



RUPANEWS

Journal of the Retired United Pilots Association

Volume 9 Number 10

(Journal 577)

October, 2007



IN THIS ISSUE

President's Message

Page 3

Letters

Page 15-29

Notices

Page 3-14

In Memoriam

Page 29-30

About the Cover

Page 4

Calendar

Page 32

—OFFICERS—

President Emeritus: The late Captain George Howson

President: Cleve Spring, 1104 Burke Ln., Foster City, CA 94404-3636, 650-349-6590, clevesspring@comcast.net

Vice Pres: Larry Wright, 605 Joandra Ct., Los Altos, CA 94024-5343, 650-948-5587, patlarry@aol.com

Sec/Treas: Bruce McLeod, PO Box 8044, Foster City, CA 94404-8044, 650-712-1532 bm1532@yahoo.com

Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, wrichards4@yahoo.com

—COMMITTEE CHAIRMEN—

Convention Sites	Ron Jersey ronaldjersey@aol.com
Fold'n 'n Stuffin'	Cleve Spring clevesspring@comcast.net
WHQ Liaison	Milt Jensen mcjensen@runbox.com
Widows Coordinator	Carol Morgan perdido1@cox.net
.....	Patti Melin pjmelin@aol.com
RUPA Web Master	Arvid Von Nordenflycht arvidvn@yahoo.com
RUPA WEBSITE	rupa63.org

Chicago	Bernie Sterner
Dana Point, California	Ted Simmons
Denver (Good Ole Boys)	Ted Wilkinson
Florida, N.E.	Lowell Johnston
S.E. (Gold Coast)	Les Eaton
	Jim Morehead
S.W.	T. J. Sobota
Tampa	Matt Middlebrooks
Las Vegas (High Rollers)	Andy Anderson
	Jerry Johnson
Los Angeles, South Bay	Rex May

Los Angeles, Valley	Don McDermott
McHenry,Illinois	Claude Nickell
New York	Pete Sofman
Ohio (North Coasters)	Richard McMakin
Phoenix (Roadrunners)	Frenchy Bourgeois
San Diego Co.	Robt. L. Bowman
San Francisco Bay	Sam Cramb
	Cam McEachern
Seattle	William R. Brett
	Brent F. Revert
Washington D.C.	E.K. Williams Jr.

—BOARD OF DIRECTORS—

**Floyd Alfson, Rich Bouska, Sam Cramb, Milt Jensen, Ron Jersey, Milt Jines, Howie Jundt
Ted Larusson, Bruce McLeod, Walt Ramseur, Bill Smith, Arvid Von Nordenflycht**

Here is how to renew your subscription to the *RUPANEWS* or change your Address or any other personal information:

The renewal date for your subscription is always printed on the address label on the back page of your most recent copy of the *RUPANEWS*. If you have moved, the Post Office will forward the *RUPANEWS* for only 60 days. If you have two addresses in the database (Snow Birds) you must notify us when you want them switched by one of the following methods:

**Send your \$25 renewal check or updated information to:
RUPA, PO Box 8044, Foster City, CA 94404-8044 — or —
E-mail: bm1532@yahoo.com — or — phone: 800-787-2429**

—RUPANEWS—

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Telephone (916)-689-5358

E-mail: tlarusson@comcast.net

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

PRESIDENT'S MESSAGE

Well, I thought that last month would be my last President's message, but it turned out that the deadline for submitting articles for the October *RUPANEWS* was September 19 so I had to write one more President's message which, by the time you are reading it, will actually be the Ex-President's message.

Fortunately, this will give me the opportunity to correct an error of omission in my September message. I neglected to mention Dick and Laurie Anderson as two of the "Usual Suspects" who also deserve credit for making the Seattle Convention happen. I first met Dick and Laurie at the 1995 RUPA Convention in Maui and they did a terrific job then and always step up to help when called upon. Mea culpa, mea culpa!!! Thank you my very dear friends!

I am taking this last opportunity to remind all of you to please check that your information in the 2007 Directory of Active Members is correct. I have to deliver the 2008 directory to the printers by December 15. I know many of your e-mail addresses are not up-to-date so please double check all information. Send all updates via one of the methods listed below:

Snail Mail:

RUPA
PO BOX 8044
FOSTER CITY, CA 94404-8044

E-Mail:

bm1532@yahoo.com

Answering Machine:

1-800-787-2429

Cheers, *Cleve*

SEC/T SOAPBOX:

By the time you read this, the RUPA Convention in Seattle will be history --- New Prez, New VP -- sorry – you're stuck with us for a while yet!

Big thanks to departing Prez, Cleve Spring, and "our" Rose for their many, many years of service and dedication to RUPA.

Sorry, Cleve and Rose, you're not done yet!! You will still be "doing" labels and the monthly F&S meetings. And Cleve, I will still be relying on your invaluable assistance to me.

Small items this month.

Please check your *RUPANEWS* label for your expiry date. I don't like to send about 30-40 emails and letters every month reminding people they are over 3 months in arrears and they will not get the next issue. This is a non-profit association – carrying too many people for too long makes sure it stays that way.

Changing your address OR anything, how about your name as it appears on your address label? That way there is a fair to middlin' chance I might find the right member. Email is best, snail mail works, too.

Gene, if you read this, the email update you sent to Ted doesn't work! I sent a request for your correct name, as above – we have 2 with "G" first names, and 4 with E in their initials!

Thanx, *Bruce M.* Sec/T

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

ABOUT THE COVER

A new generation of supersonic private jets could trigger a boom in luxury high-speed flight -- without the sonic boom normally associated with breaking the sound barrier.

Lockheed Martin's advanced Skunk Works unit is designing a small, 12-seat passenger jet that would travel at 1,200 mph (Mach 1.8) but which would produce only a whisper of the annoying crack once emitted by the retired Concorde.

The sleek, 130-foot-long QSST (for "quiet supersonic travel") aircraft is being designed for a Nevada consortium called Supersonic Aerospace International, or SAI, at an estimated cost of \$2.5 billion.

Aimed at business executives and diplomats, the QSST will fly at nearly twice the speed of conventional business jets and have a range of 4,600 miles nonstop -- Los Angeles to New York in just over two hours. It could be ready for boarding by 2013, according to the company.

"Our design uses innovative aerodynamic shaping and employs a patented inverted V-tail that is instrumental to the radical reduction in sonic boom," said Frank Cappuccio, Skunk Works' executive vice president.

Designers expect the QSST to make a sonic boom less than a hundredth that of the Concorde's aural impact. Concorde was barred from flying at supersonic speeds over the United States when it debuted in the 1970s because excessive noise was produced by pressure waves colliding in the plane's wake.

Now, using modern computer-aided design software to model quieter "boom reshaping" techniques pioneered by military test fighters, SAI hopes to use a smaller craft to fill a gap left by the collapse of the Concorde's service following a fatal 2003 crash in Paris.

SAI revealed new details to aerospace analysts at the Farnborough International Airshow in England last month, claiming to have received interest in creating a scheduled supersonic service linking the world's financial centers.

But QSST is not the only group scrambling to create a superfast executive commuter network.

Rival Aerion , also of Nevada, is designing a slower 12-seat supersonic business jet, or SSBJ, that would reduce aerodynamic drag using straight, natural laminar flow wings. The SSBJ would produce a quieter, Mach-1.6 boom over water and fly at near-supersonic speeds over land. The wings will be tested at Albuquerque, New Mexico, this month.

Both companies have identified a market for up to 300 jets in little over a decade, each craft costing around \$80 million, and are looking for investors and development consortia.

But engineers will have to carefully navigate laws restricting overland supersonic flight if they're ever to take off, said Bill Dane, senior aviation analyst with aerospace research firm Forecast International.

"The two major obstacles are available engines and the need to significantly reduce or to outright eliminate the sonic boom phenomena," he told Wired News. "If such an aircraft is to be a commercial success, it will have to fly over land and not just oceans."

Dane said there also needs to be an international set of rules regarding the noise issue.

"Several company spokespersons have said flat out that they do not want to invest millions or more in SSBJ research only to find that the aircraft cannot be operated in some regions or countries," he said.

Dane added that teams in France, Italy and Russia are also pursuing supersonic passenger jet designs. Delaying half the sonic waves so they do not reach the ground at the same time and create the unwelcome boom is one concept being explored, he said.

Some of the designs look into a crystal ball and assume the laws prohibiting sonic booms from civilian aircraft, first introduced in 1968, will be redrafted to take account of newer, quieter technologies.

"Over the next several years, regulations for low sonic boom will be developed and low-boom technology will be improved," says Aerion's promotional material. "Aerion will then develop low-boom aircraft to operate under the new regulations

DANA POINT RUPA LUNCHEON

Once again great day at the Harbor... Schools started and I guess summer is over.

It didn't feel that way but, there were a lot of empty parking stalls. The sunny day needed the big blue umbrellas.

Present were; Rusty Aimer, Park Ames, Carlos Bernhard, Bruce Dunkle, Ed Krieger, Bob Fuhrmann, John Grant, Rudy Haluza, Rick Hoefer, Ed Judd, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons and Bill Stewart.

Ed Judd brought a beautiful book on the Lockheed Constellation written by Claude Lusada, *Queen of the Skies*. Ed was fortunate enough to have flown the same in 57-61.

Rick Hoefer had just returned from a Tailhook reunion in Reno. He and his wife ran in the "Happy Hooker" foot race. He also brought a book, to our luncheon , *When Flying was Fun* by Bill Eads.

Some more talk on the Pension generated from the new info that came from the "Committee for the Restoration of Pensions at United Airlines" and a letter to the Honorable Senator Akaka...

"I look for your support to seek a ERISA 4047 reinstatement of the United Airlines Pensions from the PBGC. This request is based on the disclosure by United Airlines executives on or about July 20, 2007 that they have sought and received a valuation for an asset, known as the "Mileage Plus Program" that will benefit the Corporation by at least \$7.5B. These executives have also disclosed that their intent is to "spin off" this asset. This means they have concluded it is not needed for sustainability of the corporation. They further have disclosed this "spin off" should increase the stock price significantly...."

Lot of food for thought...? Maybe?

Next Meeting comes early. Tuesday the 16th of October at 1200.

Regards

TED

LAX RUPA HOLIDAY LUNCHEON



*December 13, 2007
Hacienda Hotel*

525 North Sepulveda Blvd. in El Segundo.

This is just south of LAX.

No-host bar at 1100 followed by lunch at noon

*Please join us: All RUPA members, active pilots,
present and former flight office personal, active or former flight attendants,
Widows, spouses and friends are invited.*

Cost is \$25.00 per person.

Send checks to Rex May,

6677 Vista del Mar, Playa del Rey, CA 90293-7545.

Checks must reach me by Monday Dec. 10

as I must pay and confirm in advance.

I am hoping to see you there. Rex



LETTERS FROM THE POND

By Joe Stans

The July *RUPANEWS* was a gold mine! I learned:

If you feed your mice resveratrol they will be able to suck up all the pork rinds, pizza and beer they want and still maintain a comely figure. This is a good thing. I am torn by this. Should I feed them this supplement and humanely prolong their lives only to poison them when they break into my stash? Life is full of imponderables. I shall dwell on this while I feed saltwater taffy to the squirrels.

The bar in the town, Population 134, just changed hands and now offers food, WiFi AND Guinness on tap. I have found a new place of worship. For those of you unfamiliar with Guinness: If you can find it on tap and have a glass you will forget the Ontological Proof for the existence of God and immediately adopt a much simpler approach: Guinness is proof that there is a God and She likes us.

Now, thanks to resveratrol, my mouse friends and I can have a ham sandwich, a Guinness, both without guilt or worry about waistlines AND use the internet in the ongoing effort to make sense of this world. Unfortunately, being raised as an Old Testament Christian, enjoying oneself means that God will surely smite me. This bothered me until I remembered that I made it through the Navy by keeping a low profile and carrying a clipboard. If you are ever in Wisconsin and see a dilapidated old man standing in the Namekagon river fly fishing with a clipboard around his neck it will be me.

I also learned that in our panic to preserve our gas guzzling motor cars we have decided that whiskey made from corn is, at least, part of the solution. Forget that if we used every single kernel of corn to make whiskey to burn in our cars it would solve less than 3% of our fuel problem; Forget that we EAT this stuff too and so do our cows -- the cremation of which on asphalt parking lots contributes to the enjoyment of sporting events; Forget that corn and corn by-products are used extensively in other food manufacture. Let's grow it, ferment it, distill it and pour it into our SUV's and drive off to the quick mart for some gum and a foot long. The foot long will not be made of beef or pork since you just put the feed in your gas tank. Hey, life is a series of trade-offs.

When the country finally moves toward a sustainable energy economy and the bottom falls out of the ethanol market we can either bail out Archer Daniels Midland with tax money or we can start drinking heavily. Given the state of the world I believe the latter is the best choice.

SAN DIEGO RUPA LUNCHEON

Present at our luncheon Tuesday the 11th were: Paul Whitby, Bill Paulson, Bob Harrell, Pete Moyer and friend Ellen Walsh. We talk more medical than flying, however Ellen entertained us with her Scottish jokes.

Bob Bowman

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.

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: Puerto 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

gpst@aol.com



PACIFIC AIR TRANSPORT



With today's city, state and federal government financing and maintenance of airports & navigational services, it is often forgotten that many of the people who started the Contract Air Mail companies had to "do-it-themselves".

December 31, 1925, Harry S. New, the U.S. Postmaster General awarded Vern C. Gorst Commercial Air Mail Route No. 8. January 7, 1926 Gorst incorporated The Pacific Air Transport Company under the laws of Oregon for \$500,000. Following incorporation Gorst had much to do and many decisions to make before PAT's inaugural airmail flight.

The new Ryan M-1 monoplanes with 200HP Wright Whirlwind air-cooled motors were determined to be best for the 1100 mile route extending from Seattle to Los Angeles. (Restored M-1 above left)

Seven M-1s were purchased at the price of \$3,700 each, plus \$5,100 for the Whirlwind engine. Eleven parachutes were purchased for \$3,660.

Before the first CAM 8 flight, one 400HP De Havilland, two Travel Airs (one Whirlwind & one C-6A engined), one OX-5 Swallow and one OX-5 Waco were added to the PAT fleet.

A "relatively inland" route was picked to avoid the coastal fog, however this route meant flying over mountainous terrain. Hangars and airfields were chosen, schedules established, pilots & mechanics hired and aircraft maintenance shops opened.

Standard Oil Company was persuaded to paint town-names on their building's roofs. Five Model T Fords (two delivery trucks & three roadsters) were purchased to transport mail pouches to-and-from the five post offices.

Airport lighting was installed as were beacon lights on barns, windmills, light poles and in the Oregon Siskiyou mountain range. In remote areas with no electricity, Kohler light plants were installed by the PAT personnel (including Gorst himself) to power the beacons.

At some airports, as a temporary measure, automobiles' headlights were used to outline the runways.

By Marvin Berryman from the DENTK UAHF library's books "Vern C. Gorst - Pioneer and Granddad of United Airlines" - Copyright Wilbur H. Gorst 1979

Please mail tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom

DEN GOOD OL' BOYS

The September Meeting of DEN Good ol' Boys occurred on a delightful late summer day, but the sirens of the golf course (or something) beckoned and the turnout was poor. Some days are like that, and this was one of them.

At any event happy hour was its usual rousing success and the bell sounded at noon. Uncharacteristically the line was slow forming, for the buffet, but order was soon established and most approved of the vittles.

During the boring business meeting, there were no new reports of infirmities nor gone west reports. The coordinator brought up and briefly summarized a letter downloaded from the RETUP site that was addressed to Hawaii Senator Akaka, seeking his assistance in attempting to recover the pensions many in our number have lost.

There being little further business, the meeting devolved into socializing, and adjourned at a convenient hour.

Those in attendance included: Bill Hanson, Bill Fife, Tom Hess, Al Dorsey, Pete Cecchinelli, Maury Mahoney, Bob Dietrich, Barry Edward, Fritz Meyer, Mike Williams, Jim Hixon, Mack Connelley, John Schoonhoven, Ralph Wright, Edgar Riehl, Cliff Lawson, Jack Wilhite, Tom Gordon, Hugh Moore, Russ Ward, Dick Brinkworth, David Horwitz, Al Snook, A.J. Harrtzler, Stanley Boehm, Jim Krasno, and the scribe and coordinator, *Ted Wilkinson*.

THE NORTH BAY RUPA LUNCH GROUP

The North Bay RUPA lunch group met on the first Wednesday, September 5th, at the *Petaluma Sheraton's Tolay room* for a little lunch, and fine conversation, on a very warm day outside. Several call-ins, unable to attend were noted, and far too many were for medical appointments. One exception was our Medical Chairman, George Hise, who was away, golfing. George, had, however sent his monthly report in, an article pointing out that overweight folks can have healthy hearts, also! This was posted on the board, as well as a report suggesting that an inexpensive blood test of C reactive Protein, may be a good indicator of possible heart problems. Handouts included the USA Today, full page article by the current uaua pilots, directed to mgt...notes on the FICA refund debacle...an article on uaua considering spinning off the SFO MOC...an excellent article by retiring Captain Keith McCormick, describing his career and final flight at uaua...and a copy of "Reflections of an Aviator", a highly memorable treatise of an aviation career, which we understand was written by a local retired Flying Tiger/Fedex Captain, Bill Austin. A 1942 "How to Fly" Air Corps manual, and a detailed book on the DC-6/7 were passed around the table, and Dan Bargar had a great tale of how some enterprising young pilots managed to save some of their ESOP funds. It was also noted how Nepal Airlines had sacrificed two goats to the Gods, in order to cure a "Hangar Queen" 767...(working so far...)

This led to more than a little speculation!

Attending were: Bill Greene, Dan Bargar, Jim Mansfield, R. Grammar, Rick (Norton 1) Saber, Leon and Vicki Scarbrough, J.R. Hastings, Lee Anderson, Bill McGuire, Dick Hanna, John Bacynski, *Bob and Doris Donegan*

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

INSOMNIA CAUSED BY "NERVES"

"Nervous insomnia, like many other conditions directly related to lack of vitamins and minerals, has been considered a result of the high speed of modern civilization. It is quite true that over work, worry, mental stress, etc., aggravate the ailment. But the real cause is lowered resistance to stresses, lowered stamina, and increased nervous irritability because of deficient nutrition."

By Dr. Bruce West

This little treatise, written by a top physician of his time, seems very true today. And it addresses the stresses of a modern society. It seems almost comical that it was written by a nutritional researcher in September of **1934!** I feel strongly that though a high-speed society of 1934 is actually low speed by today's standards, its perception by the people of that time is much the same as that of our own stressful world. And like then, today's stress is aggravated by nutritional deficiencies.

Before embarking on all kinds of high-tech tests and then prescription drugs, anyone suffering from "nervous insomnia" needs to test the nutritional connection. This is done easily by using two supplements from **Standard Process** at bedtime. They are **Catalyn** at a dose of 1 to 2 tablets, and **Min-Tran** at a dose of 3 to 9 tablets. Taking more *Catalyn* will defeat the purpose of inducing sleep because it can eliminate fatigue and cause wakefulness.

Indeed, nutritionists in 1934 correctly noted that *Catalyn* could often be a remedy for insomnia. *Catalyn* was even being used before 1934—giving it a **75-year track record**. These nutritionists noted that nervous system irritability occurs with a deficiency of vitamins and minerals. In fact, animals deprived of proper minerals will not only fail to sleep properly, they will die in a convulsion with the slightest disturbance.

Naturally, not all cases of insomnia are caused by nutritional deficiencies. But it is **extremely common**. Just take your dose of *Catalyn* and *Min-Tran* at bedtime and test yourself. You will feel better the first night if this is your problem. And sleep will get better and better thereafter. This type of testing for an insomnia cure is simple, easy, safe, and cheap.

And remember a few other tips. Naturally your bed is important. And many people wake up during the night because of **blood sugar drops**. This can be worse if you have nothing but carbohydrates for dinner, drink alcohol with dinner, and/or if you eat sweets after dinner.

Have solid protein and complex carbohydrates (fresh vegetables) for your dinners. Drink a little water with meals, not alcohol. Take vitamins regularly, and your insomnia protocol at bedtime. If this is the cause of your insomnia, you will be happy indeed.

HEALTH ALERT / December 2006

MAKE SURE YOU ARE ALWAYS ON THE BOTTOM DECK

Two bowling teams, one of all blondes and one of all brunettes, chartered a double-decker bus for a weekend gambling trip to Louisiana. The brunette team rode on the bottom of the bus, and the blonde team rode on the top level.

The brunettes down below really whooped it up, having a great time, when one of them realized she hadn't heard anything from the blondes upstairs. She decided to go up and investigate.

When the brunette reached the top, she found all the blondes frozen in fear, staring straight ahead at the road, clutching the seats in front of them with white knuckles. The brunette asked, "What's going on up here? We're having a great time downstairs!"

REFLECTIONS OF AN AVIATOR.....

Doing formation join-ups in the T28 around big beautiful columns of Cumulus out of Whiting Field.

Sunrises seen from the high flight levels that make the heart soar.

The patchwork quilt of the great plains from FL 370 on a day when you can see forever.

Cruising mere feet above a billiard-table-flat cloud deck at mach .86, with your chin on the glare shield and your face as close as you can get to the windshield.

Punching out the top of a low overcast while climbing 6,000 feet per minute.

The majesty and grandeur of towering cumulus.

Rotating at VR and feeling 800,000 plus pounds of airplane come alive as she lifts off.

The delicate threads of St. Elmo's Fire dancing on the windshield at night.

The twinkle of lights on the Japanese fishing fleet far below, on a night crossing of the North Pacific.

Cloud formations that are beautiful beyond description.

Ice fog in Anchorage on a cold winter morning.

Seeing geologic formations that no ground-pounder will ever see.

The chaotic, non-stop babble of radio transmissions at O'Hare or Kennedy during the afternoon rush. Go to the penalty box!

The quietness of center frequency at night during a transcontinental flight.

The welcome view of approach lights appearing out of the mist just as you reach minimums.

Lightning storms at night over the Midwest. We picked our way through a line of huge Thunderstorms that seemed to go all the way from Chicago to New Orleans .

The soft, comforting glow of the instrument panel in a dark cockpit.

The dancing curtains of colored light of the aurora on a winter-night Atlantic crossing.

The taxiway names at O'Hare before they were renamed: The Bridge, Lakeshore Drive , Old Scenic, New Scenic, Outer, The Bypass, Cargo, North-South

The majestic panorama of an entire mountain range stretched out beneath you from horizon to horizon.

Lenticular clouds over the Sierras.

The brief, yet tempting, glimpse of runway lights after you've already committed to the missed approach.

The Alps in winter.

The lights of London at night from FL350.

Squall lines that run as far as you can see.

Exotic lands with exotic food.

Maneuvering the airplane through day lit canyons between towering cumulus clouds.

The deep blue-gray of the sky at FL 430.

The hustle and bustle of Hong Kong Harbor .

The softness of a touchdown on a snow-covered runway.

Hearing the nose wheel spin down against the snubber in the well after takeoff. A delightful sound signaling that you were on your way!

Old Chinatown in Singapore before it was torn down, modernized, and sterilized.

Watching the lightning show while crossing the ITCZ at night.

Long-tail boats speeding along the klongs in Thailand .

The quietly turning paddle fans in the lobby of the Raffles Hotel in Singapore .
Dodging colored splotches of red and yellow light on the radar screen at night.
The sound of foreign accents on the radio.
Luxury hotels.
To paraphrase the eloquent aviation writer, Ernie Gann, The allure of the slit in a China girl's skirt.
Sunsets of every color imaginable.
The tantalizing glow of the flashing strobe lights just before you break out of the clouds on approach.
Yosemite Valley from above.
The almost blindingly-brilliant-white of a towering cumulus cloud.
A cold San Miguel in Hong Kong after a long day's flying.
Ocean crossings.
The taxiway sentry (with his flag & machine gun) at the old Taipei downtown airport.
Seventy-thousand-foot-high thunderstorm clouds in the tropics.
Sipping Pina Coladas in a luxury hotel bar, while a typhoon rages outside.
Chinese Junks bobbing in Aberdeen harbor.
Watching the latitude count down to zero on the INS, and seeing it switch from "N" to "S" as you cross the equator.
Wake Island at sunrise.
Oslo Harbor at dusk.
Icebergs in the North Atlantic .
Contrails.
Pago Harbor , framed by puffy cumulus clouds in the late afternoon.
The camaraderie of a good crew.
Ferryboat races in Sydney Harbour .
Experiencing all the lines from the old Jo Stafford tune:
See the pyramids along the Nile .
See the sunrise on a tropic isle.
See the market place in old Algiers .
Send home photographs and souvenirs.
Fly the ocean in a silver plane.
See the jungle when it's wet with rain.
(That was one of my favorite songs in High School - little did I know I would someday flying to those places!)

White picket fences in Auckland .
Trade winds.
White sandy beaches lined with swaying palms.
Double-decker buses in London .
The endless expanse of white on a polar crossing.
The Star Ferry in Hong Kong .

Bangkok after a tropical rain.

Mono Lake and the steep wall of the Sierra Nevada range when approached from the east.

The bus ride to Stanley ... on the upper deck front seat of the double-decker bus. I was there one time in the front row of the upper deck and the bus jockey was swinging the bus around the curves and banging into tree branches when a Chinese lady behind us threw up so hard it splashed on our shoes!

The Long Bar at the Raffles.

Heavy takeoffs from the reef runway at HNL.

Landings in the B-747 when the only way you knew you had touched down was the movement of the spoiler handle.

Jimmy's Kitchen.

The deafening sound of tropical raindrops slamming angrily against the windshield, accompanied by the hurried slap, slap, slap of the windshield wipers while landing in a torrential downpour in Manila .

Endless ripples of sand dunes across the trackless miles of the Sahara.

Miller's Pub in Chicago .

German beer.

The white cliffs of Dover .

Oom-pa-pa music at Meyer Gustels in Frankfurt .

Fjords in Norway .

The aimless compass, not knowing where to point as you near the top of the world on a polar crossing.

The old Charlie-Charlie NDB approach into Kai Tak.

Brain bags crammed with charts to exotic places.

The Peak tram in Hong Kong .

Breaking out of the clouds on the IGS approach to runway 13 at Kai Tak, and seeing a windshield full of checkerboard.

An empty weight takeoff in a B-747.

The bustle of Nathan Road on a summer day.

Sliding in over Crystal Springs reservoir for a visual approach and landing on 1R in SFO.

The smell of tropical blooms when you step off the plane in Fiji .

The quietness of a DC-10 cockpit.

Main gear touching down while the 747 cockpit is still 70 feet in the air.

The Eagle Pub in Cambridge .

The coziness of a B-747 cockpit.

Good flight engineers.

The Burma Road .

CAT IIIb autolands in the DC-10 on a foggy day, when you feel the wheels touch before you ever see the ground.

The rush of a full-speed-brakes descent at barber pole in a B-727.

The back-door approach into Kai Tak in a B-747 with your wingtip skimming the rooftops of Yau Yat Chen as you make the steep turn to final.

The twists and turns of the noise-abatement departure out of Osaka 's old Itami Airport .

Deadheading in First Class.

The Canarsie approach into JFK.

The Eiffel Tower .

Max gross weight takeoffs.

Cross-wind landings.

Good co-pilots.

A large handful of thrust levers, each one connected to 50,000+ pounds of thrust.

Man-sized rudder pedals as big as pie plates.

Leak-checking your eyelids on a long night flight.

And, as one friend so perceptively pointed out, payday!

Then there was Venus coming up before the sun in the Eastern sky, giving the horizon a light show like no other!

Then there was the long night coming back from Narita or Hong Kong to SFO when the sun came up big and strong in the Eastern sky.? I would come up on the VHF tactical frequency and sing,? ?"Good Morning!?" Good Morning, Aint it great to stay up late,? Good Morning, Good Morning to you!"



**"Just think ... Here we are, the afternoon sun
beating down on us, a dead, bloated rhino
underfoot, and good friends flying in from all
over. ... I tell you, Frank this is the best of times."**

LETTERS

ANDY ANDERSON—Henderson, NV

Once again I Am late. Sorry. Sometimes the memory just goes away. Had a pretty nice year. Health with both Dawn and I is good. No major items at all.

Took a trip to Sweden to see my brother, who I had not seen in 34 years. (Talk about being late). We had a good time visiting. Got to see some of the country, which is a lot greener than Nevada.

Enclosed is a check for mailing. I want to thank all the people who work on the *RUPANEWS*. You do a great job of keeping us informed. Thanks

TOM BETTIS—Davis, IL

20th century was fabulous even with steam heated airplanes.

I'm awaiting the collapse of the information generation.

Greetings to all,

Tom

DICK AND CAROL BILLETT—Perry, MO

Hello!

Here is Dick's check for renewing his RUPA newsletter subscription. He really enjoys every issue.

He is dealing with the effects of his Parkinson's Disease fairly well. He still drives his tractor to do odd jobs.

We try to enjoy life and "take one day at a time."

Two of our sons will be moving here soon to help with their Dad. That will be great!!

Thanks for your newsletter – it always perks Dick up to receive it and read it.

Warmly, *Carol Bilett*

WALT BOHL—Fountain Valley, CA

Hello All,

Thirteen years of retirement that has really been enjoyed by both of us. Wife Marnie, a UAL flight attendant for 35+ years, retired five years ago. Our airline trips this last year included: seven days in Sydney, Australia and seven days in Honolulu. UAL is reestablishing the non-stop LAX-HKG flight on October 28th and we are listed on the October 31st departure. In February, we are planning a trip on Air New Zealand to Christchurch & Queenstown. Maybe by February Air New Zealand will be using the ZED fare system for UAL retirees. This year we did lots of home improvement projects.

Thanks to all that put out the RUPA Newsletter. By snail mail is a check for \$25.00 postage. Early for the fifth year in a row.

Walt 55-94 EWR-LAX-ORD-LAX

HERB BREIVIK—Seattle, WA

Still living in Seattle with my best friend and wife Mary. Our three children all live within a thirty minute drive which makes it easy to become "Nana" and "Papa" to our five grand children.

Mary and I are in good health and spirits, but I must admit I have to write most everything down in my calendar so I can consult it each morning to see what I'm going to be doing.

Herb

JIM BURRILL—Wooster, OH

Well, it has been twelve years and I think that it is high time that I get around to thanking all the present and past folks who have done such a superb job putting out a great news journal.

As it has been said many times by others, there is just too much to do in retirement and too little time. Over the past twelve years I have volunteered for Habitat, Secrest Arboretum running four green houses, building playgrounds for the children as a member of Kiwanis, doing roadside cleanup, serving on a number of committees at my local

church including singing in the choir, and when I remember, meeting every month with our Cleveland Crazies RUPA luncheon group at *TJ's*.

I have taken a number of great road trips across the US and Canada. In August 2000 Monica and I were married and we honeymooned in Hawaii and California. The following February we enjoyed a seventy-seven day around the world cruise with stops in 26 countries. Travels to visit our family have taken us to Vancouver, Chicago, Toronto, Florida, Hartford and Chapel Hill. We have been very fortunate to have been able to holiday in Hawaii, Florida and Cancun all the while enjoying good health.

Lately we have taken up a very satisfying "hobby" of bringing ugly duckling homes back to looking like new. It is lots of work, but fun, and keeps us fit between vacations and other stuff.

I get great pleasure in reading the letters from guys that I flew with in EWR, LAX, CLE & ORD and I wish you all the very best.

Jim

DONALD DIEDRICK—Carol Stream, IL

Greetings Bruce—thank you and all the others who make RUPA possible. Membership check has been posted today.

This past year has seen costs slowly rising, but still trying to keep to that budget, and to maintain a healthy lifestyle, with gardening and regular walks.

In May my wife & daughter accompanied me to Green Turtle Cay (near Abaco) in the Bahamas, for my niece's beach wedding—gorgeous setting with a marching band and great hospitality. This island is about 3 1/2 miles long and requires a boat ride from Abaco, following a commuter flight from Florida. In July we visited our daughter now living in beautiful San Diego for a weekend, but still considering that first cruise. Jen is finishing her graduate degree this year, so perhaps for our 30th wedding anniversary next year we may finally cruise to Alaska.

Appreciate the varied and interesting articles in *RUPANEWS*—best wishes. *Don*

ANDY FOSSGREEN—Placerville, CA

Hi Ted,

I'd like to say my last year was fun and quiet, and for the most part it was. In April of 2007 I did a half gainer off a ladder while trimming oak trees and ended up in the Roseville Hospital after an ambulance ride and life flight. Unfortunately, I don't remember any of it but insurance has covered nearly all the costs. I did lose my driving privileges for a time and hope to regain them in September. It is a little more excitement than I planned on, but it is turning out OK. My recovery has been very rapid and we look forward to getting past the many appointments required by my failed flight without wings.

Next year, I hope I can report a boring but successful year having a good time. We still love Placerville and are enjoying retirement and family. I plan to stay off ladders in the future and recommend it as a healthy lifestyle.

Andy SFO 1966-1999.

LARY E. FREEMAN—Newport Beach, CA

September 11, 2007

9/11, an easy date for me to remember. Six years ago today was the day that changed life in America forever. Forty years ago today, I reported to DENTK to begin an almost 35 year flying career. They were mostly good years even if things did not turn out the way some of us expected. Now, I am back pretty much doing what I was doing 40+ years ago when UAL offered me the job. Filling prescriptions (many that the patients don't need and shouldn't be taking) in pharmacies. I average two or three days a week and that is about all the knees can take. I had remained active in pharmacy for most of my airline career and owned a Pharmacy in Long Beach, CA for several years. I returned to pharmacy four years before I retired sensing it might be an enjoyable post airline career.

Not able to report any "Ferraris on the continent", "six figure incomes that no one can touch", "hobby planes", "new boats" or "34 inch waistlines". On the positive side, we can report three vehicles, all with new tires and an average "fleet age" of 12+ years, the 60 year old beach house on the mud flat

(Lido Isle- Newport Beach) is still standing, our health is good, six incredible grand kids, a wonderful wife (Cheryl will start her 41st year as a FA with UAL in November) and a couple of nice cruises this year. There are still some great cruise values out there if you shop around. We took a terrific 35 day cruise on Oceania's Nautica from HKG to Athens in May.

I am happy to see so many of the senior retirees writing in. It is good to hear that many seem to be doing well. I remember great times with a lot of them 30 plus years ago. I am disappointed to see so few of the newer retirees checking in. A lot of bad things have happened to the recent retirees the past few years. I know some of the old guys have kids that are flying and they well understand the challenges that they are now facing. With my wife still a working FA, I hear regularly what "life on the line" is like now. I was at a luncheon recently and an older retiree complained to me that he had lost all \$300 of his non-qualified pension and thought PBGC would get a couple hundred more of the qualified before things were over. I doubt that a lot of the senior retirees are aware that many of the newer retirees in my age group lost 80% or more of their pensions. I know many who are really suffering. Comments by some in the *RUPANEWS* to "Kwitcherbellyachin" do little to strengthen the bond among retirees. Many of the recent retirees are not looking for a "pity party", but certainly some of the comments are probably what cause them not to write in. Maybe they are too proud to announce to the world that their kid had to leave the private college, they sold the nice house and moved back into the rental condo their wife had before they got married, they gave up the club memberships and just have one car now. Pilots are a proud group. But times ARE tough for a lot of our brothers!

Yes, I am thankful for the things I have and some good memories from our flying careers. On the other hand, I feel ALPA did a terrible job of protecting our interests from the band of thieves at EXO and the Bankers in New York. I resent what "should have been". Much of it did not need to happen. Happy Trails and fly safe (for those of you still flying).

Lary E. Freeman
LAX 1967-2002

October, 2007 RUPANEWS

DOROTHY GATES—Pleasantville, NY

Nine years since Bill's passing, time to renew my RUPA dues. Check mailed to Bruce McLeod today. I recently had Arthroscopic Surgery on my left knee. Recovery and comfort is slow, but thankfully I can still drive to my hospital volunteering and club activities.

Regards to all,

Dorothy

GRAHAM JONES—Bowling Green, KY

Enclosing my 2007-08 annual dues! Actually remembered in time this year!

I enjoy the *NEWS* each month – about the only way to "keep current" on old friends. You certainly can't count on UAL any longer for any info that might bring us together in retirement the way we were when we worked together.

Sorry to hear that the newly retired guys are not joining quickly – they probably have "Age 60" turmoil on their minds.

Keep up the nice job you're doing. ex-PAA-long career, thank you! !

Best regards,

Graham Jones.

VIC HANSEN—Oro Valley, AZ

We moved last July – closer to the airport (Felts Field – Spokane)

Bev and I are doing fine, other than the normal bumps in the road! Sold my L-19 last fall, however have another project. Also still in the parts business in a small way – still miss driving the big guys, but am sure I would be unhappy! Best, *Vic*

RON & BARBARA HUFFMAN—Enumclaw, WA

Hi Ted and fellow retirees,

(Barbara is writing this for Ron)

It has been over 22 years since Ron had a stroke

that retired him all too soon. He continues to get around fairly well. We will be leaving in Sept. for a 30 day cruise from SEA to SYD...and then visiting friends in Adelaide.

Other travels this year were for Barbara's 50th high school reunion in Springfield OH and to visit daughter, son-in-law Jim, and 4 grandchildren in Dubai. Jim has been flying for Emirates Airlines for a year now. He had been furloughed twice by NWA. Our other two daughters, spouses and children live nearby, so we enjoy grandchildren activities.

We always look forward to reading letters from all of you.

DON KYTE—Fort Myers Beach, FL

Due to the high cost of gas, we decided to sell our RV and buy a Chrysler minivan. At the same time, for the same reason, we decided we couldn't afford to continue driving 3200 miles each way to our delightful summer home on Lake Coeur d' Alene, Idaho and would have to sell it. Because of the depressed home sales, our realtor talked us into listing it at a lower price than we thought it was worth. We had TWO full price offers in the first week! I guess we were right about what it was worth.

To transport our cat and also items needed to carry on normal family life out there for the summer, I loaded up my new minivan and drove to Idaho. There was no room for Jean so she endured the ordeal of NRSA travel these days.

Coco traveled better than I expected but was very puzzled that we always seemed to spend the night in the same motel room! (All Motel 6's seem to have the same floor plan. They are the only motel I found that allowed pets in the room).

After a summer that was far too short, since we had to vacate by July 27th, I made the return drive with Coco to Florida in the heat of the summer. I didn't dare leave her in the minivan while I stopped for lunch each day so only stopped about 6 or 7 each morning for a hearty breakfast, and then just had

crackers and coke till Coco was in an air conditioned motel 6 for the night. I don't like to drive at night anymore but still managed to cover over 700 miles on several days.

The worst part was that Coco slept while I was driving, but decided we needed "together time" when I needed sleep. I was a zombie by the time we reached Ft. Myers. I left Coco with Jean's grand daughter to house and cat sit and then went through NRSA hell trying to fly to SEA to meet Jean.

United only serves RSW with one flight a day and this is on United Express to and from ORD. That is always full of revenue passengers and any space available goes to U.E. employees. I had NO seniority so had to drive to TPA to try to get on TED flights. These were also full and even with 51 years of seniority I couldn't find a seat on the first 3 flights out. The best I could do out of ORD was a seat on a flight to GEG. I had to find a room for the night and tried 6 hotels and motels before I found an overpriced one. When it was time to fly back to Ft. Myers we found it almost impossible to go east out of SEA. After watching 6 full flights leave without us, we got on one late in the afternoon to ORD and another motel before getting on one to TPA and another rental car back home. Jean says that's about IT as far as NRSA is concerned. Southwest looks better all the time (and cheaper). I just can't understand how United can turn their back on one of the 4 fastest growing markets in the country, and with a spanking new terminal with lots of room to expand, to boot!

Don

LAX, SEA, ORD, SFO '56-'88

CLYDE LUTHER—Hilton Head, SC

Dear Ted:

Well another year gone by and still busy as ever. Between family and still busy with the golf there just aren't enough hours in the day. Just completed my 112 USGA national championship this year and certainly the high was the U.S. Open at

Oakmont...It was as difficult as it looked or you heard about. Also a high point this year was receiving the USGA Ike Grainger award for 25 years of volunteer service. As I tell everyone...that means only one thing, you are getting old.

All the family is great-Lisa Leighty, ex customer service agent in Orlando and husband David retired 777 Capt doing great, daughter in Texas, Sandy, school teacher doing well and then the boys. Mark, very successful high school baseball coach with twin daughters that we enjoy a great deal and last Mike A-320 pilot and wife Kim(former flight attendant) and their two boys 7 and 5 are a lot of fun. Things are sure different than the old days.. .Mike told me the other day that he was only 70 some numbers from a 777 and he just has about 18 years seniority. Wow!!

Sure appreciate all the folders and stuffers and what they do...it's a lot of work, no doubt about it.

If you are a golfer-how about my good friend Tiger...isn't he something else? He sure is proving that he has the front seat.

Take care all...

Clyde Luther

HERB MARKS—Federal Way, WA (Seattle)

Just passed the 20th year anniversary of setting the parking brakes for the final time, so that also means I've peaked over the edge of the 80 year age bracket. I've had some problems accepting being 80. Somehow after you're 80 you're really getting into being 'OLD'! However, except for some substandard knees, both Ruthann and I are doing reasonably well.

I was reflecting back to some of those early years with United. Flying DC-3's out of Midway in 1952. I had come to United with nearly 2000 hrs of time, but it was almost all instructing in light airplanes. So the "3" was really a huge airplane for me. I recall one night shortly after I started with UAL we were flying a trip between MDW and CAK (Canton Akron, Ohio) with a bunch of intermediate stops. It was dark and we had

thunderstorms all over the place. Can't remember who the Capt was but he was doing an outstanding job of keeping the 3 out of the worst of the stuff. I asked him how he was doing that and he pointed to the big ADF gauge in the center of the panel and said to watch the needle. Whenever you saw a lightning flash you watched to see which way the needle pointed and go somewhere different. That was our early day radar.

And who can forget when you had a brand new 'stew' on your flight and you very sternly instructed her that every time someone used the 'blue room' it was her duty to come to the cockpit and flush the toilet. The flusher of course was the fuel boost pump handle beside the co-pilots seat. And did you know that after she came up and started back, we'd slide a side window open which created a vacuum strong enough that she could only get the door to open a crack. When she'd get a little frustrated, she'd get back and take a run at it, we'd close the window and watch as she hurtled through the door into the cabin. Always wondered what the passengers thought about that.

Wonderful old airplane, that DC-3. I'm really glad that I had a chance to fly it. The atmosphere on the airline was a very comradable one with Pat Patterson as our boss. He really respected his pilots and gave us just about everything we needed for a safe operation. I had the pleasure of flying his personal Convair 340, the Mainliner Mary O'Connor on a few of the trips that he took around the system. Had a tremendous memory for names and was able to call most of his pilots by name. I think Mary was slipping him some hints. Too bad that such a great airline has degenerated into what is left of it. Enough about the old good times.

Next year I'll tell you about some exciting times flying the Convair 340 when it first came on the line.

My thanks to all who toil over getting the *RUPANEWS* out to us. You're doing a good job - keep it up.

Herb

[This Article should have been in the September RUPANEWS. A crash of my hard drive prior to putting that newsletter together is blamed. Apologies for the inconvenience are offered. -Ed.]

A DIFFERENT VIEW OF HEALTH CARE,

by Jerry Terstiege

I was disappointed to see published in the July RUPANEWS an article about single-payer health care in Canada and the U. K., written by Walter E. Williams, a right-wing columnist who seems obviously to be in the pocket of the Medical Insurance and Drug industries.

As an antidote to Williams' tired and mostly incorrect clichés I encourage you and all RUPANEWS readers to go to the movies to see Michael Moore's documentary - **Sicko** - for a more accurate view of health care in the U.S., in Canada, in the U.K., in France and even in Cuba. It is an entertaining eye-opener.

The facts are simple and inescapable. The U.S. now ranks # 38 in providing health care to its citizens, using yardsticks such as infant mortality, age expectancy, etc. The total cost of health care in the U.S. is just under \$6,000 per capita, that's \$6,000 for every man, woman and child in the U.S. This, despite the fact that in the U.S. about 50,000,000 have no health insurance.

In comparison, Canada spends under \$3,000 per capita, half the U.S. cost, and in Canada there is universal health care. That means that every man, woman and child is covered by this national health care program that is administered by the government. In Canada the age expectancy is about three years longer than in the U.S., an indication that their quality of care is better. The costs in the rest of the Western World are similar to Canada's, half of that in the U.S. America is the only country among the developed nations without universal health care. In Canada, just as in Europe, there generally aren't any insurance companies in the process. People go to the doctor and the bills are paid by the government, just like with Medicare in the U.S. Yes, people in those countries wait for long periods of time for elective treatments, but emergency and critical care is provided as quickly and expertly as here.

In 1992, Hillary Clinton tried to get health care for all Americans. Insurance and Drug companies, concerned that their huge profits were at risk, passed the hat and raised about \$100,000,000 to mount a campaign to kill the Clinton plan. You may remember it. There were lots of TV ads showing typical citizens talking about how they didn't want anything to do with "socialized medicine". Gray-haired actors in lab coats with a stethoscope in the pocket talked about how you wouldn't be able to choose your own doctors any more – "government" would select your doctors and hospitals. Needless to say, the gullible public lapped it all up and the Clinton health care plan was dead on arrival. Now tens of billions of dollars are squandered in administrative costs and insurance company profits, companies that don't add one penny's value to health care.

Our current health care laws were written by industry lobbyists and enacted by the best federal legislature that money can buy. "Our" legislators, Congress and Senate, even wrote in the current law that no government agency may try to get a discount from drug companies, who are free to set their monopoly prices wherever they like. In other countries the citizens take to the streets whenever they are really unhappy with their government. Here our citizens are too terrorized to consider such action.

If our people ever woke up to how those in the rest of the civilized world received health care, perhaps they might be outraged enough to do something. However, I don't hold out too much hope of this. If the Iraq invasion can be used as a guide, it proves that the American public will believe any lie told them by their "leaders", if it is repeated often enough.

BILL MATHENY—Aurora, CO

Hi Bruce, Thanks for taking on this monumental job. It's hard to believe it's been 16 years since that last landing and engine shutdown. 41 years ago things were frantic at TK. I signed on as a Flt. Instructor (of my 25+ yrs with United, I spent 7 as an FI). It was a demanding job. United was so busy...I'll remind you how busy it was. On a Monday I flew a poor training ride. The next day I got some practice, had a day off, next day my rating ride and by Friday got my first 4 students. We called them trainees because sometimes we were the students. Remember the Basic Flight Officer (BFO) program? All new guys got what was essentially a DC-6 co-pilot program. I got a zero checkout as an FI. They didn't even show me how to turn on the Dhemel (sp ?) DC-6 simulator. My first 4 guys had pretty good backgrounds and had no problems. The next 4 had less than 800 hours between them, and that was in light airplanes. Half way through the 3rd simulator ride they and I were in big trouble. None of them could fly straight and level, let alone shoot approaches. I was also a new hire and could see all 5 of us out on the street. In desperation I sat on the engineer's seat and said, "What are you looking at now?" Finally the guy flying said, "the ball." I said, "Are you flying needle, ball and airspeed?" And he replied, "yes." Halleluiah! 5 jobs were saved. I parked them in a briefing room, went home and got my copy of USAF Flying Manual 51-37. I faxed some pages, told them to study up, went to the scheduler and got extra time. We embarked on a program of attitude instrument flying and they, By God, sailed right through.

Some months later I got a call at home that a new hire was having trouble and his instructor didn't think he was going to make it. He had been scheduled for an extra 2 and 1/2 hours. I set up a long briefing period and told him we were going to work on basics. He was a fast learner and I told him I thought he was going to do well. A couple of weeks later he showed up at my front door with a 6-pack, and said something like, "I made it through because of your help." That was one of the most gratifying times of my life. Based on his age and seniority I'd say he probably retired on the 747, lucky fellow.

Warm regards, check's in the mail,

Bill

DON & MARY MERUCCI—Pleasanton, CA

Greetings, fellow Ruparians:

I haven't noticed others bragging about this, but I do believe that I am continuing my string of on time submissions of dues and letters. It's nice to know that I can still remember some things!

This year has been and will continue to be jam packed with travel. I won't bore you with all the details, just take my word for it. I subscribe to the theory that "If it's hurtin' it must be workin'."

Therefore Mary & I plan to keep moving as long as the hurtin' is at a tolerable level.

There is one upcoming event that I will mention though. For my 70th birthday my family has given me a ride in a WW II, H model, B-25 fighter-bomber. Mary, daughter Maria and I will head to Phoenix to meet the plane & its pilot this November. Son Mike, the instigator of the event, and his wife & daughter will be on hand also. They live in Scottsdale. Mary is all excited about the chance to further hone her grandmother skills with our 22 month old granddaughter. "Kate" is a real keeper and her parents are doing a whale of a job raising her. But, watching Mike & Katha with Kate, I do have one recurring question; what causes normally sane adult parents to try to negotiate with a toddler?

Mary continues to facilitate a non denominational breast cancer support group through our church. She is an eight year breast cancer survivor.

Mary has urged me to tell about one more event. After our Phoenix trip, we will head to Oahu to meet my brother and his wife, who are flying in from Australia. We will be staying at the Marriott Resort at Ewa Beach. My brother was an enlisted Navy aircrew member, a steward on a DC-6 (I wasn't in the Navy so I don't know what the Navy called them. At United it was a DC-6.), flying VIPs around the Pacific. Ewa was his base.

I have enjoyed the past 10 years helping with the foldn' & stuffn' of the RUPA Journal. I haven't been as conscientious in my attendance of late. I guess the "Thrifty Pilot" in me has taken hold. Since they raised the bridge toll and the cost of gasoline, I've found it hard to reconcile the two hours of driving just to get a free donut. Of course the company of other "Thrifty Pilots" does count for something.

Don

LEW MEYER—Berwyn, PA

I too enjoy and appreciate the work of the many that goes into the *RUPANEWS*. What an excellent variety of interesting stories and on occasion applicable medical information. As we enter this later stage of life, parts do wear out.

While trying to 'see what's left', my bicycle gets between 5000 & 7000 miles of use per year. I've become part of a group of 70+ guys that are driven to setting records on a bicycle. Thanks to good health, for the last three (and maybe four) years I've come in first place for the 70+ group in the John Marino competition.

This year, approximately 630 U.S. people qualified for the 744 mile Paris-Brest-Paris event. After ~ 83 hours, I picked up the title of the oldest U.S. person to finish. Who knows, maybe I could still pass a physical? And unlike my flying years, healthy meals include a couple of glasses of red wine, every night.

Cheers!

Lew

FRANK & BETTE MORTON

Since Frank is adamant about NOT using the computer I decided after 14 years to do the job for him. We bought a townhouse on a 27 hole golf course in my old hometown in High River, Alberta in 1995 and have spent the last 14 summers in Canada. Very close to Banff and Lake Louise and about 45 minutes south of Calgary airport. We sold in May of this year and are back in Denver full time now. No more a house here and a house there - too much to keep up with and we have become cruise addicted so will spend our winter months doing just that. Our four children and six grandchildren are all in Colorado so we are very blessed to have them so close. Unfortunately, one of our three daughters lost her one and only child several years ago and believe me it was one of the worst things to ever happen in our lives. Keep those kiddies close all of you.

Frank and I are in good health. He has a new pacemaker that made all the difference in the world for him. I have been very fortunate health-wise. Still golf and lots of travel sans husband. Have some good friends from UAL and we travel

together about twice a year. Poland to Australia and many other places. I traded my skis for scuba gear about 15 years ago and not to be outdone everyone in the family decided if this old gal could do it so could they. Last few years only one trip but that was the Great Barrier Reef so feel I have done a lot. Number three daughter got all the way to her F/A written but the window just wasn't there for her. As many of you "old timers" know, Frank's dad Frank, Sr., was with UA from the get go and he and Frank, Jr., were the second father son team at United, so having a 3rd generation pilot and a woman to boot would have been a big coup for the family. Collectively, we had about 80 years with the company (counting my 2 yrs as a Stew).

We wish everyone out there well and pray this once fine airline will find it's way back to sanity and the end of such obscene CEO paydays.

Thanks to all who keep the *NEWS* coming. Check will be by snail mail.

Frank and Bette Morton

Lovacat9@msn.com (I'm the cat lover)

BIZARRO Piraro



GEORGE NIXON—Tasmania, Aus.

RUPA MID-YEAR REPORT

For those of you who don't know me, my wife and I retired in 1995 and moved to Tasmania in 2002. We try to visit the northern hemisphere every two years if possible.

I apologize for missing the check-in due on my birth month (March).

We started our overseas travel in June this year to visit family and friends in England and the United States. My sister-in-law is battling bone cancer and my brother is wearing a newly transplanted liver. Both relatives are handling their situations well and we enjoyed our visit. Some of our children still live in California, so we stopped in the Bay area to see friends and family. We also planned a visit with our lawyer: J.R. Hastings, who is also a retired United Pilot.

Much to our surprise while visiting California, our lawyer J.R. set up a luncheon in our honour at the Petaluma Sheraton which was attended by several of our retired friends. Several who could not attend on such short notice sent messages and well wishes.

Our thanks to J.R. for setting up the surprise and driving us to and from Petaluma for our AD HOC HOSTED LUNCHEON.

Our many thanks go to our good friends who stopped what they were doing to share some time and lunch with us. We much appreciate this warm effort and display of camaraderie

ELLEN ORLADY—Los Gatos, CA

Check is in the mail. We always looked forward to the *RUPANEWS*. Harry died on Feb.7, 2007. We were married 59 years. He was a wonderful husband and father to our 4 children. He would have been 87 years old on Sept. 9th.

I just came back from Washington, D.C. where I accepted an award, posthumously, given to Harry. The ALPA Presidential Citation was given for his work in pioneering the area of aeromedical research and aviation human factors. He worked full-time on United Airlines Project Update, a pioneering study that introduced many training innovations. He was the originator and principal developer of United's Flight Safety Awareness Program, the first formalized and effective non-punitive incident

reporting system, similar to the current Aviation Safety Action Program.

Harry was a key figure in developing United's pilot incapacitation research; most airlines worldwide still use the "two-communication" rule, developed from this program.

Harry strongly believed that pilots should not have to retire at age 60 and completed the Honolulu Marathon at age 59, in 4 hours and 36 minutes.

Thanks to all the Folders and Stuffers!

Ellen

JON AND JANE ROWBOTTOM—Salinas, CA

October marks our first year of retired life together. Although we are not reaping all those long earned A-Plan benefits, it is definitely a joy to be living out from under the gloom of United Airlines. It is so refreshing to be able to think about things other than UAL, Glen Tilton and ALPA infighting. And, thanks to ALPA and Glen, I don't have his tax problem...by a long shot. Best of all, my time clock is permanently set to Salinas, CA time and my nighty rest is normal for the first time in 30 years.

In the old days when I worked in the SFO Flight Office for Pat Nugent, during my furlough, one of my fun jobs was setting up retirement flights. Back then in recognition of a life's work it was a true celebration and the Captain pretty much got what he wanted; trip, crew, Flight Attendants, and the seat of his choice in First Class for his wife, not to mention the cake. Needless to say there is none of that today. Rather than go through the motions of a retirement flight, we decided to fly the entire family to OGG for a week on the beach during Spring Break. We had a wonderful week to relax with our grand children, children and their spouses. Jane did come on my last trip to PEK back last October, and Sandy Cockrell, JB's wife for you old SFO types, was my purser by coincidence. But, I told UAL not to waste their time acting like they cared when they didn't. As it turned out, Sandy did care. On her own she decorated the entry for the flight home with a sign on the staircase wall and had a cake made for me in PEK that she carried from the hotel, thru security and onto the aircraft. She held a private little ceremony with Jane, myself and the crew before departure that made the glasses listed

on my First Class Medical seem out of date. It was a touch of class from the days when promises were kept. Sandy is such a class act.

I have been very busy getting qualified as an Alteon 747 Simulator Instructor. Working for a Boeing subsidiary is quite refreshing. Everyone has a smile on their face and a positive attitude. The last time I experienced that at UAL was on 9/10/01. I am assigned to teach UPS pilots using the NASA 747 sim at Moffett Field and UAL at TK. They have hired 8 of us to teach the sim phase for the foreseeable future. It definitely took a lot of work to get first Alteon and then UPS qualified as both are quite different from the way we used to fly the 747. I will not bore you on the differences, but, after so many years it is amazing how difficult it is to unlearn that which we spent so many years learning. Also of note, being over age 60, it is amazing how I have managed to pass the equivalent of 3 Type Rating Rides and 2 Simulator Instructor Check Rides without having some 30 something hotshot stick jockey there to save the day.

Last month I helped ferry a 747-400 Combi from Roswell, NM to Xiamen, China for conversion to a full cargoliner. It was a 15 hour flight and to the best of my knowledge there were no stow away aliens. The aircraft had been stored for the past 2 years and the square tires on the takeoff roll made it feel like we were rolling across railroad ties. Once airborne, we spent the first 15 minutes dealing with various EICAS messages as all the bleed valves cycled on and off. Once we ran a bunch of check lists things settled down with no major problems. Flying out there on your own without the excellent support we all received from United Dispatch and SAM on every flight reminded me how good we had it. Things like ACARS, SATCOM and DATALINK are second nature to UAL pilots and Position Reports are done with the push of a button. As a ferry flight, we had none of those Cadillac options and had to beg weather from Northwest on 123.45 to keep our destination and alternate options open. Hopefully there will be an occasional ferry to keep my hand in some real flying.

I read a comment in the *RUPANEWS* referring to a lack of recent retirees joining the ranks. There may be a need to reach out to some of your former Second Officers directly with personal contact to encourage them to join. Dave Mackie started

giving me his newsletters a number of years before I retired. Suffice it to say, many are being put out of work with little retirement income and may not feel they have all that much in common with the older members of the group. They have pretty much been forsaken by ALPA and the junior pilots who control that once honorable organization.

My check is in the mail. I thank the RUPA volunteers for all their hard work.

Jon and Jane Rowbottom

SFO 1978 thru 2006
Rowbottom0@aol.com
25444 John Steinbeck Trail
Salinas, CA 93908
831-484-8007

BOB SANNWALD—Denver, CO

I'm five years into retirement and this is my first missive to *RUPANEWS*. Other than the problems at UAL it's been a quiet time.

For a while, I was able to share the monthly get-together with the Denver Good Ole Boys. Then those pleasant days were interrupted by employment as a pilot instructor at the Air Force Academy. That employment was scheduled for an end on August 30, so most of the instructors looked for employment elsewhere.

Having commuted to CLE, ORD, SFO, and LAX, I thought I would add one more arrow to my quiver and am now a commuter to San Diego. I'm working as a script writer/subject matter expert with John and Martha King at King Schools. The work is really interesting--but it's not in Denver where my family unit is located. I get home to Denver about every third weekend and my wife, Adele, comes to San Diego about every third weekend.

When I'm in Denver I spend as much time as I can with my six year old grandson, Bobby. He's brings joy to our lives.

I'm happy to report that we're all healthy, except for my self-inflicted broken ankle in March stepping into a swimming pool on the first day of vacation. It made for a short vacation. Fortunately, we were in Scottsdale and had excellent care at the Mayo Clinic.

Best wishes to all, ***Bob***

CHARLIE & YOGI SCHWOB—Goodyear, AZ

Hi to all my RUPARIAN friends,

Seventeen years since set the parking brake on my last trip. I must say I enjoyed almost all of my tenure with the Company, with the notable exception of the unpleasantness of 1985. I feel for those who retired later than I that have had their retirements decimated by the naked greed of Tilton and his gang of 400. It certainly isn't what we old timers enjoyed.

Wonderful news this year! My daughter gave us a beautiful baby girl, Ella Grace. A long time coming, but certainly worth waiting for.

Yogi and I are still in good health, and am still flying the Baron occasionally. AvGas is \$4.36 a gallon so we pick our trips carefully.

Thanks to all of the folders and staffers for their yeoman work. If you are in the Goodyear, AZ area, give us a call.

ROBERT "LANE" SHOWALTER—San Diego, CA

8-16-07

Very late this year! My apologies. But what a year it has been!

On November 1, '06 I was diagnosed with prostate cancer (my HMO Primary Care doctor had not been monitoring my PSA and I should have known better). While reviewing my options with Kaiser (my HMO), surgery, radiation, radio active seed implants, etc., I was fortunate to hear about Loma Linda Proton Treatment Center from a friend, Captain Don Dillon, UAL Ret.

After studying the Proton procedure, I was convinced that It was the therapy that I wanted. It is fairly complex but the upshot of it is Proton Radiation is a different kind of radiation that is more precise and less invasive to healthy tissue. Side effects are minimal, if at all. It is "State of the Art" technology.

Since my HMO didn't cover the treatment, I changed my UAL coverage to a PPO, Blue Cross/Blue Shield. That and Medicare covers much of the cost (which is substantial). It took some time to get the insurance all straightened out but I finally started therapy at Loma Linda on March 8, 07 and finishing on May 10, 07; 44 treatments; five days a week.

Does it work? My first checkup a couple of weeks ago my PSA was 1.77, down from about 10. Of course, to be fair, all of the conventional therapies work. It's a question of quality of life both during the therapy and after and the long term effectiveness. Time will tell.

Coincidentally while I was at Loma Linda, I ran into a captain I use to plumb for, Loydd Whitlow, also there receiving treatment. His annual letter in *RUPANEWS* recently referred to Loma Linda. I have discussed prostate treatment with numerous friends including pilots and would be happy to talk to anyone interested.

Well, enough about that. Shortly after my Loma Linda Experience we drove to Central California for a few days with friends in the car club, and then on to Yosemite to meet my brother and his wife to celebrate their 53rd Wedding Anniversary at the Ahwahnee Hotel. Awesome! (When we were kids we lived in Yosemite for a while). Home for a few days then off to Copenhagen to begin a Baltic Cruise on the Star Princess. If that wasn't enough, after the cruise, it was direct (through Heathrow) to Shannon for a bus tour of Ireland. Whew!

Thanks for your patients and all the hard work.

Lane

JOHN A. SIMMONS—The Woodlands, TX

October this year brings birthday 81, and while the years bring their share of aches and pains, I have to say that all things considered I am in pretty good health. The doctors keep poking and prodding trying to find something wrong, but for the most part they are unsuccessful.

I don't do much traveling and when I do, as often as not I choose to drive. Made a trip to GA to visit my older sister in June, and plan to go to FL for a family reunion in October. Still play a little golf twice a week, but have cut back to nine holes and am contemplating moving up to the forward tees.

I am grateful the PBGC didn't see fit to cut my monthly checks, and my retirement from the Navy qualified me for Tricare For Life as a supplement to Medicare, so I dropped the UAL medical plan. Am well satisfied with the decision.

I enjoy the *RUPANEWS* so you guys keep up the good work.

55-86 SFO-EWR-JFK-SFO

HUGE HIDDEN CAUSE OF WEIGHT GAIN

Avoid this and you can lose those unwanted pounds

By Robert Jay Rowen, M.D.

What if I told you that your struggle with excess weight isn't your fault? What if your weight struggles are actually the result of a poison you've unknowingly ingested for decades? And what if I told you that simply avoiding this poison could help you drop most, if not all, of your unwanted pounds? Would you believe me?

I know it sounds crazy. But I'm about to show you proof that millions of people around the world are overweight and obese because of this poison.

But aren't most people obese because they overeat or eat unhealthy foods? While these factors definitely play a part, they're not the full story. You see, many people eat unhealthy foods every day, but they never gain weight. While others simply can't overcome the desire to eat. It's too strong. That's where this poison comes into play.

This poison actually affects your appetite. Here's how: Your appetite is controlled by hormones. You may have heard of the pituitary gland. It's the master hormone gland in your body. It sits right under your brain and regulates your hormones. But it isn't really the one in charge. That job belongs to a region of your brain called the hypothalamus. It's directly connected to the pituitary. And it also plays a huge role in controlling hormones.

One of the jobs of the hypothalamus is to regulate your food intake. Scientists did studies on rats many years ago to demonstrate just how much the hypothalamus affected obesity. Animals rarely become obese. They simply eat what they need to survive. The only way we can force them to become obese is to change their natural food, biochemistry, or genes. So in one experiment, researchers inflicted lesions in one part of the hypothalamus. And the rats became massively obese.

In another test, they inflicted lesions in a different region of the hypothalamus. This blocked the rats' urge to eat. And the animals actually starved to death! So you can see how important the hypothalamus is for controlling your appetite.

But how does the hypothalamus know when you need to eat? Well, Jeffrey Friedman MD, PhD, a professor at Rockefeller University in New York, along with his research group, helped answer this question. They discovered a hormone called leptin. This hormone sends a crucial signal to your brain that allows you to control your eating.

Your fat cells make leptin in proportion to the amount of energy they have stored. So the more fat you have stored in your fat cells, the more leptin the fat cells will produce. When your system is working properly, leptin turns off your appetite. A lack of leptin will cause you to have a voracious appetite.

So basically, if your body needs more reserve calories, it won't produce leptin, and you'll eat more. If your cells have plenty of calories in reserve, the cells will produce leptin to tell your body to stop eating.

Leptin controls your appetite by regulating two different types of cells in the hypothalamus. One suppresses your appetite and one stimulates your appetite. Leptin activates the appetite-suppressing anorectic cells. At the same time, it prevents orexigenic cells from stimulating your appetite. If something damages these cells, then they can't respond to the leptin — and they can't tell you to stop eating.

Remember the rat experiments? The researchers damaged the cells of the hypothalamus. That shut off the cells' ability to respond to leptin. Without their hypothalamus sending appetite-suppressing signals, the rats ate until they were obese.

So here's the bad news. There's a good chance you're eating a common food additive that can destroy these critical cells in your hypothalamus. This additive is hard to avoid, but we need to stay away from it. It can cause neuronal damage and serious weight gain. This additive is MSG, or monosodium glutamate.

I realize you may know about many of the problems MSG causes. Even its effects on weight are well known. Reports as far back as 1978 show that MSG causes hypothalamic lesions and subsequent obesity. Back then, German researchers discovered that giving IV MSG to rats damaged their arcuate neurons in the hypothalamus.

But these reports dealt with injected MSG, not oral. The MSG you get is by eating it. Well, now there's clear evidence that taking MSG by mouth causes the same problems.

New research shows that oral MSG also damages your cells, preventing them from receiving leptin. When researchers fed MSG to animals, the animals increased their water intake by threefold. They almost doubled their food intake. Overall, the study found that oral MSG is very likely to damage the hypothalamic regulation of your appetite.

But oral MSG can cause even more problems. When the cells in your hypothalamus don't respond to leptin, your body thinks it needs to produce more leptin to turn off your appetite. This creates a vicious cycle, which results in excessive leptin production.

If your body produces too much leptin, it causes a disorder called leptin resistance. And leptin resistance can over-stimulate your sympathetic nervous system and cause hypertension. It also induces other symptoms that are similar to insulin resistance.

You can see how dangerous it is. But why don't food companies get rid of MSG? It's simple. They want to make a profit. So if MSG increases your appetite, you'll need to buy more food. And they'll make more money. They don't want you to know how bad MSG is for you. And they definitely don't want to remove it from their products.

Since people are getting wise to MSG, many of the food companies now hide it on their labels. They hide it by listing other foods that have MSG in them. And the FDA isn't helping. They require that each item be listed by its "common name." For instance, any foods that have the following ingredients may contain MSG: autolyzed yeast, barley malt, broth, bouillon, calcium caseinate, carrageen, flavoring, natural flavoring, gelatin, hydrolyzed oat flour, hydrolyzed vegetable protein, natural flavors, pectin, plant protein extract, soy protein, soy sauce, textured protein, whey protein, yeast extract, and yeast food. And that's just a sample. There are over 40 ingredients that can contain MSG.

Obviously, not all of these will contain MSG all the time. So how can you know a food has MSG in it? The most obvious way is to look for products that specifically say, "MSG-free."

Unfortunately, most companies don't want to go this direction. Like I said, they want you to eat MSG, so they aren't going to make it easy for you. You'll need to take action to protect yourself. Here are a few things that will help you know if the food you're eating has MSG:

- Be aware of very salty foods. These are more likely to contain MSG.
- Avoid processed foods. Most of them contain MSG.
- Buy foods with a very short ingredients list (less than six items). The more ingredients there are on the list, the more likely it is to contain MSG.
- Ask your grocer if the wax used on the fruits has MSG in it (yes, many waxes contain MSG).
- Check the labels of your cosmetics and other personal care products, as they can contain MSG too.
- Ask your pharmacist if your prescription drugs contain MSG. Even some supplements can have it. Make sure you find out if the brand you use has MSG in it. All Healthy Resolve and Advanced Bionutritionals products are MSG-free.

And one final note: just because you buy it at a health food store and it says natural or organic doesn't mean you can trust the manufacturer. Read the label on everything you buy. Believe me, your waistline will thank you.

Ref: *Neuron*, August 1999; *Exp Neurol*, 1978 October; *J Pediatr Endocrinol Metab*, 2003 Sep;16(7):965-8; *Eur J Clin Nutr*, 2006 January;60(1):25-31; *J Perinat Med*, 2003;31(6):489-95.

JIM & DEBBIE WAUGH—Bolingbrook, IL

Hi Bruce,

My birth month seems to come sooner each year.
Must be something with the age.

Looks like UAL is trying to spin off the valuable components again to get the cash out. I think they called that a Core Melt Down last time they tried it.

I enjoyed my years on the line and they were the good ole days. Most of all, I enjoyed the people that I got to know and work along side. Thanks to all of you.

My year has been interesting. Back in the spring, I had a little chest pain that I could not attribute to anything in particular so I went over to the local hospital to get it checked out. It turned out to be skeleto/muscular so no big deal, just sore chest muscles from jerking up some paint cans and running to the trash truck with them.

One of my friends who is a heart surgeon there came by and wanted to give me a stress test, not because any of the tests indicated that I needed it but just because of my age. I recalled the old United Medical advice to not have one of those. Too many apparently healthy people were dying shortly after getting a clean bill of health in a stress test. The results were certainly suspect in each case and we were loosing people that did not have a problem. Now the doctor tried to explain that away by saying that the company was trying to save money. Three days later found me helping give my friend Gerry, CPR when he fell to the floor lifeless. Gerry had passed a stress test seven days prior. Neither us nor the paramedics were able to revive him. You all be careful out there!

In June, my Thymus gland, which is there for our young years, came to life, jumped into action to save my old hide and darn near killed me. It started growing into a Thymamo which elevated my antibodies which severely interfered with the signal between my nerve endings and my muscle receptors, stopping muscle repair, replacement and movement for the most part, and I knew something was very wrong because of the extreme weakness that set in very rapidly. The Thymamo has been removed and I am trying to recover the twenty pounds of muscle mass that I lost in less than two weeks.

The condition limits the amount of signals that get to one's muscles and thus your body's ability to recover is limited. If the damage is advanced enough, your body cannot ever recover fast enough to overcome the loss and that muscle dies. It can affect the involuntary muscles that allow our heart and breathing to go on and on. I realized that I had really been seeing symptoms of this condition (Myasthenia Gravis), for many months, and had I allowed my friend to give me that stress test, I would not be sending my check in this month. It looks like I will recover nicely and I am grateful. Only about twenty out of a hundred thousand people ever get one of these, so this is very rare and is on the exam to become a physician so everyone will know about it. None of you will likely see it. You all be careful what you allow those medical people to do to you out there, you hear? If it don't make good common sense, get another opinion.

If you are ever in a medical facility and you hear somebody yell, "CLEAR!", immediately STANDUP!

Until next time,

Jim & Debbie

DON & VICKI WEBER

Hello to All;

Hard to believe that another year has "flown" past. Makes 11 years since I last set a real parking brake. I'm still working for Boeing in Seattle as a 747-4/777 flight instructor. We do a lot of training with Air India, in the 777, so much of my time is spent in London doing training. Not such a bad thing.

Vicki & I have gone on 2 cruises this year. Panama Canal from Ft Lauderdale to Seattle and the Baltic cruise from Copenhagen. Both were great. I have been trying to get a lot of UAL folks hired into either Boeing or Alteon. That's Boeing's training arm. We currently have about 6 working for Alteon.

Vicki is fine and doesn't miss flying in the least. For me, the back of an SAS Airbus, seems just fine.

My thanks to all who work so hard in putting out the monthly newsletter. Snail mail is bringing my check.

Don & Vicki Weber

JOE WILDBERGER—San Francisco, CA

Hi Ted: I guess what they say about the years going by faster as you get older must be true. It hardly seems possible that another year has gone by since I sent off my last update. Oh well, I guess it does beat the alternative.

Not too much to report - 8 years now since retirement. I sold some of my "new" United stock but still have some of it - waiting for it to hit \$100. (in my dreams). Took a cruise through the Panama Canal this year. It's a really remarkable trip and the tour of the locks was very impressive. Even went zip lining in Costa Rica - if you haven't done that yet, you ought to give it a try. A couple of trips to Maui and a few trips to New York (where I still have a small apartment) rounded out the year. I figure I'd better travel while I still can. Thanks to all of you for all your hard work in getting out the newsletter which is always a great read. *Joe*

IN MEMORIAM

FREDERICK ASHLEY ANDERSON

Fred had battled cancer for many years, but he overcame it and had been enjoying a time of increasing strength and good health. The last several months, he enjoyed visiting with many family members and friends, traveling, and some of his favorite activities.

He died instantly of heart failure on August 23, 2007 after a happy, beautiful day in the Colorado Mountains with some of his family.

He was born on April 3, 1933 in Chicago, IL and raised in Minneapolis, MN. He graduated from the University of Minnesota, then proudly served in the U.S. Air force as a pilot for 4 years, then flew as a commercial pilot for United Airlines for 33 years. He remained active during his retirement years.

He was preceded in death by his parents, Royce and Gertrude, and his sister, Merriam. He is loved and survived by his wife of 43 years, Sandie, and five children (Andrea, Laura, Rachel, Sarah, and Steve), their spouses, 15 grandchildren, many extended relatives, and friends who are like family.

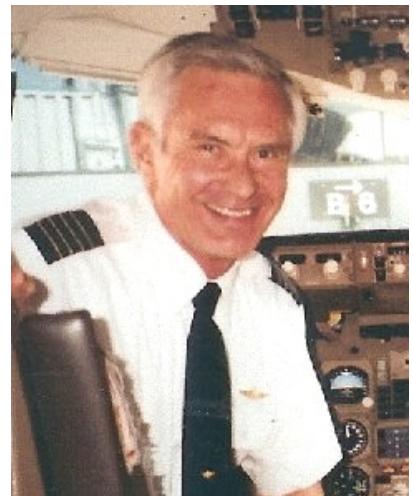
Funeral services were held Wed, Aug 29 at 11:00am with a greeting time of 10:00 at The Church of Jesus Christ of Latter Day Saints, 6840 E. Gold Dust Ave in Scottsdale.

In lieu of flowers, you may send a donation in the honor of Fred Anderson to The American Cancer Society, 2929 E. Thomas Rd, Phoenix, AZ 85016 We will miss you till we are reunited and we will love you always!

JAMES P. "JIM" NAZE

Jim was born August 25, 1933, in Sturgeon Bay, Wisconsin. He passed away August 1, 2007 in Denver, Colorado, after an extended battle with cancer.

After graduating from the University of Wisconsin with a degree in Electrical Engineering in 1957, he served in the U.S. Air Force flying the F-86, F-102, and F-106. Jim started his career with United Air Lines as a flight instructor in the DC-6 and DC-7 and went on to fly and instruct in the 727, 737, 767, and the 747. His dedication to his fellow pilots earned Jim the reputation as an outstanding instructor. As MEC Training Committee Chairman, Jim had the opportunity to do what he loved most, help his fellow pilots.



An avid hunter and fisherman, Jim loved the outdoors and those fortunate enough to share those experiences with him were forever enriched by those memories. Jim was a kind and compassionate person who always put others first.

Jim is survived by three sons and three granddaughters and is further survived by one brother and three sisters. He was buried at Fort Logan National Cemetery in Denver, Colorado.

---by his son, *Randy Naze*; DENFO 300 Captain.

ALFRED NEWTON LONG

Alfred Newton Long went west August 3, 2007. He served in WW-II, flying Corsairs off the carrier Bennington. On Sept. 2, 1945, he was one of 1500 carrier planes and 400 B-29s that flew over the Battleship Missouri while the Japanese signed the surrender documents.

After the war he flew MATS flights around the world serving 22 years in the Navy. After his Navy service he went to work for United Airlines as a pilot and check airman, and retiring in Dec. 1982.

He is survived by his wife, Ester, one daughter, Laura, of Sunnyvale, CA, sons, Richard, of Cottonwood, CO, Michael, of Jacksonville, FL, and Mark, of Parker, CO who flies for UAL.

Military services were held Aug. 11, 2007 at Alta Memorial Park in Palo Alto, CA.

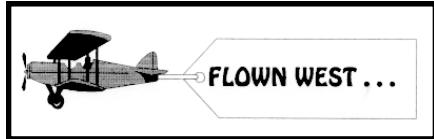


UNITED STATES POSTAL SERVICE® Statement of Ownership, Management, and Circulation (All Periodicals Publications Except Requester Publications)

1. Publication Title RUPANEWS	12. Publication Number 0 1 7 - 5 6 2	3. Filing Date 10/1/2007
4. Issue Frequency Monthly	5. Number of Issues Published Annually 39,820	6. Annual Subscription Price \$25.00
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and Zip+4) 1104 Burke Lane, Foster City, CA 94404-3636		
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) 1104 Burke Lane, Foster City, CA 94404-3636		
Editor (Name and complete mailing address) Retired United Pilots' Association, 1104 Burke Lane, Foster City, CA 94404-3636		
T. H. Larusson, Jr., 8229 Cashel Way, Sacramento, CA 95829-1527 Managing Editor (Name and complete mailing address)		
T. H. Larusson, Jr., 8229 Cashel Way, Sacramento, CA 95829-1527		
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.) Full Name Retired United Pilots' Association		
Complete Mailing Address 1104 Burke Lane, Foster City, CA 94404-3636		
11. Known Bondholders, Mortgagors, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box ➤ <input checked="" type="checkbox"/> None Full Name Complete Mailing Address		
12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one) The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes: ☒ Has Not Changed During Preceding 12 Months ☐ Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)		

13. Publication Title RUPANEWS	14. Issue Date for Circulation Data 10/3/2007
15. Extent and Nature of Circulation	
Average No. Copies Each Issue During Preceding 12 Months No. Copies of Single Issue Published Nearest to Filing Date	
a. Total Number of Copies (Net press run) 3,318 3,270	
b. Paid Circulation (By Mail and Outside the Mail)	(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies) 3,205 3,139
	(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies) 67 68
	(3) Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS 0 0
	(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g. First-Class Mail) 0 0
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4)) 3,272 3,207	
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(1) Free or Nominal Rate Outside-County Copies Included on PS Form 3541 0 0
	(2) Free or Nominal Rate In-County Copies Included on PS Form 3541 0 0
	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g. First-Class Mail) 6 6
	(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means) 5 5
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4)) 11 11	
f. Total Distribution (Sum of 15c and 15e) 3,283 3,218	
g. Copies not Distributed (See Instructions to Publishers #4 (page #3)) 36 38	
h. Total (Sum of 15f and g) 3,319 3,256	
i. Percent Paid (15c divided by 15f times 100) 99.66% 99.66%	
16. Publication of Statement of Ownership ☒ If the publication is a general publication, publication of this statement is required. Will be printed in the October 2007 issue of this publication. ☐ Publication not required.	
17. Signature and Title of Editor, Publisher, Business Manager, or Owner Cleve G. Spring, President, Retired United Pilots' Association Date 10/1/2007	

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).



JAMES P. NAZE	08/01/2007
ALFRED NEWTON LONG	08/03/2007
FREDERICK A. ANDERSON	08/23/2007



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

Deadline: October 24, 2007

Mailing: November 7, 2007



RUPANEWS
1104 BURKE LANE
FOSTER CITY CA 94404

PERIODICALS

PLACE LABEL HERE

\$25 Subscription renewal date on label