 hours a day in the hanger in the middle of January in Truckee, often the coldest place in the USA. Mission accomplished and we are back in the air.

Our hiking season is in full swing now and for that reason I won't be able to attend the SFO picnic at Coyote Point. On that Thursday I lead our group in a 15 mile hike from Donner Summit to Squaw Valley, elevation gain 3000 feet, on the Pacific Crest Trail. One of our more beautiful hikes.

Lil and I have had many lunches at the Coyote Point Restaurant.

Good health to all, stay active! *Larry*

751 Champagne Road
Incline Village, NV 89451
Telephone and Fax 775 831 2950
e-mail llwatkins@sbcglobal.net

MIKE & JEANETTE WEDGE—Leesburg, FL

Dear Ted,

Sorry to be late with the check, but better late than...

As a note to all your readers, we have had three pilot friends come down with lung cancer in the last 4 months. None of them were smokers! Mike is now getting a yearly chest X-ray. Just another gift from the airlines that keeps on giving!

Jeanette

IN MEMORIAM

ALBERT LOUIS BUFF

Captain ALBERT LOUIS BUFF (Ret.) passed away on Monday, July 9, 2007 from complications of Parkinson's disease.

He was born on August 9, 1924 in Hazelton, PA. He graduated from Allentown High School in 1942 and joined the Marine Corps at age 17. He served in the Pacific Theatre in World War II (Saipan, Okinawa and Iwo Jima) and was honorably discharged. He attended Texas A&M University. Al got his private pilot's license at Allentown/Bethlehem airport and his commercial pilot's license in 1947. He was a flight instructor at Quakertown Airport in PA in 1949 where he met the love of his life, his future wife, Barbara Jane Setman, who was the airport secretary. They were married on December 17, 1949.

He joined Capital Airlines in 1950 and they transferred to New York. From there they moved to McLean, VA in 1955 and to Great Falls, VA in 1962. Capital Airlines merged with United Airlines in the 1960's and Al retired after 34 years as a pilot. He had also served as a Flight Manager with United.

Al and Barb retired to Florida and spent 21 years in Ormond Beach. He was an avid golfer and tennis player. They moved back to their Great Falls, VA home in September, 2000.

Al is survived by Barbara his devoted wife of 57 years; his two daughters, Donna and Barbara; his three grandchildren, and his sister, Rose Miller of Allentown, PA.

Funeral services were held on Saturday, July 14 at 1 p.m. Interment was immediately followed at Arnon Cemetery, Great Falls, VA. The family suggests that memorial contributions may be made to Parkinson's Disease Foundation, William Black Medical Research Building, 650 West 168th Street, New York, NY 10032.

THOMAS V. MC COSKER

Tom was a combat veteran of WWII, a B-29 Aircraft Commander and recipient of numerous medals, battle stars and awards.

He joined Capital Airlines after the war and flew the entire spectrum from the DC-3 to the B-747 with United.

He will be missed, especially by the Minneapolis Capital pilots and flight crews.

God Speed, Tom! *C. A. Ryan*

EDWIN NEIL MC KITTRICK

Edwin was born on January 4, 1921 to Harry and Hazel McKittrick in Tower Hill, Illinois. He grew up on a farm there in Illinois. He was one of three children. He graduated from High School in 1938. He attended Eastern Illinois State Teachers College where he met Opal. On February 24, 1944 the two of them were joined in marriage in Mt. Vernon, WA. He worked for Lockheed Aircraft Corporation on P-38 final assembly line for one year. He then entered the United States Navy in 1942 as an Aviation Cadet. Designated a Naval Aviator and commissioned an Ensign in July 1943, he served in the Pacific Fleet flying anti-submarine patrols out of the Aleutian Islands. Ordered to inactive duty in December 1945, he then went to work for United Airlines in 1946 until reaching the Federal Aviation Administration mandatory retirement age in 1981. He learned personal computing including word processing, spreadsheets, database and accounting. He was elected to serve on Church Boards of Directors in New Jersey and Colorado. He was elected Treasurer of Faith Community Church in 1987 and resigned in 1999.

Edwin is survived by his wife of 63 years, Opal and their children: Thomas, Peggy, Kathy and Cheryl. Along with his four children he is survived by his seven grandchildren, and fifteen great-grandchildren. He is also survived by his sister Betty Steel.

There was a funeral service held on Thursday, July 5, 2007 at the Our Father Lutheran Church, 6335 S. Holly St., Centennial, CO 80121 at 11:00 a.m. Memorials may go to the following: Our Father Lutheran Church, The Salvation Army of Denver or to Friends of Man, P.O. Box 937, Littleton, CO 80160

FREDERICK KELL PATTERSON

Frederick Kell Patterson, age 81 of Wading River, NY formerly of Smithtown, NY passed away July 1, 2007 in Melville, NY.

Frederick was born in Easington Colliery, United Kingdom and at age 17 joined the Royal Air force where he flew Mosquito's as a night fighter pilot at the end of World War II. He came to the United States in 1956 and flew various aircraft for United Airlines for 30 years, ending his career flying 767's. Fred was an avid Ham radio enthusiast. Beloved husband of the late Joan Ward Patterson. Loving father of Michael (Patrice) Patterson of Valencia, CA, Ann (John) Delliso of Colts Neck, NJ, and William (Patricia) Patterson of Wading River, NY. Cherished grandfather of Douglas, Lisa (Jon), Jonathan, Michelle (Donald), Michael and Sean. Devoted great-grandfather of Bryce, Jacob and Hayden. Fred is also survived by many loving nieces and nephews. Private Cremation. In lieu of flowers donations can be made to Hospice Care Network, 99 Sunnyside Blvd, Woodbury, NY 11797.



RICHARD (DICK) STEBBINS

My husband died December 21, 2006. He had suffered a stroke eight years earlier which had left him partially paralyzed so that he had limitations. Over the years, hearing from his flying friends gave him so much joy. The letters were kept, to be brought out later and re-read. Visits were greeted with high expectations and tales of flying adventures.

His love of flying began when he was a young boy making model airplanes. He received his pilot's license on his sixteenth birthday when he went home to the farm to tell his parents that he not only had been taking lessons, he was now licensed. He flew over the central valley of California landing in fields where his friends chased away the cows. His only maps were the roads or railroads below.

He was a U.S. Navy fighter pilot that flew off the Essex and Yorktown during the years of 1950 - 1956. Reserve 1956 - 1966, he flew Captain out of San Francisco to his favorite destination - Hawaii. Dick was with United Air Lines for 33 years and retired in 1989.

Memorial services were held at the First Presbyterian Church in Hollister, California December 26, 2006. He is survived by his wife Dorothy, son David and daughters Susan and Karen, plus eleven grandchildren. He is greatly missed.

Dorothy Stebbins (Mrs.)

MARTIN C. TAYLOR

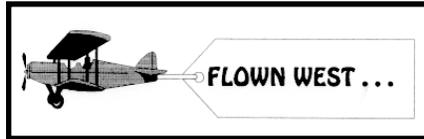
Martin C. Taylor ("Marty" to all who knew him) was born in Lansing, Michigan on December 19, 1933. In his Geneva, Ohio High School yearbook, all the other boys were wearing regulation neckties, but there was Marty in a bow tie. He was a rare bird who refused to fly in formation. As a young man he worked as a mechanic and Merchant Marine on an ore carrier on the Great Lakes. Marty's basic training as a pilot was at the United States Air Force Marana Air Force Base, Class of 55-P and he received his wings and commission at Vance Air Force Base in Enid, Oklahoma. Marty attended College in Southern California, where he

was also employed as an industrial and commercial appraiser. In 1964, Marty proudly began a 31 year long career as a pilot with United Air Lines. His final positioning was as a 747 Captain based in Los Angeles flying the Pacific routes.

Annie, his friend and soul mate, entered his life in 1966 and things were never the same. She encouraged him and his housemate, Arvi Von Nordenflyct to buy a sailboat even though he had never sailed. "You'll love it!" she said and he did. Annie and Marty were married in 1969. They sailed the Abacos, Bahamas for the past 29 consecutive summers aboard the only other woman in his life, Aphrodite and her descendants. Marty was a member of the Royal Marsh Harbor Yacht Club.

Marty is survived by his loving wife, Ann Stiles Taylor and a multitude of friends in the United States, Belize and the Bahamas. Donations in lieu of flowers may be made to Hospice of the Palm Beaches or to The Busch Wildlife Sanctuary of Jupiter, Florida. A memorial service will be held December 1, 2007 at Camp Taylor.





RICHARD "DICK" STEBBINS	12/21/2006
MARVIN J. ENGLE	05/01/2007
WILLIAM S. INDA	05/17/2007
RICHARD A. WEHR	05/17/2007
EDWIN NEIL MC KITTRICK	06/29/2007
FREDERICK K. PATTERSON	07/01/2007
AL BURNS	07/02/2007
ALBERT LOUIS BUFF	07/09/2007



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—*McCormick Ranch Golf Club* - 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 Feb, Apr, Jun, Oct, Dec. NE FL —*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

3rd Wed. June 20th at Noon NYSkyscrapers--- *Montclair Golf Club, NJ*

Deadline: August 22, 2007

Mailing: September 5, 2007



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PERIODICALS

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