



# RUPANEWS

**Journal of the Retired United Pilots Association**

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## IN THIS ISSUE

President's Message  
Notices  
About the Cover

Page 3  
Page 3-19  
Page 4

Letters  
In Memoriam  
Calendar

Page 20-35  
Page 35-38  
Page 40

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## PRESIDENT'S LETTER

As part of my Presidential outreach, I am trying to visit our various RUPA luncheon groups. The second week of April I had the pleasure of attending the Treasure Coast and Gold Coast luncheons on the east coast of Florida. Both luncheons had excellent meals at a most reasonable price (a pilot's delight). Both groups were very gregarious and enthusiastic about their participation in RUPA. It has been a real pleasure visiting these luncheon groups and it was an honor and privilege to meet Percy Wood, former President of United Airlines in the 1980's at the Treasure Coast luncheon.

In my endeavors to increase participation in RUPA I have been passing out lists of the inactive/nonmembers in the geographical area. This always elicits lots of comments, such as "he's dead" or "I didn't know he was inactive, he always comes to the luncheons". It would really help our database if you know of anyone who has passed on and is not listed in the Flown West column. Additionally, of course, we would certainly appreciate all inactive members to once again become active (pay \$25 per year in your birthday month).

Our esteemed keeper of the funds, Treasurer, Bruce McLeod, has informed me that we are a truly a non-profit, i.e. nothing left over at the end of the month. Not to make a profit, but just to break even, we are instituting certain cost cutting measures. Please read Bruce's remarks elsewhere in this RUPANEWS.

After seeing what a great time everyone has at the luncheon groups, I would certainly encourage any of you who have a group in your area, to attend the luncheons.

Enjoy your RUPA membership!

*Larry*

P.S. As stated in my opening letter in January, I am D. L. (Larry) Wright. Some people at the luncheon groups were disappointed to find I was not Larry D. Wright.

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## SEC/TR MUSINGS:

Welcome, Capt Denis O'Malley, as you assume the *RUPANEWS* Editor post. Thank you for "volunteering". Thank You, Capt Ted Larusson, for the years you devoted to the "job". An exceptionally fine performance on your part!!

We have had a number Friends return to the RUPA Active Member list after a number of years away. "Welcome Home!"

**MAYDAY! MAYDAY! MAYDAY!** - If you sent a check in MARCH, please check your expiry date. I have inadvertently deposited two checks without updating the members' records. It happens. Senior moments. Sorry!

**SNOWBIRDS**, the annual migration northward has begun. Before you head out, set up USPS forwarding – remember it only works for 2 issues – and let us know. We keep both your addresses, but do not have automatic switching, so you **MUST** inform us when you move.

*As our operations are now running below the break-even line, financially, we now are truly a non-profit association. I am taking steps to cut our losses. They include reducing the "Grace Period" for late dues/subscriptions to 2 issues. If you miss issues because you failed to notify us of an address change and want them replaced, sorry, we must charge for the extra printing and 1<sup>st</sup> class postage. Up to 2 replacements will cost \$2.50, 3 or more are \$4.75 per mailing.*

I have received three March covers returned by the Post Office as they were beyond the 60 days forwarding. To find the culprits and swap addresses I had to PAY \$0.50 each. They will be allowed to be sent to the "dead letter office" in the future.

Finally, by the time you get this, the 800 phone number will be disconnected. It's very limited use, often by members with email addresses, no longer justifies the cost.

*Bruce*

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## DANA POINT HARBOR LUNCHEON

Dana Point Harbor April 15

The Dana Point group met in the harbor...but high winds and the threat of some rain made for inside dining. No outside seating... even the blue umbrellas were stowed!

We got a nice seating inside with a view of the narrow channel where the boats came up to their slips. Then the Coast Guard put on little air show with one of their 'Ranger' Choppers, a landing and takeoff. Seems they forgot someone and came back and did it again!! In all respect it was tricky approach what with the towers around, and the variable winds.

Present were; Rust Aimer, Park Ames, Carlos Bernhard, Bob Fuhrmann, Rudy Halluza, Jack Healy, Rick Hoefer, Bob McGowan, Bill Meyer, Bill Rollins, Glen Schwarz, Joe Udovch and Morel Guyot.

Morel, (retired 1980) was from Seattle down visiting Jack Healy. They were friends in WW2 and joined UAL together.

### SOCAL RUPA

This is to confirm the primary details of a SoCal RUPA gathering at our house in June for the combined Dana Point, LAX and San Diego groups and their guests. We invite all RUPA members and their significant others, widows, flight ops. folks, flight attendants and area retired and near retirement UAL pilots who are considered potential members. (Bob and Taywan McGowan)

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### DEN GOOD OL' BOYS

The April meeting of DEN Good ol' Boys occurred on a delightful day and the turnout was satisfactory. Happy hour proceeded with elan.

The major topic of discussion related to the just announced merger proposal by Delta and Northwest Airlines. It'll certainly be interesting to watch this transpire. It'll also be interesting to observe the follow-on activities as perhaps they involve our former employer.

The boring business meeting was preceded with the obligatory attempt at humor, and on this occasion it must have been a fairly good one as it elicited a few chuckles. There were no new reports of infirmities or final flights west, and only a brief mention of the status of IRS 843 status reports.

The meeting ultimately devolved into socializing and adjourned at a suitable hour.

Those in attendance included: Phil Spicer, Bill Hanson, George Benkendorf, Tom Hess, Rick Madsen, Bill fife, Maury Mahoney, Mack Connelley, Ralph Wright, Al Dorsey, Al Snook, Mike Williams, Larry Walters, Gerry Baker, Pete Cecchinelli, Barry Edward, Bill Hoygaard, Bob Blessin, Dick Shipman, Jack Davis, Ed Cutler, Sam O'Daniel, Davis Horwitz, Tom Johnston, Dick Kobayashi, Stanley Boehm, Ken Ewing, Cliff Lawson, Jim Jenkins, A.J. Hartzler, George Maize, and the scribe and coordinator, *Ted Wilkinson*

### ABOUT THE COVER:

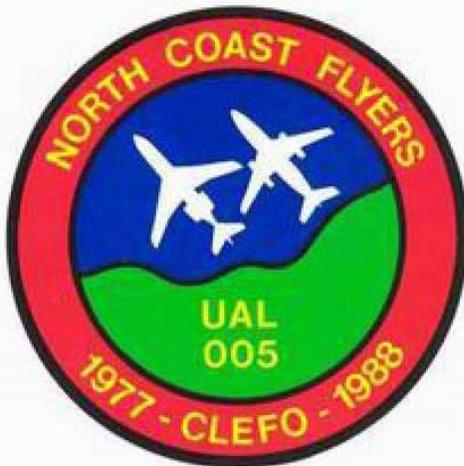
Walter Herschel Beech and Olive Ann Beech

Walter Herschel Beech, 1891-1951, and Olive Ann Beech, 1903-1993, viewing World War II aircraft production lines at the Beechcraft Plant I in Wichita Kansas.

Date: Between 1940 and 1945



Once Again..... on June 7th, 2008  
**RUPA & The Cleveland Crazie's**  
**Mid – Summer's Do!**



### Directions

From I-77 or I-71 go west on I-480 and then...  
From I-80 to I-71 North to I-480 West and then...

On I-480 to Great Northern Exits, Take Exit 6A  
South on Rte 252 (Columbia Road) to the German  
Cultural Center (approximately 2 miles) on Right.  
Parking will be there, and transportation may not be  
provided to and from the party site (about two  
blocks). However drop offs are available.

### At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

**RSVP** to Carol or Richard - Phone: 440/ 235-7595 E-Mail: [rmcmakin@apk.net](mailto:rmcmakin@apk.net)

*We will start at approximately 4:00 pm. We will finish when we are finished!!!*

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE  
APPROPRIATE. ALTHOUGH AN **EMERGENCY** SUPPLY OF BASICS WILL BE AVAILABLE,  
**PLEASE** BRING YOUR OWN BEVERAGE SELECTION.

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## THE REST OF THE STORY

Dear Denis,

As Paul Harvey would say, now you will know the rest of the story. The picture on the April cover, and the description of its restoration is absolutely great, and Addison deserves the greatest acknowledgement for his efforts. But my story is of the pilot of the aircraft, and how the parts of the original came about. Ron Bartley, geologist of Ashland, Oregon, and a member of the Oregon Museum of Flight did research on the crashed 40B, they call it a C. And it came about that the NAT pilot was Grant Donaldson, who was flying the trip out of MFR, following the roads as they did in those days, went up a blind canyon, unable to get out, and crashed. On board was a passenger, a jeweler from California, supposedly carrying a small satchel of diamonds, the airplane had caught fire and Grant in trying to get him out of the airplane was terribly burned. He stumbled down the mountain to a road, and a couple picked him up and took him to town to have his burns, and trauma treated. Of course townspeople learning of the crash combed the wreckage looking for the diamonds. Grant later became a UAL dispatcher, and retired in 1957. And the interesting thing about Grant, because of the facial burns his face never aged, and from the time I knew him, 1942, until he retired, no change in appearance. The nicest man you could imagine. And a wonderful dispatcher. About 20 years ago or so, Ron Bartley called Steve Fusco, UAL Captain SFO, Buddy Knobs, retired dispatcher, and myself, another UAL retired pilot, living in Ashland, OR about his research, and wondered if we would like to go the crash site. Which we did, and in a real desolate and wooded area, we found the various pieces that were of interest to Ron, and I believe the Data Plate of the airplane. He took them to the Museum, and that is where Addison started his project. In my Hanger here in St. George, UT, I have a picture of Grant standing on the wheel of a 40 B and shaking the hand of Bill Boeing. It is one of my prize possessions, and I often think of the experiences those pilots had flying the mail. And then I remember, back in 1942 we were flying light line, Adcock Ranges, ADF, Ice, and the same weather we have now, accept we were in the stuff. Can remember like yesterday, ice banging on the fuselage. Interesting enough, Grant's brother was killed two weeks prior to his accident, doing a similar practice, flying a road, and going up a blind valley.

Cheers, *Cliff Chaney*

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## YOU GOTTA LOVE HENRY...

Mildred, the church gossip, and self-appointed monitor of the church's morals, kept sticking her nose into other people's business. Several members did not approve of her extra curricular activities, but feared her enough to maintain their silence.

She made a mistake, however, when she accused Henry, a new member, of being an alcoholic after she saw his old pickup parked in front of the town's only bar one afternoon.

She emphatically told Henry and several others that everyone seeing it there would know what he was doing. Henry, a man of few words, stared at her for a moment and just turned and walked away. He didn't explain, defend, or deny. He said nothing.

Later that evening, Henry quietly parked his pickup in front of Mildred's house...walked home...and left it there all night.

You gotta love Henry...

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### 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

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## LAX SOUTH BAY RUPA MEETING

I was pleased with the turnout for our rendezvous. We were especially pleased to see Tom Reidt, looking totally healthy after a serious illness. The contingency from the Valley was composed of Don McDermott and Gene Biscailuz. The rest of the group included Trudy Buck, Norm Marchment, Shirley and Jack Hanson, Walt Albright, Gene Gawenda, Bill Horn, Dick McKay, Loyd Kenworthy, Arvid von Nordenflycht and me. *Rex May.*

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## NORTH BAY RUPA GROUP

The April/2008 lunch meeting of the North Bay RUPA group marked the fourth anniversary of these get-togethers! Although several of our regulars were unable to attend, for various reasons, a good group gathered, enjoyed some good stories, and lunch. In keeping with local tradition, those not in attendance were available for group discussion! Dick Lammerding introduced his guests, Gaven Dunn, Joe Vaughn, and Tim Delany. First timers were Dick McCormick, and Jim McBride... Welcome!

A brief round-up of latest airline news was given, including Aloha's bankruptcy, the Teamsters taking over representation for the mechanics, the new method of CPR now being advocated, and a copy of the "April Fool" news item, stating Boeing had "given up" on the 787 was circulated. Dan Bargar told the group of his recent rejection from the IRS for any FICA refund, and discussion followed. Dick's guest, Tim Delaney, gave a brief presentation focused on the current economic times, and strategies for survival in turbulent times.

Attending were: Barney Hagen, Tom Grey, Ken Corbin, Dan Bargar, Wayne Heyerly, Leon Scarbrough, Sam Anderson, Galen Wagner, Jim Mansfield, Dick McCormick, John Baczynski, Lee Anderson, Jim McBride, Deke Holman, Larry Whyman, Dick Lammerding, Joe Vaughn, Gaven Dunn, Tim Delany, Gardner Bride, Dick Smith, Dick Hanna, J.R. Hastings, *Bob and Doris Donegan.*

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## ONO NENE RUPA LUNCHEON

With Jacaranda Mimosifolia amongs the Navy-Marine golf course, and *Tabebuia donnell-smithii* below HI along the Nimitz, Spring was in evidence through the island of Oahu. Regrets were expressed by the Beckers and Kanes for missing out. We were all updated on Aloha thanks to Ray Brice, and, of course, fond memories were bandied about with much glee. In attendance were Chuck Arthur, Ray Brice, Don Clements, Alice & Buddy DeCosterd, Janine & Duke Miller, Yasuko & Yuz Morita, Maggie & Scotty Scott (new to us, and welcome from all), and Corky & Jim Sorensen.

Next month over to Lani Kai on the 24th. Hope to see more of you there.

Aloha and ho'omaluhia, *Jim*

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## ONO NENES LUNCHEON

Yesterday the Ono Nenes met for lunch over in Lani Kai, for a vogy day not too bad.

The usual subjects were broached, and hashed over with much glee.

In attendance were Diane & Larry Becker, Don Clements, Alice & Buddy DeCosterd, Janet & daughter Emily Ishsikawa, Janine & Duke Miller, Corky & Jim Sorensen, and for the first time, Mel Uchida. Welcome Mel.

Next month it will be beer and grinds at the Kona Brewery in Hawai'i Kai. They were recently featured in the Hawai'i chapter of the Sierra Club newsletter as making "green" beer.

Aloha and ho'omaluhia, *Jim*

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## THERE HAVE BEEN CHANGES MADE TO THE RUPA MEXICAN RIVIERA/SEA OF CORTEZ CRUISE

Holland America has decided to run the cruise in the reverse order than was previously published. Instead of sailing to Puerto Vallarta for the first stop, the ship will now stop at Cabo San Lucas first, and Puerto Vallarta will now be the last stop. Also taxes have been increased slightly from \$101.69 to \$119.35. Due to the rising cost of fuel, there will also be a \$5.00 pp per day surcharge applied to all bookings. All cruise lines have added this surcharge effective the first of the year.

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

**Day 0** The ship will depart San Diego at 5:00 pm

**Day 1** A day spent at sea.

**Day 2** The ship arrives at Cabo San Lucas. This stop features tranquil seas, beautiful beaches and a whirl of colors. Even more spectacular: waters teeming with marlin, swordfish, sailfish, tuna and other fighting fish.

**Day 3** The ship stops at Loreto, a peaceful seaside community. Founded in 1697 by Jesuit priest and explorer Jan Maria Salvatierra and was the first European settlement in the Californias.

**Day 4** This is a change from the previously published cruise route. The ship will now stop at Guaymas, Sonora Mexico instead of LaPaz.

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

**Day 6** The ship will dock at Mazatlan, home of the largest shrimp fleet in the world. This cosmopolitan resort city tempts with every variation of this tasty crustacean: *al mojo de ajo* (with garlic), or in the shell with a tangy squeeze of lime. Other temptations: miles of uninterrupted sandy beaches, busy markets, and sleepy mining towns tucked into the Sierra Madre.

**Day 7** The ship arrives at Puerto Vallarta, our final port prior to our return to San Diego. Puerto Vallarta is no longer the well-kept secret of the artists, writers and Hollywood stars who first "discovered" it in the 1960's. Puerto Vallarta still retains the essence of the quaint fishing village it once was. Here is Viejo Vallarta, the quaint Old Town, an enticing mix of red-tiled buildings, cobbled streets, chic shops and bustling open markets. Here are Mismaloya Beach, Gringo Gulch and Conchas Chinas, the Beverly Hills of Vallarta.

**Days 8 & 9** At sea

**Day 10** San Diego.

Following is a list of RUPA members who have signed up for the cruise:

Wally & Marjorie Amling	Joe & June Hall	Pat & Marion Paterson
Hugh & Jo Berry	Nate & Eleanor Hall	Sharon & Jerry Poulin
Rich & Georgia Bouska	Sunee Jines	Patti Robinson & Sally Haake
Guy & Mrilyn Casey	Howie & Patricia Jundt	Tom & S&ra Race
Ken & Shirley Corbin	Marlin & Mary Kalpin	Richard & Lillian Smith
Joe & Barbara Collins	Edward & Lynda King	Barbara Thompson
Bob & Muriel Clark	Jerry & Judith Labertaux	Jim & Frances Trierweiler
Jack & Angelina Davis	Dick & Aud Mitchell	Richard & Frances Shultz
Jim & Nan Day	Bill Marsh	Jim & Lula Staib
Ken Ewing & Kathleen Brendlinger	Laurie Nicolas	FB Steve & Shirley Stephenson
Jim & Yvonne Glendenning	James & Theresa Nist	Lloyd Whitlow & Donna Koepf
Ed & Corrine Greer	Kent & Chris O'Brien	Edward & Rachel Wallof

## **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

### **HOTEL INFORMATION**

Arrangements have been made at the *Holiday Inn Bayside* for pre-cruise hotel rooms. Please call the hotel directly for reservations and identify yourself as a RUPA member. The rates per night are \$139 plus tax and are available for up to 2 nights prior to the cruise. (If you need a longer stay, you can possibly get the same rate). Parking is free for the two nights and \$40 extra to leave your car during the cruise. An airport and AMTRAK free shuttle are also available. We will make arrangements for transportation to and from the ship.

The hotel reservation numbers are 619-224-3621 and 800-662-8899.

Will you please call or email Jerry ASAP to let him know if you are planning to stay one or two nights at the hotel. He needs an approximate number of rooms to hold for us.

Reservations should be made by August 1<sup>st</sup>.

You can call Jerry at 1-800-309-2023 pin #33 or 1-508-829-3068

His email is: [gpsp@aol.com](mailto:gpsp@aol.com)

Submitted by Rich Bouska

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**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: Cabo San Lucas, Loreto Mexico, Guaymas, Topolobampo, Mazatlan, Puerto Vallarta, and Return to San Diego.

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

Taxes, which are \$149.35 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.**

**The verandah cabins are going fast.**

**Not all categories may be available at this time.**

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**

**gsp@aol.com**

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## EDITORS REPORT

When the phone rang one evening, I got an eerie feeling it was the Crew Desk, although it had been many, many years. Was I being Junior-manned, again? "Not at all, said President Larry Wright, but *RUPANEWS* really needs an Editor, seems someone volunteered your name." Something like that. "What does it entail?" I asked, suspiciously. "Hardly anything, just take care of the annual letters, format them for the *NEWS*, and a few other 'publication things', once a month". "Hardly anything," *Can you dig up corny jokes?*, I thought. He couldn't tell me who gave him my name, so I could show my thanks, but it was probably someone from RETUP, where I Moderate every other week, with Pete Sofman. I was in an "easy mood", so I said "OK, I'll give it a go, it can't be that much, once a month."

From now on, I expect to be getting those annual letters, which everyone enjoys reading, so let me encourage you guys to take advantage of your birth month to write and let us know how you're doing. I don't plan on changing the general theme, but we all like hearing from you all, and I want to keep it friendly. Election years can really get to us, but also create unfriendly reactions, if we push our views, so I would like to ask you all to save that stuff for another forum, please. And don't send me money; it won't do you any good, and I am not to be trusted with it, so send me the letters and send Bruce the money. The instructions are inside the Front Cover. Extra bucks for postage would be appreciated, if you are worried that those extra funds might get you in trouble; I know how that is. Bruce tells me we are losing money on each mailing, and it's up to me to make it up on Volume. In this case, it could work, so we'll be making an effort to get more retirees to join us, and we will be asking you to help us. There may even be a reward, like extended subscription months, for bringing in new Members, a toaster, maybe. Frankly, I've been paying \$25 for 11 years, and everything else I pay for has just about doubled in that time. We're doing a Poll on RETUP now to test what the feelings are about supporting a slight dues increase for RUPA. There's strong support over there, but that decision is above my pay grade. I don't mind lobbying for a little extra funding, however. Sec/Treasurer Bruce McLeod nearly had a stroke when I suggested a full color center-fold to spark-up interest and membership. Sorry I mentioned it. Member advertising? No way, Jose, so I'm still thinkin'.

Many of you tell us of your vacation travel experiences, good and otherwise, and I'd like to have a place we can refer to those experiences and recommendations, especially. We'll see how you feel about something like that. Let me know.

I do have an important story to tell, one very complicated, so I'll work on it for next issue, maybe. I have spent most of the last year digging into the real facts of the Pension losses, particularly the Qual benefits, which we should not have lost. I had to prepare a fact sheet for some attorneys to see if a suit against ALPA, for abandoning their retired Members, was practical. I felt very strongly about it, and knew some Law, so that didn't intimidate me. In fact, I was surprised to find that I enjoyed the "game". My hard-nosed attorney friend said "No B.S., don't give me assumptions or allegations; if you don't know for sure, check it, or skip it." So, I did dig; it was a lot of work, and no one could give me the info I needed. URPBPA had all the data; their members paid for the research, but they would not even answer one question that was asked, and didn't respond to their friends who asked, either. Frankly, that angered me, and made me suspicious. RUPA, by the way, is not affiliated with URPBPA, or ALPA, for that matter.

What I will say, right now, is that everything I assumed happened, every scandalous bit of corruption charged, and most allegations were FALSE. Some still obsess about "scabs"; we won't, here, however, I see this dispute with the active pilots turning into another bitter memory, but one that is not really justified, certainly not to the extent of claims circulated among us. Yea, there were some "bad feelings" and angry words exchanged, but we have to try to set aside powerful emotions, look at the facts, and not ASS-ume everything heard is true. There were villains, but evidence forced me to give up my fight against ALPA, which, incidentally, would have brought United into the case. My original goal was not revenge, but recovery of our full "Quals". Hold your fire; more coming.

Regards,

Denis O'Malley  
rupadup@gmail.com

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## HUMOR FOR LEXOPHILES (LOVERS OF WORDS)

I wondered why the baseball was getting bigger.....and then it hit me.  
Police were called to a day care where a three-year-old was resisting a rest.  
Did you hear about the guy whose entire left side was cut off? Well!!! He's all right now.  
The roundest knight at King Arthur's round table was Sir Cumference.  
The butcher backed up into the meat grinder and got a little behind in his work.  
To write with a broken pencil is pointless.  
When fish are in schools they sometimes take debate.  
The short fortune teller who escaped from prison was a small medium at large.  
A thief who stole a calendar got twelve months.  
A thief fell into wet cement. He became a hardened criminal.  
Thieves who steal corn from a garden could be charged with stalking.  
We'll never run out of math teachers because they always multiply.  
When the smog lifts in Los Angeles, U.C.L.A.  
The math professor went crazy with the blackboard. He did a number on it.  
The geology professor discovered that her theory of earthquakes was on shaky Ground.  
The dead batteries were given out free of charge.  
If you take a laptop computer for a run you could jog your memory.  
A dentist and a manicurist fought tooth and nail.  
A bicycle can't stand alone; it is two tired.  
A will is a dead giveaway.  
Time flies like an arrow; fruit flies like a banana.  
A backward poet writes inverse.  
In a democracy it's your vote that counts; in feudalism, it's your Count that votes.  
A chicken crossing the road: poultry in motion.  
If you don't pay your exorcist you can get repossessed.  
With her marriage she got a new name and a dress.  
Show me a piano falling down a mine shaft and I'll show you A-flat miner.  
When a clock is hungry it goes back four seconds.  
The guy who fell onto an upholstery machine is now fully recovered.  
A grenade fell onto a kitchen floor in France, resulted in Linoleum Blownapart.  
You are stuck with your debt if you can't budge it.  
Local Area Network in Australia: The LAN down under.  
He broke into song because he couldn't find the key.  
A calendar's days are numbered.  
A lot of money is tainted: 'Taint yours, and 'taint mine.  
A boiled egg is hard to beat.  
He had a photographic memory which was never developed.  
A plateau is a high form of flattery.  
Those who get too big for their britches will be exposed in the end.  
When you've seen one shopping center you've seen a mall.  
If you jump off a Paris bridge, you are in Seine.  
When she saw her first strands of gray hair, she thought she'd dye.  
Bakers trade bread recipes on a knead to know basis.  
Santa's helpers are subordinate clauses.  
Acupuncture: a jab well done.

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## PHOENIX ROADRUNNERS LUNCHEON

Twelve of us met for lunch at the *Horny Toad Restaurant* on Wednesday, April 9<sup>th</sup>. After "Happy Hour" we had an enjoyable lunch and then listened to Gene Paquette play his Irish whistle. Attendees were Frenchy Bourgeois, Mike Carlin, Russ Cottle and Dorothy Sneedon, Hank and Jean Kyser, Ken and P.J. Killmon, Cory Liston, Gene Paquette, Charlie Schwob and Roy Scroggs.

Our next luncheon will be on October 8<sup>th</sup> at the *Horny Toad Restaurant* in Cave Creek.

Please continue your prayers for Millie who is with Hospice of the Valley.

Have a great summer and we hope to see you in October.

*Frenchy & Millie*

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## S.E. FLORIDA GOLDCOAST

RUPA's President, Larry Wright, joined us at our last lunch of the Season. He talked about the United Historical Society in Denver. It seems that UAL doesn't want to keep anything that represents the past history of the airline. The Historical Society is trying to save some of the historical items that UAL is trying to throw away.

Our Retired Pilot's Foundation that helps eight to ten needy widows of retirees could use our help. An article in the next *RUPANEWS* may mention their good work.

A live discussion took place on how to pay for the added cost of producing the *RUPANEWS*. Seems we're losing money at the current dues rate. Suggestions were offered from the members present.

This was our best attended meeting of the Season. Our next meeting won't be until October, when our Snow Birds fly south again. We had, including the RUPA President, 29 people at today's meeting: Terry Lewis, Tom Llewellyn, Larry Wright - RUPA President, Stan Blaschke, Dave Peat, Dave Dryer (drove over from the W. Coast), Bill Lancaster, Warren Hepler, Jim Morehead and his Mom, Marti Morehead, Les Eaton, Chuck Smith, Jerry Bradley, Joe Jones (all the way from Alabama - good to see you again!), Ed Wheeler, Jim Carter, Rich Farmer, Ham Oldham, Paul Livingway, Ned Rankin, Lyn Wordell, Murray Warren, Bill Garrett, Denny Keast, Sid Sigwald, Walt Kimmey, Ham Wilson, Mike Warde and your scribe,

*Dick Bodner.*

Enjoy the Summer, guys. Look forward to seeing you at our next meeting on Thursday, October 9<sup>th</sup>.

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## THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds gathered for lunch and a few jokes at the *SeaTac Marriott* on Thursday April 17 in this year of delayed Spring. We welcomed Pat Donovan back to our group. He has been living in New Zealand since his early retirement in 2002. Dave Carver told us about a new hot water system he had installed in his home. Herb Marks was going to leave early but he stayed long enough to tell a good joke. In attendance: Pat Donovan, Pat Williams, Jim Adams, Alex Dunn, Al Haynes, Chuck Westphal, Dave Carver, Don Anderson, Jack Brown, Herb Marks, Al Teel, Gere Pryde, Dean Turner, and *Bill Brett*.

<p><b>United Airlines Retired Pilots Foundation, Inc.</b></p>
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<p>Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>
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## WELCOME TO RUPA!!

We would like to welcome these recent retirees and newest members of RUPA:

Captain & Mrs. Kenneth W. Caldwell, (Christine) of McHenry, IL

*Thanks for joining us!*

### A COWBOY NAMED BUD

A cowboy named Bud was overseeing his herd in a remote mountainous pasture in California when suddenly a brand-new BMW advanced out of a dust cloud towards him.

The driver, a young man in a Brioni suit, Gucci shoes, RayBan sunglasses and YSL tie, leans out the window and asks the cowboy, 'If I tell you exactly how many cows and calves you have in your herd, Will you give me a calf?'

Bud looks at the man, obviously a yuppie, then looks at his peacefully grazing herd and calmly answers, 'Sure, Why not?'

The yuppie parks his car, whips out his Dell notebook computer, connects it to his Cingular RAZR V3 cell phone, and surfs to a NASA page on the Internet, where he calls up a GPS satellite to get an exact fix on his location which he then feeds to another NASA satellite that scans the area in an ultra-high-resolution photo.

The young man then opens the digital photo in Adobe Photoshop and exports it to an image processing facility in Hamburg, Germany .

Within seconds, he receives an email on his Palm Pilot that the image has been processed and the data stored. He then accesses a MS-SQL database through an ODBC connected Excel spreadsheet with email on his Blackberry and, after a few minutes, receives a response.

Finally, he prints out a full-color, 150-page report on his hi-tech, miniaturized HP LaserJet printer and finally turns to the cowboy and says, 'You have exactly 1,586 cows and calves.'

'That's right. Well, I guess you can take one of my calves,' says Bud.

He watches the young man select one of the animals and looks on amused as the young man stuffs it into the trunk of his car.

Then Bud says to the young man, 'Hey, if I can tell you exactly what your business is, will you give me back my calf?'

The young man thinks about it for a second and then says, 'Okay, why not?'

'You're a Congressman for the U.S. Government', says Bud.

'Wow! That's correct,' says the yuppie, 'but how did you guess that?'

'No guessing required.' answered the cowboy. 'You showed up here even though nobody called you; you want to get paid for an answer I already knew, to a question I never asked. You tried to show me how much smarter than me you are; and you don't know a thing about cows...this is a herd of sheep. . . .

Now give me back my dog.

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## **STATEMENT BY THE UNION COALITION AT UNITED AIRLINES REGARDING POSSIBLE AIRLINE INDUSTRY CONSOLIDATION INVOLVING UNITED AIRLINES**

April 15, 2008

CHICAGO, April 15 /PRNewswire-USNewswire/ -- The following is a statement by the Union Coalition at United Airlines regarding possible airline industry consolidation involving United Airlines:

"United CEO Glenn Tilton's dream of finding a dance partner for our airline appears, by most accounts, closer to becoming a reality.

"Mr. Tilton and his executives need a reminder concerning any merger or consolidation scenario that involves our airline. Unlike bankruptcy, when Tilton and his minions exploited U.S. Bankruptcy laws to squeeze every penny it could from its employees, a merger would require United executives to address employee concerns if it is to succeed.

"Mr. Tilton can no longer hide behind the robes of a bankruptcy judge to get what he wants from labor. Those days ended once United exited bankruptcy. Management now faces a group empowered by unity and a common determination of regaining what was taken from us under the guise of duress. CEO Glenn Tilton and his executives have helped themselves to millions of dollars of stock options, bonuses, pay raises and dividends without any regard to their employees or passengers. Management's self-serving approach to running this airline must end.

"We are firmly entrenched at the consolidation table. The road to any consolidation involving United Airlines must pass through labor. And traveling that road requires a hefty toll.

"United Airlines exists today only due to the sacrifices and sweat equity the employees have invested, not from any heroic efforts of Glenn Tilton and his executives.

"Today, their honeymoon is over. It is now our turn to have a say in the future and direction of our airline. If the current management at United expects our cooperation in any consolidation or merger action, they must address our needs. The Union Coalition at United Airlines, representing unionized employees, has had enough of Mr. Tilton and his executives lining their pockets at the expense of their employees and of management's lack of permanent interest in the company they pretend to serve.

"Together, we will reclaim our careers and our collective future. The road toward a successful merger or consolidation involving United Airlines goes through its unions. Unless our concerns are met; unless we are extended the respect we've earned and are provided the future we so richly deserve, Mr. Tilton's merger dreams will remain just that."

The Union Coalition at United represents more than 48,900 United employees.

Signed,

Captain Steve Wallach

Air Line Pilots Association (ALPA)

Randy Canale

International Association of Machinists & Aerospace Workers (IAM)

Don Treichler

International Brotherhood of Teamsters (IBT)

Greg Davidowitch

Association of Flight Attendants (AFA)

Craig Symons

Professional Airline Flight Control Association (PAFCA)

Lou Lucivero

International Federation of Professional & Technical Engineers (IFPTE)

SOURCE United Chapter, Air Line Pilots Association

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## SOUTHWEST FLORIDA RUPA MEETING

The temperature dipped into the seventies for our final meeting of the season here in paradise. Twenty-five members and guests turned out to hear the featured speaker and the story of the day.

Which was about three sons who went out and prospered. Getting together they discussed the gifts they were able to give their elderly mother. The first said that he had built a big house for Mom. The second said he had sent her a new Mercedes with a driver. The third smiled and said, "I've got you both beat. You remember how Mom enjoyed reading the Bible? And you know she can't see very well any more. I sent her a remarkable parrot that recites the entire Bible. It took the Elders in the church 12 years to teach him. He's one of a kind. Mama just has to name the chapter and verse, and the parrot recites it."

Soon after, Mom sent out her letters of thanks: "Milton," she wrote one son, "the house you built is so huge, I live in only one room, but I have to clean the whole house."

"Gerald," she wrote to another, "I am too old to travel any more. My eyesight isn't what it used to be. I stay most of the time at home, so rarely use the Mercedes. And the driver is rude!"

"Dearest Donald," she wrote to her third son, "You have the good sense to know what your Mother likes. The chicken was delicious!"

The featured speaker, Mr. David Loveland, of the Lee County DOT, gave an informative talk on the planning, funding and contracting that goes into the County road system.

The group treasurer (me) reported that at the conclusion of today's meeting our fund balance forward would be zero. Also because we operate out of the "back room" of the restaurant and we were all sworn to secrecy that no report would be made to the Revenuers!

A straw poll was taken as to whether we should hold only four meetings next season rather than eight. The majority indicated in favor of such a move, however it was suggested that the rest of the members be surveyed for their preference.

Attending: Wallis Alves, Neil Bretthauer, Gene Chapman, Rip Curtiss, Jim & Susan Goodson, Harvey Hallberg, Jim & Sue Howard, Don Kincaid, Al May, Faith Osborn, Don Sullivan, James Sutton, Jack Taffe, Mamie Thompson, Ellis VanAlstine, Earl Walsh, Ray & Twila White, Ralph Mikulich, Guest Joe Baker, Guest speaker Dave Loveland and yours truly, *Gary & Janice Crittenden*

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## QUICK CHECK FOR ALZHEIMER'S

The following was developed as a mental age assessment by the School of Psychiatry at Harvard University. Take your time and see if you can read each line aloud without a mistake. The average person over 40 years of age cannot do it!

1. This is this cat.
2. This is is cat.
3. This is how cat.
4. This is to cat.
5. This is keep cat.
6. This is an cat.
7. This is old cat.
8. This is fart cat.
9. This is busy cat.
10. This is for cat.
11. This is forty cat.
12. This is seconds cat.

Now go back and read the third word in each line from the top down and I betcha' you cannot resist passing it on.

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## TSA LOCKS

*(A letter, not from a member, came to the Editors desk. It is being published as a warning about the TSA-luggage locks @\$10 ea., being removed from the luggage.)*

I've just returned from a too-short weeks in Mexico. The people, food, climate and scenery were all beautiful and much appreciated. In departing from the San Jose del Cabo airport, I watched as Mexican Security thoroughly checked through my suitcase, noting the TSA-approved dial-combination locks on my suitcase. Nothing was broken.

However, on my way home to SFO, I had to change planes in Los Angeles. This is where the damage occurred. The aforementioned locks on my suitcase had obviously been twisted and ripped off, including the "pulls" on the four zippers themselves. To add insult to injury, one twisted lock had been left inside the suitcase main compartment. (The remaining three locks were among the missing.) At \$10 a pop, that's \$40 also among the missing. And I will be spending additional money at a suitcase repair place to replace the tops of the zippers and also, close the heavy metal hoops on the suitcase itself where the zipper pulls had been.

In comparing notes with four other travelers at the SFO Baggage Claim area, I discovered they had experienced similar suitcase mistreatment. Further, as I watched for my bag to come tumbling down the carousel, I saw three other suitcases whose tops were actually open!

I might have expected this "disturbing invasion" in a foreign country but not in my own LAX! Are any other travelers experiencing this problem? By the printed advertising I've read, I had naturally presumed that these special TSA-approved locks with the red-white logo were internationally recognized and that all security people had special "unlocking" keys to use if necessary. Untrue?

H. M. Cain  
UAL retiree, SFO  
musicalcain@sbcglobal.net

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## EXERCISES FOR PEOPLE OVER 50

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato sack in each hand, extend your arms straight out from your sides and hold them there as long as you can.

Try to reach a full minute, and then relax. Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato sacks.

Then try 50-lb. potato sacks and then eventually try to get to where you can lift a 100-lb potato sack in each hand and hold your arms straight for more than a full minute. (I'm at this level)

After you feel confident at that level, put a potato in each of the sacks.

### **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 275, Half Moon Bay, CA 94019-0275 — or — E-mail: [Rupa.Sectr@yahoo.com](mailto:Rupa.Sectr@yahoo.com)**

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

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## TREASURE COAST SUNBIRDS

April 8, 2008—Captain John, acting flight manager reporting. Actually it was a field promotion since I'm the office boy. Our chief pilot Jim Dowd couldn't make it because he had a hip replacement and like many Chief Pilots they think they can do more than they really can. Contrary to doctor's orders, he tripped and fell re-injuring his hip and messing up a previous knee replacement, so he will be out of service for maintenance. He did manage to make it in for a short period before heading to the doctor. Bill Northup, who is an accomplished aviation artist and painter, drew a picture of an airplane and we all signed a get-well wish for Jim. Our assistant chief pilot Bob Langevin is off to Egypt with his church group. Personally, I think he is trying to get back into the good graces of the Almighty but if you know Bob it will take more than that to make up for all those past years. *Don't tell him I said that.*

We had fourteen intrepid aviators that braved the cold and inclement weather to attend. The weather was in the 70's and it was overcast. By the time lunch was over it finally turned 80 and was sunny. Those present were: Paul Andes, Jack Boisseau, Bill Cole, Del Gartner, Clay Grant, Frank Guglielmino, Bill Northup, Don Onofrio, John Pinter, Sid Sigwald, Bill Smith, Dick Starita, Percy Wood and a special appearance by our new RUPA President Larry Wright.

Larry is planning to attend as many RUPA gatherings as possible. It was a very informative session and he answered all questions put to him. If you have never met Larry and he will be at your gathering, be sure to attend. He is a wonderful, outgoing and friendly person and I know he will make a great president. (Ok Larry, was that good enough to get free dues this year?).

Of course the usual jokes, hanger flying and just plane fun (get it?) were enjoyed by all, especially since this is our last seasonal get together and the Snowbirds, Sunbirds, or whatever kind of bird heads back north. However, there may be enough Floridians left to have a May meeting so this could turn into more than a six-month group. It was felt that if at least 6 people could show up it would be worthwhile to continue the luncheons. Stay tuned for further updates.

*John Pinter*

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## THREE MEN GO GOLFING WITH THEIR WIVES

The Swede's wife steps up to the tee and, as she bends over to place her ball, a gust of wind blows her skirt up and reveals her lack of underwear.

*'Good God, woman! Why aren't you wearing any skivees?'*, Ole demanded.

*'Well, you don't give me enough housekeeping money to afford any.'*

The Swede immediately reaches into his pocket and says, *'For the sake of decency, here's \$50. Go and buy yourself some underwear.'*

Next, the Irishman's wife bends over to set her ball on the tee. Her skirt also blows up to show that she, too, is wearing no undies.

*'Blessed Virgin Mary, woman! You've no knickers. Why not?'*

She replies, *'I can't afford any on the money you give me.'*

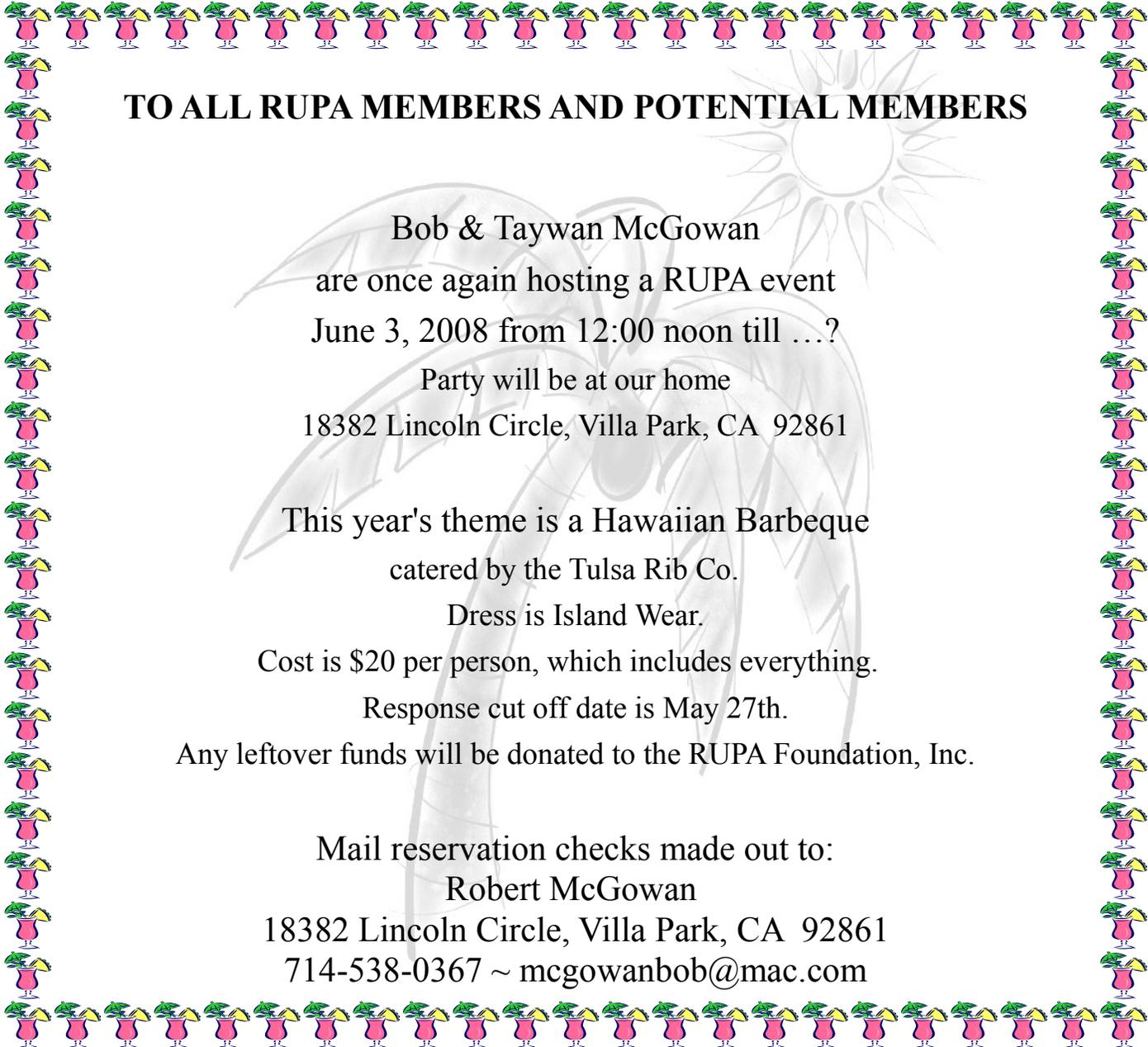
Patrick reaches into his pocket and says, *'For the sake of decency, here's \$20. Go and buy yourself some underwear!'*

Lastly, the Scotsman's wife bends over. The wind also takes her skirt over her head to reveal that she, too, is naked under it.

*'Sweet mudder of Jaysus, Aggie! Where the frig are yer drawers?'*

She too explains, *'You dinna give me enough money ta be able ta affarrd any.'*

The Scotsman reaches into his pocket and says, *'Well, fer the love 'o decency, here's a comb.....Tidy yerself up a bit.'*



## TO ALL RUPA MEMBERS AND POTENTIAL MEMBERS

Bob & Taywan McGowan  
are once again hosting a RUPA event  
June 3, 2008 from 12:00 noon till ...?

Party will be at our home  
18382 Lincoln Circle, Villa Park, CA 92861

This year's theme is a Hawaiian Barbeque  
catered by the Tulsa Rib Co.

Dress is Island Wear.

Cost is \$20 per person, which includes everything.

Response cut off date is May 27th.

Any leftover funds will be donated to the RUPA Foundation, Inc.

Mail reservation checks made out to:

Robert McGowan  
18382 Lincoln Circle, Villa Park, CA 92861  
714-538-0367 ~ mcgowanbob@mac.com

### BONDING

A friend, who worked away from home all week, always made a special effort with his family on the weekends. Every Sunday morning he would take his 7 year old granddaughter out for a drive in the car for some bonding time. Just him and his granddaughter.

One particular Sunday however, he had a bad cold and really didn't feel like being up at all. Luckily, his wife came to the rescue and said that she would take their granddaughter out.

When they returned, the little girl anxiously ran upstairs to see her grandfather.

"Well, did you enjoy your ride with grandma?"

"Oh yes, Grandpa" the girl replied, "and do you know what? We didn't see a single dumb bastard or lousy shit-head anywhere we went today!"

Brings a tear to your eye doesn't it!

# LETTERS

**EDWARD P. AKIN**—Placerville, CA

Computer is broken, so only a short note. Hit #74 this year – good health. Very active on the ranch. Full report at age 75. *Ed*

**DICK BODNER**—Fort Lauderdale, FL

Hi Denis: Below is the info for the *RUPANEWS* for my birthday anniversary; #66. Thanks for all the work you do for the gang. Check went out in today's mail.

2007 was a great year for us. It was Sonia's and my 30th anniversary. My youngest son got hired by Mesa Airlines and transferred to Hawaii to fly for Go! Airlines. We were also fortunate that my oldest son came back to the US from Costa Rica and worked in Key West so we were able to spend more time with our granddaughter. It was also my 5th year of retirement.

It was also a very lucky year as I received the ultimate gift. Three years after I retired, my Polycystic Kidney Disease took me into end-stage renal failure. I was put on Dialysis three times a week for four hours a session. It isn't that painful but it sure ties you down. We did manage to get away for a short cruise but I had to spend the time in Key West hooked up to a Dialysis machine. I heard good things about Ft. Myers Transplant Organization who work with the S.W. Regional Hospital there. I drove over for three different interviews and succeeded in getting on the Transplant Waiting List. Almost two years after going on Dialysis I got a phone call from the Transplant team at 3 AM telling me to be at the hospital at 8:30 AM. I was surprised but got in the car and happily drove to the hospital. Later that evening I received a new kidney. I was in the hospital for 9 days and felt better each day. It's now been almost 7 months since the transplant and I feel like I'm twenty years younger (unfortunately I still look the same).

I've been given clearance from the Transplant team to travel again, so I went to Costa Rica and stayed in our condo for five nights and visited with my son and family the whole time.

I also dealt with the FAA and got my first class physical back. I'm either going to go to work as a F/E or take a long cruise on my boat. Not sure which. My youngest son is now flying as F/O on the B-747 for Southern Air and wants me to fly with them so we can do trips together. Sounds like fun. Will let you know what happens in next year's RUPA magazine.

Best wishes to all. *Dick*

**RALPH BRIGGS**—Conifer, CO

Dear RUPA: I'm finally getting my letter in; my beautiful wife is typing it as I never did get the hang of the keyboard. We've been married 2-1/2 years - the best in my life. We've done some traveling and we are in favor of SA traveling. Granted, there are times it can be frustrating, but overall if you have flexibility and patience, it generally works out just fine. The weather is turning here in Colorado and the woodpile is now pretty low. The big trip this year will be a cruise to Russia and then several days in both St. Petersburg and Moscow. I always enjoy reading what interesting things the other troops are doing. All the best to everyone.

*Ralph*

**EMILY DEVINE**—Cupertino, CA

Greetings Ted and all:

I read with my own fond memories, Bill Rutherford's recollection of his family's friendship with Glenn and Marie Gronquist over the years. Scotty and I have also been privileged to include Glenn and Marie as dear friends.

I write to let Marie know that she is not the sole survivor of her generation – there are quite a few of us still enjoying our bonds of friendship, despite our dwindling numbers. After reading Bill's note, I perused the January 2008 edition of the RUPA membership roster and counted several of our generation still with us. This past year I have joined friends in attending the SFO-area RUPA picnic and in sharing luncheons and dinners with others.

Thanks for the great job with the *RUPANEWS*! I send my best wishes to all our RUPA friends – young and old!

Cordially yours, *Emily Devine*

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## "SCIENTIFIC" DRUG STUDIES DEBUNKED

Sidney M. Wolfe, MD, author of *Worst Pills / Best Pills*, appeared on the morning television talk shows on January 17, 2008. And thank goodness! This respected physician and drug researcher slowly, simply, clearly, confidently, and with absolute fact, showed how drug companies manipulate the data to sell prescription drugs.

He also explained, in the same manner, how many of the drugs used today, especially the new drugs, are ineffective and dangerous. According to Dr. Wolfe, there is only one way to keep yourself safe from the glut of new, highly touted drugs—"***avoid them for at least 7 years after they come on the market.***"

Even though physicians routinely prescribe new drugs, Dr. Wolfe says that this is the only way to sidestep potential disasters from these chemicals. I was so happy to once again hear that, because, you simply cannot believe drug advertising

On February 8, 2008, Merck & Co. paid the third largest settlement in history for health care fraud. After a criminal investigation, Merck paid out \$671 million. They were caught overcharging the government for drugs in the Medicaid programs in virtually every state but Arizona. They were also busted for bribing doctors to prescribe drugs. Lies, deceit, bribery, fraud, and more—ho-hum, it's business as usual in the world of pharmaceutical and prescription drugs. Can you trust these guys? Are you kidding? One mistake can cost you your life.

Many experts today are convinced that medicine and prescription drugs are the number one cause of death in the United States. That means they may be more deadly than heart disease, cancer, diabetes, and any other disease. And the experts' arguments are convincing indeed.

The perfect example is estrogen or estrogen/progesterone therapy for menopause. After telling women for decades that these drugs were great for them, that they would help protect against heart disease, prevent dementia or Alzheimer's, and even prevent cancer, ***the opposite*** proved to be true. Instead, hormone therapy caused heart disease, dementias, all kinds of other serious health problems, and killed tens of thousands of women from ensuing cancers.

### ***Examples You Can See***

Of course, this is just one example out of hundreds. If you want to see for yourself how truly hazardous medicine may be, even becoming the number one cause of death in this country, just go to [www.mercola.com](http://www.mercola.com) and type "recreational drugs far less likely to kill you" in the search box. You will find the article, "Recreational Drugs Far Less Likely to Kill You than Prescription Drugs." And be ready for an eye-opening shocker.

Drugs are an absolute miracle when truly needed. But the risk of severe harm or death is so great that prescription drugs should be the ***treatment of last resort*** rather than the first. Dr. Wolfe's mantra to "avoid new drugs for at least 7 years" aligns well with my mantra of "new drugs, cheaper drugs, free drugs? Who cares? Fundamental change is needed."

HEALTH ALERT

April 2008

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**IKE EICHEL**—Las Vegas, NV

Hi Ted,

"the lowest form of life in existence, I was lower than Whale Shit in the bottom of the ocean". These were words that one of our members said were told to him by a Marine DI. (April 08 issue). A good friend of mine, and a retired Marine Sergeant Major always said that Marine DI's have an uncanny ability to judge character.

Starting my 21st. year and Carmen and I are in the best of health and looking forward to our 60th anniversary. We both enjoy RUPA and its varied information.

I do wish members would quit blaming the younger pilots along with ALPA for their problems with retirement. We pilots know that once ALPA makes up it's mind, the pilots fall in line or all hell comes crashing down on any dissenter.

*Ike*

**HERB GOODRICH**—Northridge, CA

Dear Ted, Thank you for keeping the newsletter going. Good to hear about people I know. Happy to report I'm still able to read it with my Closed Circuit TV "Aladdin", but it's a lot slower, so I don't get cover to cover. I'm 89 years old and my daughter is typing this report for me, due to my macular degeneration. I get to the RUPA LAX luncheons frequently. Two years after Hilda's death, I am still living in my home, and have a live-in caregiver who drives, cooks, and makes it possible. I plan to go to Nebraska in May for my high school reunion and in July for the Goodrich family reunion but I purchased a ticket. This past September the 90th Bomb Group, "Jolly Rogers" reunited in Santa Maria and had a good time reminiscing. I flew B-24's in the SW Pacific 1943-45, and flew 33 years with UAL and retired in 1979. Some gal kissed me at the reunion, and I had to say "Who am I kissing now?" All the women look good to me now -- at least I'm told they are good looking! I communicate with friends on the telephone quite a bit, and welcome your calls to chat about happy things. Call me at 818-349-6023!

Signed, *Herb Goodrich* (Secretary Linda Goodrich Fors)

**W.A. "Bill" HOYGAARD**—Aurora, CO

Denis: Another year, another birthday and another check has *been* sent to Bruce for the upcoming year of *RUPANEWS*.

I celebrated my 83rd birthday two weeks ago and come August will have been retired 15 years. Other than arthritis aches, I remain in good health and am still able to enjoy target shooting, camping and hiking in the beautiful Colorado/Wyoming mountains. We were camping near Moab UT last week and that is another great spot! My wife still works (very part-time) and remains active in professional nursing organizations but we have several summer driving trips on the calendar. We drive to Sandpoint ID every summer to visit my son/family. This summer I will experience being taken for a drive by my 16 year old granddaughter. Not too scary a thought as I understand she is pretty careful! We usually drive through Glacier and Yellowstone as we enjoy both those National Parks.

The Denver RUPA lunch meeting, the *RUPANEWS* and the RUAEA Newsletter combine to provide me with updates from UAL, travel issues, etc. Thanks to all those who work to produce the *RUPANEWS*.

*Bill Hoygaard*

hoygaard@msn.com

**R C "SKIP" IRWIN**—Sarasota, FL

Hi Guys;

Well, I got around to sending my dues. I'm in the right month but three weeks after my actual birth date. I look forward each month to receive *RUPANEWS* and enjoy reading all the latest from my old friends.

This has been a busy year again. Cindy broke both ankles on Nov. 10 in a fall and it took a lot of attention to her for a couple of months but she is back to normal again. My second son, Tim, got married in May with an extravagant wedding to a real cutie. My older son got a second daughter on Jan 6 and hasn't gotten much sleep since. We are in Florida for eight months so we haven't seen much of the new addition much to the lament of grandma. We will be going back to Buckeye Lake in May.

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I am still working on my lakefront development and hope this is my year to break ground on roads and utilities. It isn't easy working with local authorities to get the ok's to proceed as one would like. You know how that goes. Florida has been really nice this year and have been resting up for all the work to be done up north. Didn't travel at all again on United the past year (three times in seven years, what a hassle! )

Hope everyone has a great 2008 and we are still here next year to write another yearly account of happenings.

*Skip*

**JERRY E. JULSON**—Reed Point, MT

Greetings Friends, Life in the West. Got a chance to do a number of rides on the mechanical bull at the Radiation Oncology Center. He beats you up some, but believe I came out on top.

Also, keeping life from getting routine is the change in weather to strong winds over the last 10 years. Allows snow on the mountain view to the South but the grass and spring here on this range diminish yearly.

Dad was right – “Life in the West - hell on women & horses.”

Keep a snug cinch and try to ride on top!

*Jerry*

**PEGGY KUHN**—Green Valley, AZ

It has been several years, since, I have written but I want to report the good news that my daughter has passed the 5 year mark, since she first had breast cancer. The support I received via E-Mail will, always, be appreciated. The triplet babies at the time of her cancer and their older sister have grown up. The boys are nearly 8 Years old and keep everyone busy with school and sports, but we are blessed with healthy happy kids.

My thanks to all who publish the *RUPANEWS* and my check is in the mail.

*Peggy* mkuhn1@cox.net

**BRUCE KUTZ**—Easton, PA

Hi Folks, Two years and where did the time go? Our place sure keeps us busy. Rosemarie and I are well but can't believe this is the 10th year since I set the brakes on the last one! We both have just gone past 3 yrs of ballroom dancing lessons and coming along very well. We see our two grandchildren every other month and this weekend we are taking them to Liberty Park in NJ, and visit Ellis Island and the Statue of Liberty. We keep busy on our place and going to retiree luncheons for RUPA in NJ and the Jersey Guard. Do a little trout fishing now and then and we both are spending time clearing out a 3 acre lot on our place to build a house and get rid of the rest of it. Time to downsize. Anyway thanks to all of you great folks who keep the *RUPANEWS* news coming. Best to all of you, *Bruce* ORD-EWR-ORD-JFK 65-98

**RICHARD L.”PETE” MAURY III**—Florence, OR

Hi Gang, My how time flies when you're having fun!!! Not much new here on the Oregon coast. Still on the Elks, and amateur emergency radio boards and hanging around a hanger with a bunch of *old friends* at the local airport in the mornings for coffee. I flew a Tecumseh light sport aircraft for a couple of hours, didn't scare myself too bad. Wasn't really impressed, too expensive.

We zigged zagged across the country for three months last summer in the motor home. It is still a great and beautiful country and the people we met were really nice to us.

Son Rick is building an RV-7 and still flying with US Airways. Grandsons are grown and both doing fine. Bob has cleaned up his act somewhat and seems happy.

Check's in the mail, *Pete*

**HARRY METZ**—St. Augustine, FL

Dear Ladies and Gentlemen,

We had an uneventful year until 24 Feb when I had to call 911 to take Pat to the hospital. She had had her lower knee implant removed and replaced in Dec 07, and had recovered very well. Somehow the area around her knee cap became infected and swollen. She has been diabetic for forty years,

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controlled by insulin, with her blood sugar levels @150. I have learned a lot in the last eight weeks and I'd like to share some of it so you don't learn it the hard way too. If you or your significant other is diabetic please continue reading. Like most of you I knew all about LOW blood sugar but I have never been educated about the dangers of HIGH blood sugar.

Hyperglycemia is defined as a blood sugar level of 300-1500. I did not know Pat's levels until she got so shaky she couldn't work her meter and I stuck her finger and read the result, which was 353. I gave her extra insulin and waited 3 hours, took a reading of 384 and called 911. What I didn't know was that infections thrive on a diabetic's high sugar levels, that the body releases sugar to fight the infection which adds to the problem, that above BS300 the body starts to react defensively and above BS350 the kidneys begin to shut down. Fortunately hers had no damage. She was put on an insulin and antibiotic IV, had the knee opened and drained several times, got pneumonia, had a mild heart attack which a cath found no permanent damage and is now getting therapy to regain her strength and muscle that she lost. I should get her home on the 29th, my birthday. I sincerely hope none of you have to go through this sort of thing and that the rest of 2008 treats us well.

*Harry*

**NORMAN MOORE**—Bedford, TX

The statute of limitations has run out. One morning at SFO, we set a record from there to OAK. I briefed the girls in our 8 and we took off on the runway pointed toward OAK. We read all checklists, talked to both towers, got the gear down and landed 3 minutes & 35 seconds later. At OAK there was no one to meet us!

*Norm*

**HOWARD MORGAN**—Longmont, CO

Howdy, Next week, I'll be 71 and still havin' fun. For the past 11 years, my main activity has been making old machines new. We completed a 1964 Cessna 185 in '06 and have won a couple of awards including a Bronze Lindy at OSH. It was also

featured on the cover of the Cessna Pilots Assn magazine last September. We are now doing another 185 for a working UAL Cap'n and a Cessna 150 which we've owned for a number of years. It was originally bought in '95 for my son to learn to fly from Cap'n Max Frieble. My son has moved on and is working for an English flight school [Oxford Aviation at Goodyear, AZ]. We have kept the little airplane as it is fun to take kids for rides and give them a taste of flying. We've also "kept" Cap'n Max as a great family friend.

Although we had parallel careers, we didn't meet 'till Max put the 150 up for sale. We've also done an award winning 1969 Triumph motorcycle and are working on a BMW R-90S which will be done next year.

We travel a lot on UAL including a trip to Thailand last year where we had a native guide to show us things that most tourists would never see. We went to Chang Rai and Chang Mi in the Northern part of the country. At one point, we stayed at a very interesting resort just South of Burma [Myanmar] where we rode a very primitive raft across a lake to the lodge and rooms. What struck me about this place was that there were absolutely no birds of any kind. We were privileged to visit the Royal Palace where the gardens were stunning. Our "guide" now lives in the U.S. and is a very good friend. More recently, we flew to Boston to eat at several restaurants in which we have invested. Cafe Z at Harvard Square, Cafe Z at Kenmore, Cafe Z at Post Office Sq. and Johnnies on the Side [near BOS gardens]. Stop in if your in the area as they all have great food.

Patti is working in Real Estate and has been on some very interesting sales in the past year. She represented a couple of Colo ranches including The Last Dollar Ranch near Ridgeway Co. It is a stunning property that has been restored to it's early days as a ranch [1917] You may have seen it as it was where many Marboro ads were filmed. It was farmed until very recently with some beautiful Belgium draft horses.

My Daughter, a special education teacher in RIC, presented us with our first grand daughter last June. Our son-in-law makes boxes...Millions of them...One in particular is the McDonalds french fry box.

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My son and I just visited the Pima Air Museum and Davis Monthan AFB last month. 727 no. 04U is at the "bone yard" among all the used fighters and bombers. It's kind of sad to see as I had a lot of fun flights in that machine and the other original 727's. Many of the others are in a junk yard at Shelton, WA.

If you're in the Longmont Co. area ...give us a call at 303-601-3536 or stop by Hangar 33H at KLMO. We'll throw some beef on the barby and B.S a little.....*Howie "n Patti*

**PAUL "WHITEY" MYERS**—Bellingham, WA

Hi Ted, I've played hooky for about three years, so it's time to get myself active in RUPA again. The checks in the mail (it really is). Hard to believe it's been over eight years since retirement. Cheryl and I moved to Bellingham full time three years ago, lived on the boat for a year while we built our home, and settled in to it two years ago. After eleven years of cruising, the "Cheryl Ann" is in the process of being sold, a bitter-sweet happening. Time to do other things.

One of my activities is working as a volunteer for our local flight museum. We hosted the CAF's B-17, "Sentimental Journey" last fall. To my surprise, Bob Blue (AC) and Pat Caldwell (copilot) climbed out. The result was a ride in the bombardiers seat, including a low pass down the runway just below redline. (Pat said we were at 75 feet.) Pat and I have renewed our airline days' friendship, and stay in touch. Bob Tannons is part of our Monday night football group. Ted Woods organizes our "North Sounders" luncheons. This keeps me in touch with some of the "good guys".

Thanks to you and all the volunteers that keep RUPA going. I promise to be a good boy from now on (I'm talking about dues only!).

*"Whitey"*

phmwhitey@verizon.net

**FERN AND OAKLEY PORTER**—Sunriver, OR 44-85

Hi Bruce and all RUPAianes It has been 23 years since I set the brakes time does go fast when you are having fun. We are doing fine thanks to the good doctors that keep care of us; do golf a couple

of times a week handicap going up all the time. I have been doing quite a bit of fishing in the summer in the Deschutes River and all the lakes around Sunriver. Missed going to British Columbia last spring account of Dr. appointments. We still spent the winters in Pahrump, NV in our 40 ft. motor home and the summers in Sunriver, OR at our house in the summer; spent a couple of weeks in Maui last February, was nice, sure want to thank all the hard working people that make the *RUPANEWS* available to all of us, that sit back and do nothing.

*Oak & Fern*

**JOHN PRESTEGAARD**—Sun City West, AZ

Hi Ted,

I'm about 5 months late with this and I had no excuse when it was due in November, but I sure do now.

We come down here to AZ right after the holidays and this year was no exception. We arrived here on the 6th of Jan. and on the 10th my wife fell again and broke her hip. What a life changing event! Now I have to pay all the bills; do all the finances; Do my own cooking and laundry etc, etc.

I guess I'm not a very good cook as I got run down and ended up in the hospital with a blood infection. I was in the hospital 8 days so my daughter had to come down and help out. Now I'm okay but still have to go in every day and get an infusion of some antibiotic until the 21st of this month.

My wife is in an Assisted Living home and even if she is making progress it is slow. She still can't get in and out of bed by herself and can't walk by herself, yet even in a walker. We would like to get up to Denver where we have 2 daughters and a condo that is all on one floor. It all depends on her. I just hope we don't have to spend the summer down here in Sun City West

I sent my check to the Half Moon Bay address and I hope you are still the editor or else I've wasted this time that I can't really afford.

Sincerely,

*John*

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## **THIS MAY BE THE QUICKEST, EASIEST, CHEAPEST, AND MOST EFFECTIVE CANCER TREATMENT EVER!**

By Robert Jay Rowen, M.D.

I've treated many cases of cancer going against the standard slash, burn, and cut mantra of the medical establishment. And I've seen some great success. But no injection therapy I've ever used took my breath away for its ease of use and effectiveness. That is until I saw the treatment I'm going to tell you about this month!

In fact, this remedy is so inexpensive that you probably have some sitting in your refrigerator right now. You've probably baked with it. The raw material costs mere pennies. It's exceedingly safe. Its beauty lies in its simplicity. And it may be the greatest discovery for cancer treatment, EVER.

This astounding cancer treatment is nothing more than sodium bicarbonate. You know it as baking soda. And I am excited to be the first to bring you news of this stunning breakthrough.

I know it sounds unbelievable. I'm sure you're sitting there saying, "Baking soda cures cancer? Dr. Rowen's lost his mind." Well, give me a chance to turn you into a believer.

Dr. Tullio Simoncini is an Italian physician who was the first to discover bicarbonate's ability to cure cancer. I recently met Dr. Simoncini at a seminar in Florida. I was so impressed that when I heard he was coming back to teach in Dallas, I had to see him again.

However, before you can understand Dr. Simoncini's work, you need a little background. Dr. Simoncini's work is based on the groundbreaking work of several pioneers in alternative medicine. Back in the 1930s, for instance, Weston Price, DDS traveled the world studying health and nutrition in various people groups.

Dr. Price studied dwindling aboriginal cultures as they still existed at the time. He detailed their amazing health and why they were far healthier than people in our own culture. Price found tribes, where reaching 100 was commonplace. Men were still tending their fields and chasing women decades younger. Physical degeneration was rare. There were few if any dental cavities or decay. Dental arches were nearly perfect - no need for orthodonture. People were healthy right up until the time of their death. Then they would fall asleep and simply not wake up. What a great way to go. Our big killers, cancer and heart disease were largely unknown.

### **The common link among all the indigenous people was their diet.**

The various peoples were not eating the same foods. They couldn't, separated by vast differences in climates, altitudes, etc. Some had lots of meat, some had almost none. But there was a commonality. The soils of their fields were rich in minerals, often from glacial silt runoff. The plants likewise were loaded with minerals. The peoples ate what grew around them, when in season, organic and fresh.

Price returned to some of these cultures years later. Indeed the physical health had deteriorated in many.

Children had rotting teeth, their arches became malformed with crowding teeth. The formerly robust physical bodies of adults were now riddled with the same degenerative diseases we experience. Price observed the clear reason —they were now eating processed foods from the West. What happened to our food that so destroyed our bodies? In the 1930s and 40s government actions paved the way for big business agriculture. In the 40s the government started analyzing our crops and soils for minerals. In the ensuing 70 years or so, as Agribusiness took over, the mineral content of our soil has plummeted over 80%. This plunge is reflected in known mineral content of our foods, both organic and non-organic. Our produce is woefully lacking in the minerals once rich in our diet and necessary for health.

Let me give you an example of how this shift in our soil's mineral content significantly affects our health.

Back in the 1940s, a medical pioneer, Max Gerson, MD was curing cancer. His cure? Diet, and diet alone. He used fresh living foods and juices, organic and fresh. His cure rate was about 30-35%, light years better than any conventional method of today.

Strangely, those of us following him have not been able to reproduce his success. That confused many of my colleagues into wondering about Gerson altogether. Well, there's a simple explanation. It all revolves around acid-base and minerals.

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Minerals in solution are positively charged. In fact, all minerals in our cells are positively charged. But what happens when we don't have enough minerals?

Dr. John Apsley, executive director of the Immunogenic Research Foundation, Inc., has the answer. His answer also explains why Gerson's therapy doesn't work nearly as well anymore.

Dr. Apsley said, "We are living in different nutritional times. We now are so depleted in cations (cat-ions, positively charged minerals) that our cells, desperate to stay alive, will grab onto anything positively charged. With no or few minerals, the only thing they can resort to is positively charged hydrogen ions (which are nothing more than acid ions) or positively charged chemical toxins."

Gerson Therapy worked because his patients were not nearly as far-gone nutritionally as we are. A fruit and vegetable-rich diet was able to replace needed cation minerals successfully in a third of his patients.

Apsley said that a light went on in his brain when learning of Dr. Simoncini's successes. He said that injecting bicarbonate into the cancer site does something that diet alone can't do. "The bicarbonate literally sucks out the acid hydrogen ions" ... from the deepest regions of your cells. This allows nutritional minerals to replace the semi-toxic acid. This recharges your cellular defenses.

The patients of Gerson's day ate foods that were far "richer in minerals in those years. Gerson's juicing program gave the cancer patients high concentrations of the most absorbable form of minerals - fresh juice. Minerals were in their natural plant-made colloid state, as prepared for us by God. Gerson's patients were not nearly so mineral depleted as we are now. They also were not as acid. So, he could cure many cancer patients with diet alone.

Baking soda is alkaline. It is also negatively charged. So it helps reduce your acid state. But it does a lot more than that.

Dr. Simoncini discovered research showing that all solid cancers have something in common. They are all held together by a fungus. This fungus produces an acid-based glue that holds it and the cancer cells together.

This fungus is none other than Candida, the common fungus in many yeast infections. Dr. Simoncini found out that Candida plays a vital role in cancer's ability to survive. Here's why. All normal cells are programmed to self-destruct after a period of time, or if they are damaged. That process is called apoptosis. Normal apoptosis is the main way your body wards off cancer.

But, Candida makes toxins that directly impair the apoptosis process. If your cell doesn't self-destruct when it goes awry, it can further degenerate into endless division. At that point, it becomes cancerous. Dr. Simoncini maintains that Candida becomes intertwined with tumors, protecting its immortality. To destroy the tumor, we have to knock out this fungus.

So you might think that antifungal drugs might do it. They don't. No one has ever cured cancer with an anti-fungal drug. But baking soda does!

We've known for years that sodium bicarbonate kills all sorts of fungi and microorganisms. It works so well, in fact, that there are patents in Europe and the U.S. for its use against these invaders. (You can check this out for yourself by searching for patent number 6432425 at the website [www.uspto.gov](http://www.uspto.gov) or patent number EP1233374 at the website [www.freepatentsonline.com](http://www.freepatentsonline.com).)

So how does Dr. Simoncini knock out cancer with sodium bicarbonate? He administers 500 cc of a 5% bicarbonate solution intravenously over about one hour; many doctors add potassium to their IV solution. And he does so six days out of seven. He may also inject it at the site of a local tumor for accessible cancers (like breast). With a cooperating invasive radiologist, he may have a catheter inserted directly into the artery feeding the cancer. He'll then pump in the bicarbonate directly.

Remember, bicarbonate is alkaline and negatively charged. It neutralizes the positively charged acid glue that holds Candida together. With the bicarbonate, the fungus just falls apart. Without the fungus to maintain it, the cancers immediately self-destruct.

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Now Dr. Simoncini admits there is a weakness. You need a good blood supply to bring ample bicarbonate to the tumor. Soft tissue primary cancers and metastases usually have enough blood supply. However, metastases to bone may not.

Many of Dr. Simoncini's supportive colleagues have modified his protocol to include alternating weeks of bicarbonate with high dose intravenous vitamin C (100 grams in 1,000 cc D5W) over five hours. They do this daily, except one day off per week. The two weeks (one of bicarbonate and one of vitamin C) completes one cycle. It will often take only three more cycles to get rid of almost all soft tissue cancers!

I will admit that, at first blush, this seemed too simplistic. This is a disease that has a trillion-dollar industry built around it. Five-and-dime baking soda? Vitamin C? I thought, "No way!"

But look at how effective the Simoncini protocol is. The overwhelming majority of primary and non-osteous (non-bone) metastatic cancers disappear within days to weeks. Days? Yes indeed.

When it comes to breast cancer, your doctor can flood local tumors with bicarbonate. Local injection can be very painful to be sure. But wouldn't you rather take some pain and spare your breast from getting chopped off by a surgeon?

Dr. Simoncini's breast protocol calls for surrounding a breast tumor with up to 120 cc of 5% sodium bicarbonate solution daily if tolerated. After several sessions, most of these local cancers are totally gone!

### **Distant cancers require intravenous bicarbonate.**

Even better is direct infusion into the artery feeding the tumor. In Italy, Dr. Simoncini has the luxury of open-minded interventional radiologists. Many of them are willing to place catheters into the target arteries for direct bicarbonate infusion into the tumor. This is not possible in our current medical system. So far, none of the bicarbonate trainees have been able to find a caring radiologist who'll place the patient above dogma. But some doctors are willing to place the catheters for IV vitamin C. That means there's hope that you can get this done.

This happened to Sarah Jones. She and her husband, Bob Jones, sponsored Simoncini's visits to the U.S. She was dying of metastatic breast cancer. She had failed all therapies. With intravenous bicarbonate, she cleared all her soft tissue metastases. Only bone cancers were left. She started vitamin C drips. The bone metastases did regress. She came off morphine in four days. But she had received radiation 6 months previously. It led to terminal complications and she did succumb. Bob tells me that he is following at least 40 other patients of which only 4 have not done well (arresting the cancer or better).

Folks, this is a miraculous story! I will update you regularly with the latest information on the "five and dime" treatment of cancer. No, it doesn't really cost a nickel. We have to use extremely pure pharmaceutical preparations - unlike what's in your refrigerator. But the basic stuff is the same: simple baking soda! Injection preps aren't cheap either. But when compared to Big Pharma's bazillion buck poisonous treatments, the treatment is very inexpensive.

I am again thrilled to get you this potentially lifesaving information. It's so simple that any qualified provider who is trained in IV techniques can administer it in your own home. Its ease of use and low cost will make this treatment a major target of the FDA and other federal bureaucratic agencies.

If and when you see any negative information about bicarbonate therapy, please be sure to note who is pushing it. A bicarbonate cure for cancer could upend one of the richest, most evil and gruesome industries in the world: the cancer establishment.

For more information on Dr. Simoncini's incredible work, read his book *Cancer Is a Fungus*. It's available at: [www.cancerfungus.com](http://www.cancerfungus.com). And for more information on Dr. Price's timeless work, visit the Price Pottenger Foundation's website at: [www.ppnf.org](http://www.ppnf.org).

### **SECOND OPINION**

**March 2008**

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

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**BILL & JERI RAIMER**—Battle Ground, WA

Greetings from Southwest Washington! This epistle is 3 months late (but the dues went in on time in early January!) Hard to believe we're both into our 12th year of retirement already.

Thought this was going to be a ho-hum mild winter at first. (Battle Ground is 22 miles north of Vancouver, WA, the Columbia River, and Portland Airport.) We do get a bit of snow in January & February. (Portland often gets freezing rain then,) but mostly we have liquid winters at both places.

On Dec 25th Battle Ground and Vancouver had their first White Christmas's in 20 years! (Cut celebration short to get everyone home.)

Understand that Denver that day recorded the heaviest Christmas snowfall on record. (Mind you, I have nothing against snow! I grew up in Wisconsin! We even drive up into it on occasion just to loosen up the snowshoes).

Thought it was going to be an early spring. Everything starting to bud out. Everyone removed their studded snow tires (Hefty fine after March 31st.) It struck 6AM March 27th, 27 degrees, snowing like hell, all morning. For the first time since 1951 PDX had snow on the ground! It warmed above freezing during the day, melting down a bit, but started the cycle all over again—for 3 days. The first few days of April greeted us with temps in the low twenties (without precipitation).

The news tells us that China has suffered its most severe winter in nearly a century! (Does Al Gore know any of this? Has anyone even heard a peep out of him?) If this is "global warming" I for one am cutting and laying in some extra firewood for next fall. Take care!

*Bill & Jeri*

**BETH ANN RAPHAEL**—San Mateo, CA

Hi All,

Another year. Could've still been working to age 65. Instead I've been going back and forth between San Mateo and Kona. Took an Alaskan cruise & highly recommend it. I'm ready for more. *Beth*

**BOB REID**—Mercer Island, WA

Good Afternoon Ted,

First of all I'd like to thank you, the Officers, and the Committee Chairmen for all the work you do on our behalf. I worked with a few of them for the convention in Seattle and it's a dedicated group. Actually my wife Margie did the work. We both hope RUPA can continue.

Eleven years into retirement and not too much has changed. We still have both of our children and our four grandchildren close by so traveling to see them is not a big deal. We see a lot of their games and most recently we are watching our oldest grandson play Lacrosse. I'm told it's the fastest growing sport in the USA and I can see why.

I still have the PA12 and fly it not nearly enough. Next year will mark 50 years since I soloed. Maybe after that I'll give it up...probably not.

We both still ski, although much slower, Margie walks, and I still put a few miles on my bike.

We are leaving very soon for a tour of Ireland. The package includes air fare so we don't have to deal with SA on United, thank God! We can't wait to sit down in a real Irish pub for a beer...I think I'll order a Bud-Light.

Regards to all, *Bob and Margie*

**BYRNE B. SANDS**—Huntington Beach, CA

Not many of the original class of Tracy Aces left and now I am one of them – will be 90 April 3<sup>rd</sup>. Have great memories of our reunion in San Francisco several years ago.

Hazel will be 89, also on April 3<sup>rd</sup>. No more traveling. Now enjoy Senior Living in Huntington Beach. Sold our house in Sun City, but still have our house in Lake Tahoe (Zephyr Cove, NV)

We keep in touch with our combined families in California, Arizona, Colorado, and Nebraska. 5 daughters, 10 grandchildren and 14 great grandchildren. Will celebrate my 90<sup>th</sup> with a big reunion.

Again, thank all of you who spend hours to keep RUPA going and with the new retirement rules (age 65) – more challenging.

Enclosed is a check for dues. Best wished to all of you, *Sandy*

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**JACK SCHRANDT**—Madison, WI

Ted, Carl Jordan's story in the March issue reminded me of the following: Bob Stimley was the Capt.; don't remember who the co-pilot was and I was the engineer on a 727 out of ORD. After the preflight and just prior to pushback, Stimley turned to the co-pilot and said in his stern voice, "don't touch anything until I tell you to." When we got down to be number one for 32L, the tower cleared us into position, and I informed Stimley that we weren't ready. He asked, "why not" and I replied (smiling to myself) "because you told us not to touch anything until you told us to and the flaps are still up and we haven't run the before takeoff checklist." A somewhat chastened Stimley asked for clearance across the runway and advised the tower it would be a couple of minutes before we were ready for takeoff.

*Jack* Capt ORD, Retired

**KENNETH SCHROEDOR**—Rapid City, SD

I climbed onto the bus in the LAX parking lot on a day in August 1979 on my return from over 7 years of furlough and military leave. I was wearing an ill fitting chocolate uniform styled for the S/O terminated in the "fumes only" PDX DC8 accident. His name was stitched in the lining. I had been absent during the switch from blue grey and the TC would not pay for the new uniform. LAX said no also. I said I will go to work in the blue grey. They found a uniform. On the ride in, I sat across from a fella I came to know and loath by name of Rodney Gilstrap. Upon realizing my status, He declared "I told ALPA that if you 750 guys had not found new careers after this long furlough, you must be losers and ought to be cashiered!" Others welcomed me back.

I was number one once during 25 years and 2 mo. active service...I was oldest in my class. Retired with 850 seniority, average 15th choice in schedules, years of DC8 freighters, 18 years to copilot, vacations assigned or tertiary, made 55000 in 1988, last 6 years of reserve Capt on 37/57, received a gross ESOP stock check for \$9300, paltry unequal is passé. If the PBGC rounds my pension to the nearest buck that would be enough. I get \$2898.07! Do I miss it?... Do I miss what?

Please do not misunderstand; so many guys had worse stories. I am not even first with the worst!

I would like to think I could somehow be first at something common to this August group. Let me challenge you with medical history and operations: Morton's neuroma, pilonidal cyst, hiatal hernia, kidney stones (3 bouts), kidney repair, removal, flank hernia, submax salivary gland removal (Shrapnel), 8 bypasses, stent femoral artery, C7 nerve damage and surgery, torn miniscus, torn sinews bicep, fractured ankle, prostate cancer, rotor tear, roids, polyps, sinitis, hammer toe and carbuncles. I am not a kleptomaniac, homophobic or hypochondriac. These are all real cuts and oweees.

If your history (gotta be 68 years or less) is worse (better) tell RUPA. I will send you lilies delivered by a brunette offering supersex. You can choose the soup if you like.

In November, Lois and I drove 3100 miles RT to Los Angeles to have both hips replaced (she). UAL said no positive space. Leaving LAX during Thanksgiving week on a standby pass was unthinkable: we drove. What a company!...

She has gone back to work as a skygoddess. I'm still riding my pony and strummin' my guitar.

Our best to you from Dakota Territory... *Ken*

**JAMES SCHULTZ**—Dover, DE

We've been retired for 4 years. What Dottie retired from I'm not sure. You can't get out of Homemaking that easy! My last official duty for UAL was my recurrent sim ck, only I didn't know it. After the ck I was on days off—waiting to pull reserve (moving backwards in seniority: Cap 727 to FO 777) for XMass. Our daughter Stephanie (the nurse) caught me doing funny things with my hand at arms length—testing my peripheral vision. I had a disturbance in my left eye. Long story short—an ocular migraine. No pain, lasted 7-10 minutes +/-, but put me on sick leave for the last three months of my career. Lost my license for six months—got it back three months after retiring. Not all bad, used up big chunk of my 500+ hours sick leave at 90-95 hours credit time per month. Reserve can be good!

Have traveled at least one Pass Riding Trip per year. Annual trip to Oakland, CA for Trans International Airlines "Going Out-of-Business" Reunion Picnic—21st this year. Plus side trips.

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Have been late, but never stranded. ID 95% to Sorrento, Italy on US Air however, was different story. Waved good-bye to our daughter, son-in-law & two grand kids as we were last on the stand-by list. Waited two more days to finally get out of PHL to Rome. Then had wallet pick-pocketed getting on train in Naples. Basically went to Italy to eat three dinners and cross the pond in each direction. Kids & Grand Kids had a great time!

The Knights of Columbus Council 4182 elected me Treasurer of both the council and our Columbian Home Assoc, Inc. They keep me busy plus managing my real estate (small) empire—three modest rentals—pays more than UAL (PBGC?) retirement! Rentals when they're good are mediocre and when they're bad they're atrocious! The AF Reserve check comes from another side of the Government ledger. Plus we are managed by our six grandchildren (two+ hours driving in different direction). There's never enough time.

Just celebrated this March: 41st Wedding Anniversary; 41st date of Commissioning; Dottie's & my 64th & Grand Daughter Gabby's 12th birthdays.

For Easter Break took the g-kids—all six—to Disney World (Parents had to get them and selves to Orlando!). Got back Easter Sunday. Pass riding again. Were 7th & 8th on IAD stand-by list for Non Revs. 11 over-booked plus 15 Non Revs. Non Revs 1-6 and 14-15 didn't show and don't know what happened to the over-booked, but us 7 made it. Coming back would have had to split up and take our (my!) chances on a later flight. But, maintenance saved the day. Delayed flight for computer, Paying Pax started bailing out—cell phones are great!—& UAL stole the DEN flight and turned it to IAD and VOILA! Seats open. One hour forty minutes late!

Miss the flying, the camaraderie. Worked for 3 Airlines and never figured that management could manage. The aircrews, ramp, maintenance and customer service—front line types plus the behind the scenes types—always made it work.

Keep folding and stuffing!

Check via snail mail!

Regards

*Jim & Dottie*

**RICHARD H. SHARPE**—Sagle, ID

I'm still living out of a storage unit and don't know where the stationary is. Don't see my name on the back page, so I must owe some money. Seems the familiar names are on the back page now-a-days. Lots of fine gentlemen have gone. Keep pluggin' away, you are appreciated.

*Dick*

**JACK STEIDL**—Issaquah, WA

Even though I'm 89, I still enjoy good health. Kate is no longer active as a lawyer; she is quite busy in conservative politics — I spend most of my time nowadays tearing pages off the wall calendar.

My son Phillip is a 63 year old United flight attendant, based in Chicago. He just celebrated his tenth year of duty on the line, and proudly displays a tiny diamond on his wings. His pension(?) stinks. He reports that employee morale is wretched, but that "we do our job."

Regards to all.

*Jack*

SLC MDW LAX ORD SFO ORD [F/E] SEA.

**PAUL "SKIP" STRICKLER**

Dear Ted and All:

This is my first letter since my last UAL flight April 2005. A lot has happened since, some good, some bad and some ugly.

First, the ugly. My 20 year marriage slowly came unraveled after 9/11, ending in an amicable, but painful divorce for both of us.

As for the bad: My Dad died during all this, and of course I lost my job. Got fired for turning 60. And you all know the financial suffering many of us endured.

And now the good: After some reading, counseling, and soul searching I feel better physically, mentally and emotionally than ever. I started flying for Netjets a month after retiring and I am having a blast. What a wonderful company! I currently fly the rich and famous in the Falcon 2000 right seat.

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To top it all off, I was inducted into the Quiet Birdmen in March. Quite an honor for me.

I keep busy with friends and family, trying to maintain an 11 handicap, and a little travel, which for me is like a mailman taking a walk on his day off.

I am planning a drive down the California coast at the end of April with my new sweetie pie.

Best wishes to all. Thanks so much for this great publication. I enjoy it very much indeed. Check's in the mail.

*Skip*

DCA-B727 B737 B757 B767 B777 A320

**ANNIE TAYLOR**—Palm Beach Gardens, FL

Thanks for the reminder to pay for the *RUPANEWS* subscription. As you can see from the date on the check, I wrote it early (Nov 07) but neglected to mail it!! When Marty retired I gave him the checkbook duties because I was still working. I've certainly learned how much he did because I can't keep up with the boat, house, yard and "toy" maintenance!! Our Morgan 45' sloop is for sale and also his 1969 Jaguar XKE. Both are beautiful and it's going to be hard to see them go.

Sincerely, *Annie*

**RON TAYLOR**—Issaquah, WA

Wow, how the years keep rolling along. Retirement twenty five years ago, but still able to keep active. We are spending our time in Washington and Arizona. Our families are doing well, all live in or around Seattle. I keep busy doing a little sculpting. Highlight of last year was sailing from Seattle across the North Sea to Asia and Singapore. Our late dinner seating found me with seven single women! Trouble was, they were not much younger than me.

Flying on United occasionally over familiar country, always bring back memories of flying with some of the early pilots, like George Boyd, who would recount flying the mail, forced landings

in snow storms in Wyoming etc. Then there was Al Smith, who flew out of Omaha, and if there was no mail, the flight would cancel, so he set out getting friends to write letters, so he could fly the trip. Or Joe Smith who lied about his age (18), and was hired by Varney Airlines, only later did they discover he was not the required 21, to carry a pistol and the mail, and it took a presidential pardon to reinstate him. Mike Gibbons was a flying cadet in 1929, and his roommate was one Curtis Lemay; it was Mike who introduced me to my future wife. I can recall so many stories of the different captains I flew with, it could go on and on; most of their exploits will be buried forever, (some for the better).

Thanks guys for the great job you are doing, it's a real treat to get the *RUPANEWS*.

*Ron*

**TERRY TRUE**—Libertyville, IL

I'll actually get my check in the mail on my birth month, if not prior to my birthday, this time. I finally turned my favorite number this year (69), but spent the day at Flight Safety in ORL for Citation Excel Recurrent. Not the most enjoyable way to spend a birthday, but at least I'm legal for another six months.

It has been a difficult year with both Jerry and I flying. We seemed to be passing in the dark on many occasions. She has been flying International Purser on call-in reserve, while I have been flying as PIC on both the Citation Sovereign and Excel for DG Aviation, based in Waukegan, Illinois. The Charter business hasn't been affected like the airlines so I have been able to fly 400-500 hours a year. I hope to keep working as long as I can pass the physicals and recurrent checks. Of course, there isn't much of a choice since our retirement went down the tubes.

Jerry had a scare last fall. She had come back from a Beijing trip and was even more tired than usual. She was feverish and really felt lousy, but toughed it out over Thanksgiving. The day afterwards she was in such bad shape that I rushed her to the

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emergency room where they suspected pneumonia. After much testing, it was determined that the fluid in her lungs was actually blood, and she was in danger of drowning if they couldn't stop the bleeding. Fortunately an alert intensive care physician prescribed massive doses of Cytoxan (a drug used in chemotherapy) and steroids which helped to pull her through. They finally diagnosed a rare auto-immune disease called Vasculitis. After a week in intensive care and two weeks hospitalization, she was finally released. It has been five months, and she has not been able to return to flying. Good old UAL has been anything but helpful with their litany of threatening letters. The good thing is that our supplemental Blue Cross/Blue Shield took care of most of the \$96,000 medical and hospital bills.

Like most of you, we're counting our blessings and praying that the airline industry survives. I really only use passes for our annual trip to Maui, but it sure is getting to be a hassle. Thanks to everyone involved in publishing the *RUPANEWS*.

*Tony*

**WAYNE WALCZAK**—Leander, TX

Dear RUPA,

It is that time of the year and enclosed is the required amount for continued subscription. Two years now, since setting the parking brake of the -400, and one year into being a contract instructor for Alteon (A Boeing Company) teaching the B-777 and, eventually the B787 (whenever they get it rolled out). The work has kept the creditors at bay and has supplemented the PBGC petty allowance. Married Nani Lovell (some of you remember her from JFK/EWR/ORD) two years ago and we have lived in Austin, TX since. She has just completed 39 years w/UA, and says she will retire when they get rid of the upper deck airplanes, which may be soon the way upper management is disposing of assets. Or maybe after the merger! In any case, I really enjoy reading the letters each month and ask that you update my e-mail address:

cesjet@yahoo.com and my phone number: 512-259-5445. I encourage correspondence via e-mail from anyone who might want to catch up on old times. That's it for now. And thanks for putting together the journal each month.

*Wayne*

**JOE WEST**—Corvallis, OR

Hi Ted, This letter and the check were due in April, and I usually get them sent in March. Since the April birthday is number 80, I feel I'm entitled to a senior moment. I'm going to repeat a statement I opened my letter with a few years ago: "You guys are retired. I have a 24/7 job. That job is recovery from the massive stroke I suffered on 10/11/1986 at age 58 1/2. Though I am progressing well enough to be able to swim twice a week and ride the bus all over town, it's a job I wouldn't wish on anyone. The drawbacks are an end to my flying career, and my inability to get my drivers license back. But who can complain? I'm told that reaching 80 yrs old is very good after such a devastating stroke. Right now I walk to the pool and can swim better than I walk. Having had full left side paralysis, it's a good feeling to dive off the board into 13 feet of water and be able to tread water moving all the limbs and hands unrestricted. I had thought that getting the use of the left hand back would enable some piano playing and typing, but old "lefty" said forget it. As a result this is being typed with one hand.

For over the years, putting up with so many typos and deciphering them: Thanks Ted.

Check to Half Moon Bay...-----

*Joe West*

**A. H. "HAM" WILSON**—Homer, AK

31 years of retirement and in good health. Spend 6 months in Homer, AK, 1 month in MN hunting, and 5 months in Pompano Beach between the American Legion, Elks and RUPA Lunches.

*Hambone Wilson.*

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## SUCCESSFUL IRS FICA APPEAL LETTER FROM WHITEY MEYERS

Oct. 16, 2007  
Paul H. Myers  
5599 Aldrich Rd.  
Bellingham, WA 98226

IRS  
11601 Roosevelt Blvd.  
Philadelphia, PA 19154

Gentlemen:

I received your letter of disallowance for my claim on a refund of overpayment of Medicare deductions taken at the time of my retirement, 10-1-99. These deductions were based on the assumption that I would live for 29.2 years (after my mandatory retirement at age 60, as a pilot for United Airlines) and the subsequent projection of my non-qualified retirement plan. This plan was terminated on 10-1-2005, and all court appeals on the termination have been exhausted. This resulted in an overpayment of \$----- for earnings I will never receive.

I am requesting a small dollar case appeal, in person, before an IRS appeal officer. I have also filed the necessary paperwork, and have requested a Congressional audit on this issue with my local U.S. Congressman's office, which has been accepted and is in progress.

I am appealing the decision for the following reasons:

1. A substantial number of pilots, who have the same exact situation, have received refunds, all using the date of the non-qualified pension termination, 12-30-04. These individuals have the exact circumstances that I have; only the dollar amount is different, based on retirement earnings.
2. Your letter of denial is obviously a form letter, and designed to deal with income tax issues. This overpayment had nothing to do with income tax. It is based on section 3121v of the IRS code. I question that the actual issue was even looked at, as your letter has nothing to do with the issue.
3. It would have been impossible to have filed form 843 for a refund within a 3-year period of my retirement, as United Airlines did not go into bankruptcy until 2005, and we did not lose our non-qualified benefits until 10-1-2005. I would challenge that the 3-year time limit would even apply to Section 3121v, as this section has nothing to do with income tax.
4. These are monies withheld on the assumption that:
  - a. I would live to-- plus years.
  - b. I would receive this income for this entire period.

The basis for the assumptions is totally unfounded.

In the event that this issue is not resolved in a timely manner (say, 90 days), it is my intent to file suit on this issue in the U.S. District Court serving this area. I will seek a full refund, plus interest and reasonable legal fees. I will not only seek redress on my own situation, but will strongly challenge the constitutionality of Section 3121v of the IRS code. I have strong doubts that a U.S. Court will agree with a "law" that assumes a person will live for up to 30 years after retirement, and deduct funds for pension benefits he (or she) has not received, or as has been proven, never will receive.

It is my hope that this appeal process will resolve this issue. Court decisions in our country are largely based on what is deemed reasonable. Funds taken out of my final paycheck, for years I may not live, and now, a pension I will not receive, is not reasonable.

I am requesting a response, including a contact for an in person review in 10 business days from receipt of this letter.

Cordially,

*Captain Paul H. Myers*

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**DICK WOODIN**—Kenai, AK

Greetings fellow RUPs,

I hadn't planned to write this year, figuring you are tired of my fish and bear stories. But recent events convinced me we need to talk. About medical insurance. I've always subscribed to whatever plan was offered through our United employee/retiree benefit plan, thinking that would be the best available. How foolish was that? Miriam and I have always enjoyed good health and never put our insurance to the test. Until now.

Last June, Miriam suddenly became very sick. I took her to the hospital emergency room where they determined her intestine was strangulated in a hernia. Fortunately our small community has a good surgeon who repaired the problem and she recovered back to good health.

For the next six months we received statements from Medicare and Blue Cross/Blue Shield showing what charges were being paid by Medicare and not covered by BC/BS. Finally, in February, we got a complete statement from the hospital. Total bill was \$12,000. Medicare paid \$4,500, BC/BS paid \$28, and I paid \$1,105. I questioned BC/BS and the United Benefit Center to learn that they don't pay anything until I have paid \$1,500 out of pocket. And that applies to each of us separately. I knew there was a \$250 deductible but the \$1,500 is in addition to that. Perhaps I'm the only one who didn't know this but it came as a surprise to me. I admit I didn't go the website and read the small print, but I bet I'm not the only one. I'm paying \$3,100 annual premium to the United (so called) Benefit Center and a \$28 payback doesn't seem like a very good deal. I could do better in Vegas. Apparently the \$28 was paid by mistake and they may want it back.

I'm currently shopping for a new supplemental insurance plan. I'm hoping to hear from some of you about your experiences and if you have found something better. Please email richardwoodin@gci.net

The good news is the ice is melting and salmon are on the way. *Dick*

**VINCE YOUNG**—Kerrville, TX

Patty and I do not have anything new to report. We are planning a trip to England this fall and will probably end up buying a ticket since pass travel is becoming a joke. I see the corporate wheels have made a complete revolution. First, we had the Wolfman trying to marry UAL to Used Air and now, we have Tilton hoping to do for Continental or US Air what he did for UAL. If it happens, he will tell us how brilliant he is and the BOD will vote him another bonus stolen from the wages of the worker bees. Not much left of the original UAL and the legacy of honor and integrity that existed between Pat Patterson and the employees. If you know any young people who dream of a career as an airline pilot, tell them to forget it. The dream has turned into a nightmare. If you gave me twenty to one odds that UAL would still be around ten years from now, I wouldn't take the bet. "Other than that, Mrs. Lincoln, How did you enjoy the play?" Thanks to all you folks who make the *RUPANEWS* possible.

*Vince*

**JOE ZAHNISER**—Warner Robins, GA

Say, Ted!

I think your March issue was perhaps the most interesting one we've had. There were so many recountings of past experiences and persons and other info, that it really appealed to me - and probably to lots of others; but, especially to the "old timers".

Good work to you all!

*Joe Z.*

1941-1981 SEA LGA MDW ORD IAD

# IN MEMORIAM

## MELVIN L. CHARLIER

Husband, Father, Lawyer, Pilot, and Farmer Died April 3, 2008 at 90 years of age.

Born in Denmark, Wisconsin on Dec. 17, 1917, he received his Doctorate of Law Degree at the University of Wisconsin in Madison and shortly thereafter joined United Airlines. There he had a long and successful career, retiring in 1977 with his final flight to Hawaii piloting a Boeing 747. He also served as Standards Chairman for the Airline Pilots Association.

Mel met his beloved wife Joyce just after World War II ended. They married after a whirlwind courtship and settled in LaGrange, Illinois, where they raised nine children.

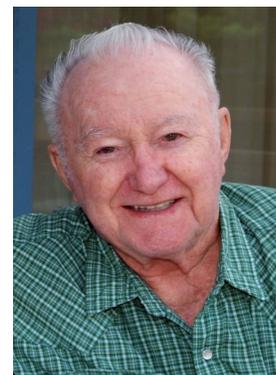
Dad was a man of humor, integrity, and energy, and from early childhood, he loved gardening and raising animals. He shared this joy with his family and friends at our own Hilltop Valley farm near Richland Center, Wisconsin, where we all had many wonderful family times.

He is survived by his wife Joyce; his three sons William, Robert (Holly) and John (Beth); six daughters Susan (James) Langemak, Jeanne (Russell) Paasch, Barbara (Hal) Colbert, Mary (Lowell) Martin, Sally Maas and Betty Charlier; fifteen grandchildren David, Wendy, Eric, Megan, Katy, Deb, Mike, Tim, Dan, Courtney, Dacia, Autumn, Nicole, Kyle and Mitchel; four great-grandchildren Jonathan, Havyn, Kaeden and Raina; and his niece Gayle and her children.

He will be sorely missed.

## ERVIN MICHAEL RAUSCH

1919-2008



Born Ervin Michael Rausch to Jacob and Catherine Rausch in April of 1919, Erv grew-up in St Cloud, Minnesota. His first airplane ride was in a Ford Tri-motor when he was 10 years old; he loved airplanes and flying ever since. Erv served as an instructor pilot in the Army Air Corps during WWII until he was hired by United in 1944. It was there that he met and then later married Sarah Miller in August of 1948. They lived in Mount Vernon, Colorado while Erv was based in DEN until 1963. The family then moved on to Lake Meridian in Kent, Washington while he flew the DC-8 and DC-10 out of SEA, commuting to ORD to fly the B-747 during the later years of his career and until retirement in 1979. Erv treasured his time flying for United and all of the great people he flew with.

Erv enjoyed many great years living with Sally on Lake Meridian, his favorite spot on this earth, and stayed active flying his Cessna 177RG, call sign N9ER, taking neighbors and visiting friends up on local sight-seeing flights. He and Sally ventured out on many cruises, motorhome trips and overseas tours.

A memorial, attended by immediate family, was held Friday, April 18<sup>th</sup> at the Tahoma National Cemetery: a Celebration of Erv's Life is planned for July 19<sup>th</sup>, 2008 at the family home in Kent. Erv is survived by his sister, Carol Gamble, his wife, Sarah M Rausch, and three sons: Michael Rausch and his wife Ruth, William Rausch and his wife Robin, Thomas Rausch and Karen Kenyon, 8 grandchildren and 1 great-grandchild.

Erv will be greatly missed by all that knew this warm, good humored man and always remembered for his easy smile and generous character.

### **JACQUE MACLEAN SEXTON**

Captain Jacque MacLean Sexton. 10/20/1923 - 3/22/2008.

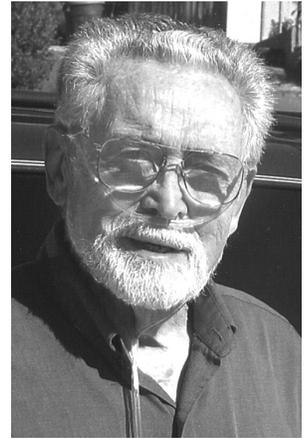
Died at 84 in his Redwood City, CA home of advanced COPD, peacefully and surrounded by his loving children Jill, Randy and Matthew. Born in Sutter County and raised on a ranch in the Sutter Buttes where he acquired a life long habit of early rising and prompt attention to chores. He earned money in his youth by catching rattlesnakes, milking their venom and selling it to local Chinese medical practitioners. Jacque graduated from Yuba City Union High in 1942 and attended University of California Berkley in 1946.

At age 13, Jacque talked his way into the cockpit of his neighbors small plane and soloed after 30 minutes of instruction. At age 19 he entered the Naval Aviation Cadet Program, went on to fly Navy bombers from the decks of the USS Randolph and USS Ticonderoga, and witnessed the Japanese surrender on the deck of the USS Missouri.



After the war, he continued flying in the Naval Reserves, and then was hired by United Airlines where he worked from 1951 to 1989. While with United, Jacque flew every manner of commercial passenger airliner in the USA and across the Pacific, and cargo planes into Saigon and the Philippines during the Viet Nam war. Jacque's life work included helping airline pilots win the right to fly beyond the age of 60, and he continued to support pilot's rights. His early training on the ranch, and living through the depression contributed to his dedication to accumulating documentation of all aspects of his life.

He is survived by the two children of his marriage to Ina Lambert; Ariel MacLean (aka Gail Teel) and Janet Allan, and three of the four children of his marriage to Isabel (Liz) Anderson Sexton; Jill Anne, Randal Mayne, and Matthew Kirk Sexton. He is also survived by nine grandchildren, and four great-grandchildren. Jacque was predeceased by his beloved wife Liz after 50 years of marriage in 2004, and his youngest son Bradford – killed in an airplane crash in 1994. There are no services planned at his request.



"Jacque was an avid pilot, and somewhat of a maverick his whole life. He fought long and hard for pilot rights - and was sometimes misunderstood by fellow pilots. But his love was flying, safety for his passengers, and fairness for his colleagues. He valued his participation in RUPA, and always enjoyed reading the newsletter. He will be missed greatly."

Donations may be made to any research institution working to find a treatment and cure for ALS. Suggestions are University of California, San Francisco.

### **HOWARD S. THOMPSON**

Howard S. Thompson 74, of Evergreen Lane, Lake Geneva, died Thursday April 17, 2008 at the Geneva Lake Manor Nursing Home, Lake Geneva. Howard was born April 3, 1934 in Millbrook, IL, the son of Howard S. and Ileen Eckwal Thompson. United in marriage to Joan Kellogg July 31, 1958 in Glen Ellyn, IL served in the U.S. Air Force, and was employed as a Pilot for United Airlines from 1965 to 1992. Surviving is his wife Joan, daughter Sarah Thompson, Elmhurst, IL and a son Jason of Muskego, WI, Brothers Way (Melinda) Thompson, Lexington, Kentucky and Lawrence (Anita) Thompson of Sugar Grove, IL. Preceded in

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death by his parents. A Memorial Visitation will be held from 6 to 8:00 P.M. Thursday April 24, 2008 at the Steinke Funeral Home, Lake Geneva.

In. Lieu of other expressions of sympathy, Memorials maybe made in Howard's name to the Geneva Lake Conservancy, 398 Mill St. Fontana, WI 53125

### **HOWARD THOMPSON**

For those of you who didn't know High Speed Howie, he was always on the barber pole. The license plate on his old Cadillac Eldorado read VNE/MMO. We would ride to picket duty in his Eldorado in '85.

When Howie was TDY in London he was the first pilot to call in sick on layover. Layovers were great in Germany.

After his stroke life was not good for Howie. He did make it to several ALPA retirement parties and RUPA luncheons and enjoyed them very much.

This past February Howie fell and broke his good hip, which left him immobile. He was ready to pull the plug then. Both Jim McCusker and I called and talked to him.

I hope where Howie is there are no damn walkers and no stick shakers.

*Bob Kelly*

Howie was a well known character around ORDFO. He survived a VW accident in which he almost lost his eyesight but fought on and eventually got his first class physical back.

*Don Swanson*

### **HOWARD S. "HIGH SPEED" THOMPSON**

I got this today a few times about Howard Thompson better known as HS (HIGH SPEED) Thompson. I think he was at home in the 727 and flew with him a lot. He didn't get his nickname for nothing! I know the 727 will fly at 400 Knots

indicated and they got a workout in 1985! It gets awful noisy in the cockpit.

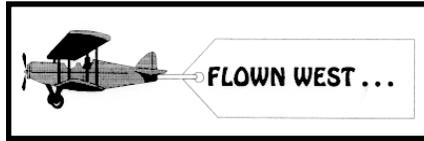
He was a long time favorite Chicago friend. He was a good Union guy and certainly a guy I'll remember.

I know there are a good amount of Chicago guys in the Spruce Creek clan judging from their lunch on Thursday, so I copied them to pass around.

I am not sure if there are any speed limits up in heaven, but they'll have to be waived if GOD wants to take High Speed! He was a fine man.

*Jim Morehead*





<b>JOHN C. OWEN</b>	<b>02/12/2008</b>
<b>DONALD BLAIN MC CORMICK</b>	<b>02/12/2008</b>
<b>RICHARD E. ALEXANDER</b>	<b>02/19/2008</b>
<b>CHARLES H. GRIES</b>	<b>02/22/2008</b>
<b>JACQUE MACLEAN SEXTON</b>	<b>03/22/2008</b>
<b>FRANCIS G. FARRELL</b>	<b>03/23/2008</b>
<b>H. M. "MAX" GOTT</b>	<b>03/27/2008</b>
<b>MELVIN L. CHARLIER</b>	<b>04/03/2008</b>
<b>ERVIN M. RAUSCH</b>	<b>04/10/2008</b>
<b>HOWARD S. THOMPSON</b>	<b>04/17/2008</b>



### 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*

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## 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 Wed. PHX Roadrunners— *Please call for directions* - 480-948-1612  
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860  
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* - 360-825-1016  
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—*Wellington Restaurant, Arlington Heights* - 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

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**Deadline: May 21, 2008**

**Mailing: June 4, 2008**

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