
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

One of my duties as President of RUPA is to attend the United Airlines Historical Foundation E-Board meetings. Since I was in Houston on vacation, it was very easy for me to fly up to Denver for the day. I even managed to get a first class seat (do you remember what a first class seat is?) going to Denver and back to Houston. Thirteen people were in attendance including our own Rich Bouska who volunteered to be on the BOD. One of the topics of great importance was the disposition of the historical artifacts that are currently held at WHQ. It is very important that UAHF find a home for the artifacts as management does not seem to be too concerned with their care and preservation. If you are concerned about the preservation of UAL's history, go to the UAHF website and either join, volunteer and/or donate. Progress is being made in setting up a museum at TK but they need all the help they can get.

During the past month or so, the Federal Government has intervened (better known as knee-jerk reaction) in the affairs of the airline industry. The imposition of hefty fines for runway delays of more than 3 hours will cause many more cancellations according to industry analysts. These fines could cripple the major carriers whose bottom line is already below water. Another intervention (see previous definition) is having George Orwell's "Big Brother" monitoring cockpit conversations. After reading the editorials in the USA Today, I find that there are opinions both for and against this policy. My favorite opinion was from a person who asked if Congress was going to allow "Big Brother" to sit in on closed door sessions.

By the time you read this, I will have returned to Maine. Marie and I enjoyed spending the time in Texas spoiling our granddaughter. Looking forward to seeing all of you who have signed up for the RUPA cruise in September. *Ron*

MARCH EXTRA'S

A sincere "**Thank You**" to all who have sent a "little, or a lot" extra. We certainly appreciate what you have given. If I missed a name, it was not on purpose. *Leon*

Lars Warn, Walter C Fink, Doris Inglis, Garrett Paull, Stephen Moddle, Morris Wiegand, Cort DePeyster, Donald Paffrath, Bernard Sterner, Donald Swanson, Edward Chrisman, Sheldon Schiager, James Schultz, Phillip Jenkins, Ralph Dilullo, Jay Plank, Harry Stonelake, Roger Dreher, Fred Oldham, Wesley Fetzer, Gary McGaughey, Pat Austin, Edward Krieger, John Bard, Millie Stewart, W E Durell, Ricky Davidson, David Johnson, Richard J Johnson, Gary Test, Doug Orme, Robert L Davis, Wallace Sitton, Robert Van Nostern, Alan V Mitchell, Patrick Thews, Cleve Rice, James Glendenning, Jules Lebkowsky, Perry Thomas, Richard Ionata, William Herrin, Allan Heggblom, Randy Ryan, Edward Schwab, Don Leissner, Mel Volz, W C Vinton, Paul Andes, Jack Callahan, Norbet Rupp, Fred Tonyes, Richard Woodhull, F Al French, Mike Williams, William Rollins, Herbert Herndon, James Barnard.

Correction

The Washington DC April Luncheon will be on Wednesday April 21st. E. K. Williams

Do not send money here, letters only, please

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

Cover Story

Our cover picture for this month is a composite artistically rendered by Ruparian Bill Powell.

The DC-10 was from an old UAL Postcard – you remember when UA used to think of Passenger loyalty and service? The Douglas A4D “Scooter” photo was from a Douglas Public Relations handout of the F4D to VFAW-3 pilots in 1967. The American Eagle background was screened down to about 25%.

Bill flew the F4D in 1957 and the DC10 in 1978.

Bill did the artwork for the back of his diesel motor-home in early 2001, pre “9-11”. A quote from Bill’s narrative: “.... during the next 3 years I drove around the USA, I received several CB calls from truckers who were sailors in my Squadron saying it brought back fond memories. Small world.”

There is much more interesting information on both aircraft available on-line thru “Wikipedia”.

Those *WERE* the “good times” when serving our county and even our profession was “fun.”

Bill, thank you for allowing us to use your beautiful artwork. Plagiarized by **Bruce McLeod**

United Applies for Slots at Haneda, Delta Objects

United was one of five U.S. airlines that applied for access to Haneda Airport in downtown Tokyo, drawing the ire of Delta, the world's largest airline, saying it should take all.

Delta's protests, while hard to believe, are not unexpected, particularly given the carrier's objection to our application to add Continental to our immunized alliance across the Atlantic with Lufthansa, an objection they made only after they received approval on their merger with Northwest.

The only major U.S. network carrier without a Japanese partner, having failed in its bid to lure Japan Air Lines from Oneworld to Skyteam, Delta argued in its filing that "under no circumstances should any U.S. carrier member of Star or Oneworld receive a single slot at the expense of Delta's full proposal."

"We believe their position is flawed, without merit and anti-competitive, which we find ironic given that they are the world's largest airline with roughly half of the total U.S. passenger service in Tokyo," said Mark Schwab, SVP-Alliances, International and Regulatory Affairs.

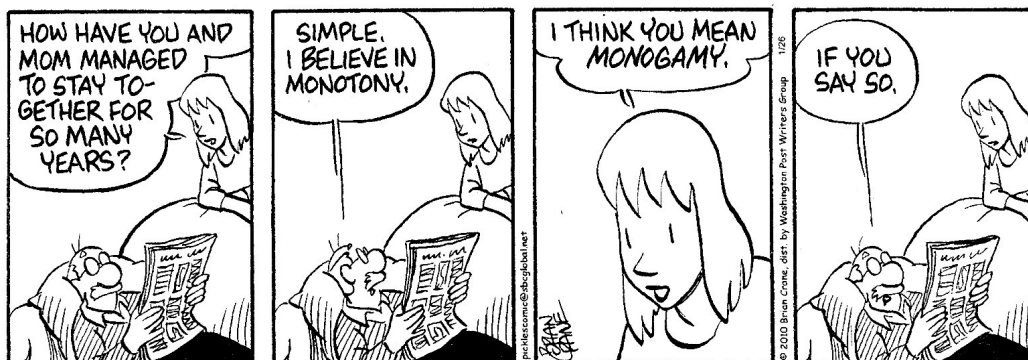
Under the recently approved Open Skies agreement between Japan and the United States, four pairs of slots are available to U.S. carriers previously precluded from serving the airport that was previously primarily a domestic airport.

All told, United, Delta, American, Continental and Hawaiian Airlines applied to the U.S. Department of Transportation for 11 separate routes.

United applied for nonstop service between San Francisco and Haneda, a route that would be served with a B777 aircraft. “In our filing, we indicated our proposed service would generate maximum benefits for the largest possible number of U.S. passengers, who will be offered convenient nonstop or online service to Tokyo's close-in airport and to cities beyond Tokyo in Japan and elsewhere in Asia as well as 20 tons of cargo capacity on each flight.” Said United.

DOT is expected to make a final decision on the slot appointments by May.

Pickles/Brian Crane



DANA POINT RUPA LUNCHEON

Our Group met under severe clear condition. Temperature was around 80 and no wind. The blue umbrellas shade was quickly sought.

Of news was The Tsunami, 6,000 miles away, in Chile that really seemed to have quite an influence on our area. The first of the month, there was a tidal bore up the channel with the water level at the harbor mouth dropping to 6 feet from its normal of 12-14ft and the large bait dock was broken in two. The normal placid boat channels had rivers of water. Bigger boats headed out to sea. For a while the harbor was shut off to the public. Quite an amazing event for our area. This was the subject of a lot conversation with the Guys On Deck were: Rusty Aimer, Park Ames, Carlos Bernhard, Bruce Dunkle, John Grant, Jim Grosswiler, Rudy Haluza, Jack Healy, Rick Hoefer, Ed Judd, Ed Krieger, Bob McGowan, Jerry Meyer, Al Pregler, Bill Rollins, Bill Stewart, Ted Simmons and Joe Udovch. Also present and new to our group were Butch Trembly and Mike Brueggeman Welcome Guest was Jason Williams with Son in Law, Ed Krieger. Bill has 20 years flying with Fed Ex.

Bob McGowan reported that Glenn Schwarz had a slip on some stairs and was badly bruised. He says he will be back next month.

A Reprint of interest...According to UAL-MEC Pass Travel Coordinator Captain Pat Palazzolo.

Pat writes, "Beginning in the spring, on all domestic, Canada and Caribbean flights, the higher grade mileage plus members will be able to upgrade free to any empty first class seat.

Yes, this will eliminate first class as an option for pass travel in the more heavily traveled domestic markets." The food was good and service was great. Good time had by all. *Ted*

SOUTH WEST FLORIDA RUPA LUNCHEON

The weather finally turned warm for our March luncheon, as we have had an unusually cool winter here in paradise. The warm weather along with the fact that this is our final meeting for this season produced a turnout of 29 members and guests.

Your host made note that former host T.J. Sobota was alive and well and sent his regards to the members. We also learned that Denny Fitch has been diagnosed with a serious illness. Brian, Denny's son has posted an on-line Blog to help keep everyone up to date on Denny's progress and can be viewed at: http://web.me.com/brianfitch/Denny_Fitch_Sr/Welcome.html

We're sure that Denny and his wife, Rosa, and family would appreciate our thoughts and prayers as they face this problem together. (If you don't remember, Denny was aboard Flt 232)

Our speaker was Dot Prose, daughter of Ed Prose, who spoke about her 30 year active duty career in the U.S. Navy with an additional 13 years, added on as an adjunct Naval War College professor. Dot's career covered the entire evolution of women in the armed services. She retired with the rank of Captain. Dot, we thank you for your service to our country!

Our next meeting will be November 8, 2010.

Members attending : Will & Sara Collins, Norbert Cudnowski, Rip Curtis, James Good, Harvey Hallberg, Skip Irwin, Don Kincaid, Jim Downing, Jim McCusker, Bruce Lecher, Ed Prose, King Purton, Ed & Ruth Riehl, Jack Sodergren, Ellis VanAlstine, Ray & Twila White.

Guests: Gene Chapman, Don Sullivan, James Sutton, Harry Long, Faith Osborn, Mamie Thompson, Richard Travas.

Guest speaker: Captain Dot Prose USN retired.

Enjoy your summer! Your hosts *Gary & Janice Crittenden*

36th annual SUN 'n FUN International Fly-In & Expo, Lakeland, FL

"The annual RUPA day at Sun'nFun is Thursday, April 15, 2010 at the OX-5 club house." For years the OX-5 club has opened their club house to RUPA for a place to gather and associate while attending the air show.

APRIL CRUISE NEWS

We now have 64 cabins booked for the RUPA Cruise, 18 for the first ten days, 10 for the second ten days, and 36 for the full twenty days. Space is limited in certain categories at the RUPA group price. We now have hotel space blocked in Rome if you would like to arrive early and see the sights in Rome. If you wish to join us, you should contact Jerry soon; let him know if you are staying at the hotel he arranged for us, and if you need transportation from the hotel to the ship and from the ship to the airport after the cruise. If you have questions about transportation while in Rome call Jerry. As previously mentioned in the *RUPANEWS*, I will continue to highlight two more port cities along the route of our cruise in this issue.

Picking up where I left off in the last issue, **Barcelona** Spain would be the next port of call. Barcelona is in a privileged position on the northeastern coast of the Iberian Peninsula and the shores of the Mediterranean. Barcelona is the second largest city in Spain in both size and population with 1.5 million inhabitants. It is also the capital of Catalonia, one of the seventeen Autonomous Communities that make up Spain. There are two official languages spoken in Barcelona: Catalan, generally spoken in all of Catalonia and Castilian Spanish.

The capital of Catalonia is privileged not only because of its geographic location but also because of its history, tradition and cultural influences. The documented history of the city dates back to the founding of a Roman colony on its soil in the second century B. C. The city has a wealth of unique historic architecture, markets, shops, museums and churches, and is great for walking around. The area known as “La Rambla” is a favored pedestrian area because of the flower sellers, street performers, paintings and restaurants.

The Sagrada Familia is the world wide symbol of Barcelona. This monumental church is the design of architect Antoni Gaudi and is his most famous work and the finest example of his visionary genius. He undertook this task in 1883 and dedicated his life to carrying out this ambitious undertaking until his death in 1926. Work continued on the church in spurts until the Spanish Civil War in 1936. The project was resumed in 1952 and continues to this date. There are numerous examples of Gaudi’s visionary architecture located throughout the city. The city has numerous museums: the most popular is the Picasso Museum which has one of the most extensive collections of artworks by Pablo Picasso.

Palma de Mallorca is the next port of call. Palma is the capital of Mallorca, the largest of the Balearic Islands in the Mediterranean Sea. Most visitors to the island head straight for the beaches which is a real shame as the city has a lot to offer: a beautiful setting, an atmospheric old town, great restaurants, excellent museums, fantastic shopping, and lovely parks with countless fountains, stunning architecture – all in one compact package, that can easily be explored by foot. I’ll just mention three places to visit here. Palma’s latest museum is El Baluard, the Museum of Modern and Contemporary Art built on the remnants of a 16th century fort. It houses an impressive collection of sculptures, paintings and ceramics. But it isn’t only the art that impresses; the setting is beautiful with stunning views across the harbor. The best view of Palma is to be had from the Castell de Belver. Originally built at the beginning of the 14th century, its architecture is quite unusual; it is shaped like a giant doughnut with a massive circular courtyard and a separate tower joined to the rest of the building by an arch. You can visit the castle’s flat roof and admire 360 degree views of the city, the bay and the surrounding countryside. You also get not just one but two museums thrown in, the collection of Classical Sculpture and the excellent City History Museum, which takes you through the history of Palma from prehistoric times to the present. The Gothic Cathedral in Palma rises above the harbor like a giant ship and is as beautiful close up as it is from afar. Building work started in 1230 and lasted for nearly 400 years. Look for the many gargoyles adorning the outside of the church and the massive eastern rose window made up from 1,200 pieces of stained glass.

Feel free to pass this information on to your family and friends as they are all welcome to join us. If you have questions give me a call or contact me by e-mail.

Tour information above taken from several Google sites.

Submitted by *Rich Bouska* 925-443-4339 rbouska1@comcast.net

2010 RUPA Roman Empire Cruise

*****There are 3 itineraries*****

1st 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 8, 2010
*Depart Civitavecchia (Rome) with stops at; Dubrovnik, Croatia; Corfu, Katakolon, & Santorini, Greece;
Kusadasi (Ephesus) Turkey; Piraeus (Athens), Greece; Messina, and Civitavecchia (Rome) Italy*

2nd 10 day Roundtrip out of Rome on Holland America's MS Noordam, September 18, 2010
*Dept Rome; Livorno (Florence), Italy; Monte Carlo, Monaco; Barcelona, and Palma de Mallorca, Spain;
Carthage/Tunis (LaGoulette), Tunisia; Trapani, Naples, Civitavecchia (Rome) Italy*

All prices are for double occupancy and include the \$260 port charges and fees imposed by the cruise line

1st 10 day cruise taxes are \$78 per person, are not included and are additional

2nd 10 day cruise taxes are \$108 per person, are not included and are additional

Cabin prices are the same for both 10 day cruises

Inside Cabin	from \$1,499 per person
Outside Cabin	from \$1,599 per person
Verandah	from \$2,249 per person
Suite	from \$2,907 per person
Deluxe Suite	from \$3,849 per person

The 3rd itinerary combines both 10 day cruises into a 20 day cruise

All prices are for double occupancy and include the \$520 port charges and fees imposed by the cruise line

20 day cruise taxes are \$164 per person, are not included and are additional

Cabin prices for the 20 day cruise

Inside Cabin	from \$2,499 per person
Outside Cabin	from \$2,799 per person
Verandah	from \$3,699 per person
Suite	from \$4,899 per person
Deluxe Suite	from \$6,299 per person

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 \$300 per person for the 10 day cruise and \$425.00 per person for the 20 day cruise is due at the time of booking and is fully refundable until 25 June 2010. If you want verandah cabins, it is important to book early, as they are the first to sell out.

Send all correspondence to:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive, Holden, MA 01520

1-800-309-2023 access code #33

1-508-829-3068

gpsp@aol.com

Check out deck plans and staterooms on the Internet

www.hollandamerica.com, Click on Holland America Cruises, ms Noordam, ms Noordam Deck Plans

DENVER GOOD OL' BOYS LUNCHEON

The weather was too good for the March meeting in Denver. The golf courses (and other venues) were apparently beckoning as the turnout was disappointing. However the group assembled and a good time was enjoyed.

It being the day before St. Patrick's, the cuisine featured corned beef and cabbage, along with other assorted veggies and salad and dessert. Suffice to say the spread met with general approval.

We were pleased to have Karen Daniel as guest of Bill Fife.

The coordinator's attempt at humor elicited a few chuckles. There were no new reports of infirmities, nor final flights west, and apparently nothing to report on the pension front. (No news is good news)

The meeting adjourned at a suitable hour.

Those in attendance included: Phil Spicer, Maury Mahoney, Steve Pahs, Bill Fife, Karen Daniels, Dick Garbrick, Frank Morton Jr., Al Dorsey, Bill Hoygaard, Dick Shipman, Bill Hanson, Al Snook, Rex Bales, Craig Johnson, Jim Nist, Fritz Meyer, Barry Edward, Jack Davis, Dick Kobayashi, Dave Johnson, John Thielen, Carl Harder, Cliff Lawson, Jim Reid, Charles Fellows, Denis Getman, Duane Searle, Tom Gordon, Ed Cutler, Stanley Boehm, A.J. Hartzler, Jim Krasno, Jack Wilhite, and the scribe and coordinator, *Ted Wilkinson*.

TUCSON'S ANNUAL LUNCHEON

A new record! 93 people showed up for the annual Tucson luncheon on January 26th at the Tucson Country Club. This time they were not all pilots and or wives of pilots; there was also a large group from RUAEA (Retired United Airlines Employees Association) in attendance.

The draw? We had arranged for two representatives from World Headquarters, Lori Dooley-Wetzel and Coleen Pape, to come down to talk to the group about everything from insurance and health benefits to travel (ZED fares, etc.) the PBGC situation, and a whole bunch more. In addition we had Tom Harmon, the Tucson Station Manager, and Raul Diaz, a Tucson Supervisor, on hand to answer the "local" questions such as how to get travel letters and the new free upgrades to Continental passengers that will virtually eliminate all hope retirees have of ever traveling in first class on any domestic United flight. There was a lengthy Q&A session after Lori and Colleen completed their power point presentation and, as you might expect, quite a bit of indignation expressed to them about how United has treated its retirees, especially since the bankruptcy.

We were of course saddened when we heard that George Raymond was taken gravely ill in Idaho not long after the luncheon and has died recently. He and his wife attended several of the annual luncheons and we express our sympathy to Diana.

Another pilot who had attended luncheons in the past who has also died recently is Frank Grona. Our sympathies go to Roxanne. Frank will be missed at future luncheons. He was a true friend.

If anyone has read this far, we would like to have you attend next year if you are in the Tucson area in late January of 2011. We'll try to keep the date on the back page of the RUPA magazine.

Those pilots and wives attending were: Mike Allum, John Anderson, Bob Bartsch, Dave Dryer, Hank and Luella Dykhuis, Bob Falco, Hal, Jim, and Susan Biestek, Rich Gilbert, Peggy Kuhn, John Gordon, Jim Guest, Chuck and Connie Guy, Carl and Liz Hankwitz, Vic and Bev Hansen, Tom Latourrete, CB and Sue Leeser, Richard and Darleen Markee, Ed Manning, John Mawhinney, Woody Morgan, Paul Nibur, Jim and Jan Noble, Ed and Merideth Parsons, George and Diana Raymond, Mike and Claudia Richards, Randy and Pam Ryan, Bob and Judith Steeneck, Peter Rollock and Elaine Lega, Bill and Marjorie Tyndall, Ken Urdahl, John and Diana Voishan, Jim Walker, and Tom and Bev Worker. Whew! I hope I didn't miss anybody!

Randy Ryan





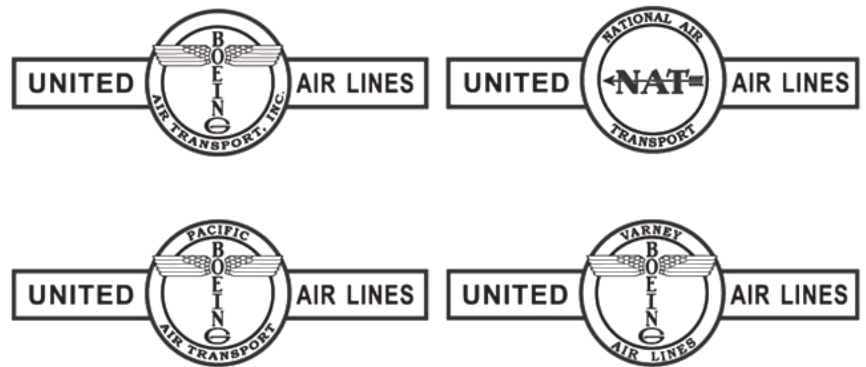
United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

Following the bitterly contested acquisition of National Air Transport (NAT) on March 31, 1930, United Aircraft & Transportation Corporation (incorporated 2/1/29) merged Stout Air Service and NAT. Then on June 30, 1930, Varney Air Lines, Inc. was acquired by UATC.

In January 1929, William Allan "Pat" Patterson had joined Boeing Airplane & Transport Corporation as Philip Johnson's assistant. As Johnson was often in Washington DC on Boeing's military airplane business, he gave Patterson the authority to "make decisions as he saw fit" regarding Boeing Air Transport (BAT) and the newly acquired Pacific Air Transport (PAT).

On March 27, 1931 United Air Lines, Incorporated was created as a "management company" for the four Air Transport Companies (BAT, PAT, NAT & Varney) with Johnson as UAL president. Johnson was also the president or vice-president of each of the individual airlines and other subsidiaries.



Pat Patterson and United Air Lines Logos

In July 1931, Pat Patterson was named General Manager of United Air Lines, Inc. and moved from Seattle to Chicago taking charge of the new United Air Lines Headquarters building at Midway Airport.

At this time, United Air Lines, Inc. owned no airplanes or other equipment, signed no contracts, had no earnings and was supported jointly by the four airlines. This fact was to become important on February 9, 1934 when the Roosevelt government abruptly canceled the mail contracts effective February 19th.

Money from the airmail contracts had been 45 percent of United Air Lines' total revenue, and although increasing steadily, the passenger, express and cargo revenue fell far short of supporting the airline. Patterson made the decision to keep all four of his companies flying their full schedules, hoping that additional passengers, express and cargo would replace the lost mail revenue.

His argument was *"Our pilots and ground crews have to eat ... this is our opportunity to show our people that they are in a stable business"*. United lost more than one million dollars (over \$15,800,000 in 2010 dollars) during the quarter that followed, flying with half-full airplanes.

The government's decision to have Army pilots fly the mail was disastrous. In 78 days twelve Army pilots died, ten died in the first 3 weeks. Roosevelt then put the airmail contracts back for bids, but decreed that all airline executives who had attended the former Postmaster General's "Spoils Conference" were barred for five years from participation in any future airmail contracts. UAL President P. G. Johnson was "banished", but V.P. Pat Patterson, as a "junior officer" had not attended the conference.

May 1, 1934 United Airlines, Incorporated (UAL, Inc.) was re-formed as an "operating company" with W. A. "Pat" Patterson as President. *Compiled by Marvin Berryman, DENTK Retired*

LOS ANGELES SAN FERNANDO VALLEY LUNCHEON

Sixteen were in attendance at Mimi's for our March 11th luncheon. They were: Jack & Joyann Moore, Herb Goodrich, Tom & Mary McQueen, Norm Marchmont & Trudy Buck, Ray Engel, Marv Jeffers, Bob Mosher, Mike Herriott, Dale Meyers (guest), Arvid von Nordenflycht & his guest Ginette Aelony (also known as Captain Ercoupe!), Doug & Marcene Rankin.

Don McDermott, our area representative, was absent today so Bob Mosher filled in for Don. Trudy Buck was called on to update us on Rex May's medical situation. A valve in his throat is not functioning properly, but he should be much improved by the time you read this report. Doug Rankin read excerpts from ALPA Council 34 Chairman's February 4, 2010 update. It said "we are now past the amendable date of our contract". Proposals have been sent to the company including a proposal for United pilots to fly Regional Jets with a capacity greater than 70 seats. There is also talk of an impending change of hotel for Narita.

Arvy von Nordenflycht, who is the RUPA Web Master, announced that the web site crashed recently and he has been working diligently trying to solve the problem.

With 16 slips of paper in a box our waitress pulled out number 3 which was Jack Moore's number on the sign in sheet, so he was the lucky winner of our 50/50 drawing this month. Our next meeting at Mimi's will be Thursday, May 13th. Til then, *Doug & Marcene Rankin*

SE FLORIDA TREASURE COAST SUNBIRD LUNCHEON

16 of us met on the 9th at Mariner Sands CC to enjoy our usual tasty buffet and share war stories and other bits of info pertinent to our retiree status. One of the topics involved the "Lifetime Membership" in RUPA which was rescinded in 1996 (as per Cleve's explanation in the Feb. *RUPANEWS*). Most of us think that "grandfather rights" should have been afforded to those who paid the required funds to attain that status.

The 13 RUPA members present were: Paul Andes, Jack Boisseau, Vince Consigli, Jim Dowd, Del Gartner, Clay Grant, Skip LaRocque, Andy Lambert, Don Onofrio, Ted Osinski, John Pinter, Sid Sigwald and Dick Starita.

"Guest" Dick Baese is applying for membership. Also attending were: "inactive" members Bill Cole and Bob Schaet. Our last lunch of this season will be at MSCC on Apr. 13th. As yours' truly will be "retiring" from coordination duty as of that date, Bob Langevin (who is off on a FSU cruise to Porto Rico with his bride Kim) was "chosen by acclimation" to replace me. We are in the process of determining where we will meet next Fall, with Paul Andes checking out his Willoughby CC and we're also considering Duffy's Sports Bar & Grill, both here in Stuart. For me, it is time for a change after several years. The biggest disappointment for the troops is not having access to the terrific buffet at Mariner Sands. Maybe Paul's club will come through for us.

Upon reporting our last (Feb.) luncheon to the NEWS, I ironically commented that our "flower fund" would not soon need replenishment (hopefully). Well sadly, we have to report to those not aware, Jeanne LaRocque passed unexpectedly on Feb. 20th. We did add to that fund this month.

'Til next time, your soon to be passe coorrinator, *Jim Dowd*

SOUTHEAST FLORIDA GOLD COAST RUPA LUNCHEON

A beautiful warm south Florida day today, March 11, for our Southeast Florida Gold Coast RUPA Luncheon at Galuppis Patio Bar and Restaurant. A few clouds didn't seem to dampen the spirits of the twenty-one (21) who got together today for Telling Sea Stories and Tales. Our room with a view overlooking the Pompano Beach Golf Course makes for a nice relaxing get together.

In addition to the others, Becky Hall joined us and France and Bill Garrett came over from Punta Gorda. The other 19 of us were Lyn Wordell, Denny Keast, Chuck Smith, Dave Peat, Joe Jenkins, Ryan Schmidt (guest), Walt Kimmey, Jimmy Carter, Ham Oldham, Jerry Bradley, Warren Hepler, Ham Wilson (our senior member), Ed Wheeler, Dick Bodner, John Bryans, Mike Nelligan, Jim Morehead, Ed DeChant, and your scribe *Ned Rankin*.

United Launches Mobile Check-In and Paperless Boarding

To make travel more convenient for their customers, United recently launched mobile check-in for all domestic United and United Express-operated itineraries. Customers "on the go" can check in for their flights from any device that is Web-enabled -- which includes cell phones, personal digital assistants, e-book readers, and tablet PCs. We've also launched mobile -- or paperless -- boarding capabilities at all of our hubs, as well as Las Vegas, Dallas Fort Worth and New York LaGuardia.

Customers "on the go" can use mobile check in by visiting our new mobile Web site, www.mobile.united.com. Customers who visit www.united.com or our previous mobile site, ua2go.com, when using their mobile devices will automatically be re-directed to the new mobile site.

Once on the site, customers can click the "check-in" button and follow procedures similar to EasyCheck-in Online. The mobile site also enables customers to access flight status, check flight availability, find Red Carpet Club locations and search United contact numbers.

In addition to having mobile check-in abilities, customers can request to have their boarding passes sent directly to their mobile devices via e-mail. The e-mail contains a link, which takes them to an electronic boarding pass that is displayed on their screens. This option enables the customer to scan a "paperless" boarding pass at the security checkpoint and the gate in a fashion similar to self-check-out lanes at grocery stores. Our customer service representatives will carefully monitor the process and be on hand to provide assistance if necessary.

On Thursday, United joined TSA officials in Denver to demonstrate mobile check-in and paperless boarding for customers entering the busy Spring Break travel season. We expect to see thousands of additional travelers pass through our stations throughout the next several weeks.

We expect to have paperless boarding in 30 markets by summer, along with a mobile check-in option for employees.

UAL Capt. George P. Ohlman awarded the Distinguished Flying Cross for WWII mission

(WASHINGTON D.C.) - Rep. Mike Coffman (R-Aurora) today honored retired Air Force Lt. George Ohlman on floor of the U.S. House of Representatives.

On November 28, 2009, Coffman presented Ohlman with the Distinguished Flying Cross Medal he was awarded for valor during World War II. Ohlman, 88, was awarded the medal for his display of courage and acts of leadership as a flight leader in the famed 396th Fighter Squadron known as the "Thunder Bums."

Coffman surprised Ohlman at his home in Franktown, Colorado and presented the medal to him during a ceremony attend by 50 of Ohlman's friends and family.

"It is truly an honor to present Lt. Ohlman with this prestigious medal, his bravery and character serves as an example to us all. On this day we recognize and thank him for his service to our nation," Coffman said at the ceremony.

During his speech on the House floor Coffman honored Ohlman stating, "On September 3rd, 1944, near Mons, Belgium, then-Lt. Ohlman lead his wingman in a strafing run on enemy positions. His aircraft received several direct hits but he nevertheless continued the attack until out of ammunition. Ohlman flew over one hundred combat missions in World War II. Due to the chaos and confusion prevalent during the war, he never actually received the medal. Rectifying that oversight last month was a great honor for me."



Golf Quotes

Swing hard in case you hit it. ~ *Dan Marino*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Our monthly luncheon was held on Monday March 8th at Edgar's at Quail Lodge in Carmel Valley. Those at the table were Paul Olson, Lee Casey, Phil McClain, Jim Gwinn, Neil and Barbara Brooks, and I. Special guests were Jerry and Ivy Lambden from Castro Valley. Some of our regulars were either snow skiing, golfing, visiting grandkids, or on the sick list.

A friend had mailed me an old United Air Lines advertisement dated 1933 for the "new type low-wing all-metal monoplane Wasp-powered "Three-Mile-A-Minute" Boeing Transport" - the Boeing 247. Just some of the "interesting facts" I shared with the group:

Construction – Streamlined, all-metal (duraluminum), twin-engined, retractable landing gear with shock absorbers, hydraulic brakes and large tires "insuring smooth landings".

Cruising Speed – 165-171 m.p.h.

Cruising Range – 660 miles.

Take-off – 770 foot run. Lands – at 58 m.p.h.

Climb – Fully loaded, the plane can climb 830 feet a minute at sea level and reach 8,000 feet in ten minutes. Service ceiling is 18,400 feet.

Size – Wing span 74 feet; Length, 51 feet. Weight, 6 ½ tons fully loaded.

Crew – Two pilots and Stewardess.

Payload – Ten passengers, baggage, mail and express.

Power Plant – Two Pratt and Whitney 550 h.p. WASP engines supercharged to give them sea level efficiency at higher altitudes. 3-bladed Hamilton steel propellers.

Flying Aids – Equipment for two-way radio and reception of directive radio beam . . . dual controls for two pilots . . . unusual visibility for the pilots . . . main instrument board with 35 different devices . . . latest instruments, including directional gyro and compass, sensitive altimeter . . . artificial horizon . . . special night flying equipment . . . Boeing patented flaps to "trim" the plane in flight.

The ad continued with "imagine traveling from California to New York in 20 hours or of flying from Chicago to New York in less than five hours." UAL advertized direct or connecting service to 137 cities in 38 states. (Remember not too long ago UAL advertized flights into all 50 states!) The ad also emphasized UAL pilots averaged 4,000 hours flying experience and employs 50 stewardesses (Iris Peterson was one of these 50 – she retired just a few years ago with company wide seniority #1). "Wide, upholstered chairs spaced 40 inches apart reclined for night flying" – those were the days!

Next luncheon is Monday April 12th at Edgar's at 11:30 a.m. – please RSVP! *Phyllis Cleveland*

RENO'S BIGGEST LITTLE GROUP

The "Biggest Little Group" met for lunch February 24th at BJ's Brewery in south Reno. We meet on the fourth Wednesday of each month and the location is announced via e-mail the week prior. Being a small group we are mobile.

Absent was Captain Bill Charney. As many of you know, Bill has had his Staggerwing in New Zealand for rebuilding these past 8 years. Trials and tribulations being overcome, Bill is bringing the Beechcraft home and is about to jump off from Perth, Australia. You can follow his progress at <http://captainbiff.com>.

Many of you also know that Bill adopted the nom d plume of Captain Biff Windsock many years ago. The rest you can read on his web site.

Retired Captain Keith Vasconcellos of Trans World Airlines was our guest and a lot of UAL-TWA stories were swapped.

Those present included: Len Bochicchio, Tom Diehl, Cort de Peyster, Ken Miller, Bill Shepard, Rick Schwarze, Dean Shuff, Tom Taber, Jim Whiteley and the drafted scribe *Lyle U'Ren* (hurry home Gary)

Update on Retired Captain Denny Fitch's medical condition

Retired ORDFO Captain, Denny Fitch (one of the Heroes of United Flight 232, Iowa City), has recently been diagnosed with a serious form of brain cancer and is currently receiving treatment by some of the best Neuro Surgeons and Oncologists at Chicago's Northwestern Hospital.

Denny has already been operated on to remove his tumor and is now at home in St. Charles, IL with his wife, Rosa, who is one of our own Flight Attendants. He just began his prescribed regimen of Radiation and Chemotherapy treatments and is in amazingly good spirits.

His son, Brian (UA double Furloughee) has put together a Blog on the Web which chronicles Denny's progress. It is updated often and allows E-Mails to be sent to him. It can be viewed at:

http://web.me.com/brianfitch/Denny_Fitch_Sr/Welcome.html

For those of you wishing to send cards and letters, Denny's address is;

Captain & Mrs. Dennis Fitch

37W523 Grey Barn Road

St. Charles, IL 60175

When things looked their absolute worst during UA 232's nightmare ride, Denny is heard on the CVR saying to Captain Al Haynes and the rest of the crew... "I'll tell you what, we'll have a beer when all this is done." With all your prayers and positive thoughts on his behalf, we can hopefully say, "Amen to that, Denny!"

THE PHOENIX ROADRUNNERS (February) LUNCHEON

Hello Editors, The Phoenix Roadrunners Group met for lunch on Tuesday February 9th at the Bobby Q restaurant. Present were Bob & Judy Steeneck, Ken & P J Killmon, Peter Moyer and his good friend Ellen, Frenchy Bougeois and his new bride, Joan, who since our last luncheon got married in January and then went to Hawaii for their honeymoon. Also attending were Charlie Schwob, Mike Carlin, Frank Soare and Dennis Leahy. **Ken**

PHOENIX ROADRUNNERS (March) LUNCHEON

Hello Editors, The Phoenix Roadrunners Group met for lunch on Tuesday March 9th at the Bobby Q Restaurant, which always has wonderful barbequed food with great servers.

While being served lunch the group engaged in lots of conversation and reminisced on some of the good old times that had taken place.

Present were: Cory & June Liston, Ken & P J Killmon, Frenchy Bougeois and his new wife Joan, Charlie Schwob, Mike Carlin, and Dave Specht.

Our next meeting, April 13th will be our last spring meeting until the fall. **Ken**

SEATTLE GOONEY BIRDS LUNCHEON

We welcomed to our luncheon today, Mr. John Haferbecker, President of Seattle Emerald City Slickers-R. U. A. E. A. After a good lunch and lots of conversation Chuck Westpfhal introduced Mr. Haferbecker, who told us that his organization was having the same problem of attracting new retirees as RUPA is. He extended an invitation to all of us to attend their meetings and dinners and perhaps to find some solution to this problem. Our thanks to John for taking the time meet with us.

The news that Captains Dick Mitchell and Fred Bahr had passed away lent a sad note to an otherwise festive affair. They were both fine men and will be missed.

After a few jokes we adjourned until next month. In attendance: Bill Lamberton, Gere Pryde, Dave Carver, Fred Sindlinger, Bob Reid, Neil Johnson, Bob Howard, Jerry Ackerson, Chuck Westpfhal, Al Haynes, Pat Williams, Don Anderson, Jack Brown, Ray Dapp, and Bill Brett.

MEANING OF LIFE IN 13 WORDS:

"Inside every older person is a younger person wondering what the hell happened!"

SAN FRANCISCO NORTH BAY MARCH LUNCHEON

At 1230, on March 3, 2010, the North Bay gang sat down to enjoy food, beverages of choice, and camaraderie, with a lighter than normal turnout. After our lunch orders were taken, the substitute host called on George Hise, Our Beloved Health and Fitness Czar for a report. As he has been absent for a number of uncounted months, we were all looking forward to what new words of wisdom George would lay on us. Well, he really laid them on Wayne, who was accused of being further right than Rush or Glenn. Wayne protested mightily, but it would be very difficult to OUT-LOUD George, and he couldn't. Anyway, the report, if one wants to call it that, was that if you were a Liberal, then most likely, you had a higher IQ than a conservative. Hmmm.

One response was it was a well known fact that smarter ones were usually lacking in Common Sense.

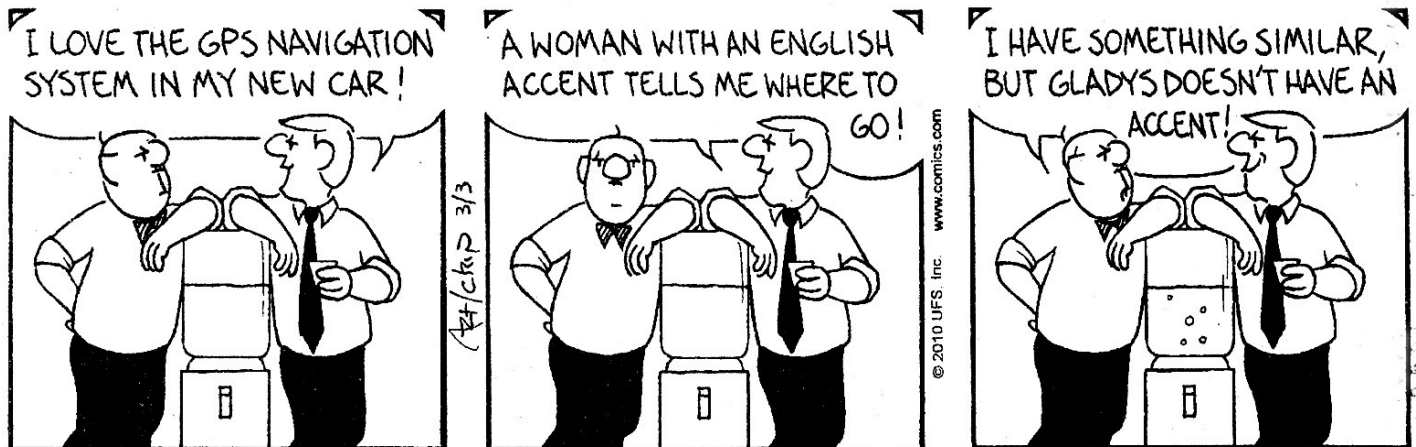
Our Main Man and his spouse Doris, both called in sick. So we had a substitute scribe, with SMIF, Captain Al, Norm DeBack, Jules/Sybil Lepkowsky, and a few unknowns calling in, wishing they were with us. We wished they were with us also.

Attendance: JR Hastings (arrived late, and left early, our working attorney), Barney Hagen, Sam & Mickie Orchard, Dan Bargar, Dick Lammerding, Don Madson, Bill Greene, Ken & Shirley Corbin, Tom & Joyce Grey, Dick Hanna, Larry & Dee Whyman, Bill McGuire (who rejoined RUPA after a two year absence- thank you Bill), Deke & Merle Holman, George Hise, Wayne Heyerly, Dick Smith, Gardner "Bones" Bride, and your loyal scribe, *Leon Scarbrough*.

Now I would like to add a note reference James P. McBride's Memorial Service held on Saturday, March 6, at the Silverado CC in Napa. There was a huge turnout, lots of laughs, lots of tears, with lots of Jim's golfing buddies, and his pilot friends from UA. For my wife and me it was almost like another Guppy Gathering, only not under the best of circumstances. Eight or so years ago Jim was diagnosed with prostate cancer, and by that time it was stage four. He underwent clinical trials and last year started Chemo, which was rough on his heart, and he died of a heart attack. Jim Clark told it best relating a story about playing golf 6 or so weeks prior to his heart attack, that while walking down the fairway on a golf course in MRY Jim started pumping his hands up in the air. JT said he knew that something was going on, so when he caught up with JP, asked what was going on, and JP answered that he was ready to go, had a good life, had done what he had wanted to do, and that was it.

Those attending that I know, and we had to make a list on the way home. If I have forgotten anyone, my apologies. Jeanne McBride, Jerry/Margie Paulson, Joe Messina, Carlos/Judy Quintana, John Candelo, Jim Clark/Lynn, Craig/Cindy Julsgard, Jerry/Sylia Gustafson, Doug Howden, Larry/Dee Whyman, Gardner/Sheila Bride, Leon/Vicky Scarbrough, Barry Nelson, Fred/Cathy Hodgson, Lezle Larsen Wall, Rod Penebaker, Dan Porter, Tom/Annie McGee, Chuck/Annie Stamschorr, Peggy Liles (widow of Don Liles), and son Kevin Liles, Tim/Pat Steers, George Kline, Joe/Nancy Gentile.

Born Loser/Art and Chip Sansom



SFO BAY-SIDERS RUPA LUNCHEON

The Bay-Siders held their Luncheon on the second Tuesday in March at Harry's Hofbrau in Redwood City, CA with 36 in attendance.

It was the first really beautiful day we have had in quite awhile. We have been getting a lot of rain this year, but no one is complaining as we've been in a draught for the last three years.

As I'm writing this about the luncheon, I realized that I don't have very much to report. There is no real organization to our luncheon, everyone just shows up and they get together in small groups and talk. There are no announcements to speak of, no reports, just people conversing with each other. Our SFO North Bay brothers are much more organized than we are. Father Bob Donigan brings books and makes announcements, George Hise reports on medical issues, and they sometimes have a speaker, etc.

Although we don't have any formal organization, everyone seems to have a good time and leaves with a big smile on his or her face. It kind of reminds of the days when I walked into Dispatch to check in for my trip, or when passing through DEN/ORD and would join several of my friends just standing around shooting the S---.

Now I'm wondering how many of you members out there are not taking advantage of the luncheons near you. If you aren't, you should attend one just to see what you're missing. If you don't get any enjoyment from it just don't attend one again. Many of the luncheons are co-ed, as ours is, and the wives seem to enjoy it and certainly add to the gathering.

I belong to another group, that has absolutely nothing to do with RUPA, who get-together every Saturday morning for breakfast. We meet at Nini's restaurant in San Mateo at 0900 and call ourselves "The Nini's Niners." We've had as many as 14 attend at one time, but it's usually 8 to 10. There are a few retired pilots, a couple of doctors, one is Bud Schwartz who used to be the flight surgeon in SFO, a nuclear physicist (no kidding), some engineers and a computer geek. With this diverse group you can imagine the conversations that take place. If you don't live close to a RUPA group and don't already belong to some other group, as I do, I suggest that you try and start one. I think it is very healthy for guys in our age group.

Well, I'll get off my soap box now and here are the names of those who attended the Luncheon: Floyd Alfson, Rich & Georgia Bouska, Bob & Burkie Callaghan, Bob & Roz Clinton, JB & Sandy Cockrell, Sam & Billy Cramb, Bob Ebenhahn, Carol Gillett, Dick & Jeri Johnson, Bob Kallestad, Karl Kastle, Gaylan Kessel, first timer Bill Klett, Bob Lawrence, Norm Marshall, George Mendonca, Walt & Mary Ramseur, Frank & Lynda Sattler, Bud Schwartz, Cleve Spring, John & Dorothy Stefanki, Jerry Terstiege, Gene & Carol Walter, Ron Weber, Larry & Pat Wright.

Our next luncheon will be April 13, 11:00 am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

Inner Peace: This is so true

If you can start the day without caffeine,
If you can always be cheerful, ignoring aches and pains,
If you can resist complaining and boring people with your troubles,
If you can eat the same food every day and be grateful for it,
If you can understand when your loved ones are too busy to give you any time,
If you can take criticism and blame without resentment,
If you can conquer tension without medical help,
If you can relax without liquor,
If you can sleep without the aid of drugs,
Then You Are Probably The Family Dog!
And you thought I was going to get all spiritual.

What was the slowest you ever flew the Blackbird?

Brian Shul, Retired SR-71 Pilot via Plane and Pilot Magazine

As a former SR-71 pilot, and a professional keynote speaker, the question I'm most often asked is "How fast would that SR-71 fly?" I can be assured of hearing that question several times at any event I attend. It's an



interesting question, given the aircraft's proclivity for speed, but there really isn't one number to give, as the jet would always give you a little more speed if you wanted it to. It was common to see 35 miles a minute. Because we flew a programmed Mach number on most missions, and never wanted to harm the plane in any way, we never let it run out to any limits of temperature or speed. Thus, each SR-71 pilot had his own individual "high" speed that he saw at some point on some mission. I saw mine over Libya when Khadafy fired two missiles my way, and max power was in order. Let's just say that the plane truly loved speed and effortlessly took us to Mach numbers we hadn't previously seen.

So it was with great surprise, when at the end of one of my presentations, someone asked, "what was the slowest you ever flew the Blackbird?" This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following. I was flying the SR-71 out of RAF Mildenhall, England, with my back-seater, Walt Watson; we were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base. As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-past. The air cadet commander there was a former Blackbird pilot, and thought it would be a motivating moment for the young lads to see the mighty SR-71 perform a low approach. No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield.

Walter had a myriad of sophisticated navigation equipment in the back seat, and began to vector me toward the field. Descending to subsonic speeds, we found ourselves over a densely wooded area in a slight haze. Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close and that I should be able to see the field, but I saw nothing. Nothing but trees as far as I could see in the haze. We got a little lower, and I pulled the throttles back from 325 knots we were at. With the gear up, anything under 275 was just uncomfortable. Walt said we were practically over the field-yet; there was nothing in my windscreen. I banked the jet and started a gentle circling maneuver in hopes of picking up anything that looked like a field. Meanwhile, below, the cadet commander had taken the cadets up on the catwalk of the tower in order to get a prime view of the fly-past. It was a quiet, still day with no wind and partial gray overcast.

Walter continued to give me indications that the field should be below us but in the overcast and haze, I couldn't see it. The longer we continued to peer out the window and circle, the slower we got. With our power back, the awaiting cadets heard nothing. I must have had good instructors in my flying career, as something told me I better cross-check the gauges. As I noticed the airspeed indicator slide below 160 knots, my heart stopped and my adrenalin-filled left hand pushed two throttles full forward. At this point we weren't really flying, but were falling in a slight bank. Just at the moment that both afterburners lit with a thunderous roar of flame (and what a joyous feeling that was) the aircraft fell into full view of the shocked observers on the tower. Shattering the still quiet of that morning, they now had 107 feet of fire-breathing titanium in their face as the plane leveled and accelerated, in full burner, on the tower side of the infield, closer than expected, maintaining what could only be described as some sort of ultimate knife-edge pass. Quickly reaching the field boundary, we proceeded back to Mildenhall without incident. We didn't say a word for those next 14 minutes.

After landing, our commander greeted us, and we were both certain he was reaching for our wings. Instead, he heartily shook our hands and said the commander had told him it was the greatest SR-71 fly-past he had

ever seen, especially how we had surprised them with such a precise maneuver that could only be described as breathtaking. He said that some of the cadet's hats were blown off and the sight of the plan form of the plane in full afterburner dropping right in front of them was unbelievable. Walt and I both understood the concept of "breathtaking" very well that morning, and sheepishly replied that they were just excited to see our low approach.

As we retired to the equipment room to change from space suits to flight suits, we just sat there—we hadn't spoken a word since "the pass." Finally, Walter looked at me and said, "One hundred fifty-six knots.

What did you see?" Trying to find my voice, I stammered, "One hundred fifty-two." We sat in silence for a moment. Then Walt said, "Don't ever do that to me again!" And I never did.

A year later, Walter and I were having lunch in the Mildenhall Officer's club, and overheard an officer talking to some cadets about an SR-71 fly-past that he had seen one day. Of course, by now the story included kids falling off the tower and screaming as the heat of the jet singed their eyebrows. Noticing our HABU patches, as we stood there with lunch trays in our hands, he asked us to verify to the cadets that such a thing had occurred. Walt just shook his head and said, "It was probably just a routine low approach; they're pretty impressive in that plane." Impressive indeed.

Little did I realize after relaying this experience to my audience that day that it would become one of the most popular and most requested stories. It's ironic that people are interested in how slow the world's fastest jet can fly. Regardless of your speed, however, it's always a good idea to keep that cross-check up...and keep your Mach up, too.

THE FATHER OF BLIND FLYING

By Mark Wolverton Fall 2008

The Father of Blind Flying William Charles Ocker knew there were times when a pilot couldn't trust his senses

A typical flight instructor in 1917 would point to the instruments in a cockpit and tell his students to "pay no attention to them." In aviation's early days, pilots flew by the "seat of their pants." They trusted their eyes and gut feelings, even though doing so sometimes killed them, especially when vertigo set in at night or during bad weather. Such loss of equilibrium was considered part of the business, a rite of passage that fliers just had to handle. A pilot, who relied on any instruments other than the compass, and perhaps the altimeter, was a lightweight—or even worse, a coward.

William Charles Ocker, "the father of blind flying," didn't buy into such macho posturing. As an Army pilot in World War I, he had known too many competent fliers who became disoriented and died needlessly; he himself had narrowly escaped death in 1918 while testing one of Elmer Sperry's early turn indicators. Lost in clouds with no visibility, Ocker discovered that the indicator showed his plane in a turn while his senses told him he was straight and level. The confusion sent him into a spiral dive: emerging from the clouds, he had just enough time to regain control. Others might have blamed the instrument. Ocker understood that, despite his training and experience, his pilot instincts had failed him.

The bowlegged, bifocal-wearing Ocker hardly fit the stereotype of a daring pilot or one who might challenge conventional wisdom, but he had a passion for flying and a fierce sense of mission. Born in Philadelphia in 1876, he enlisted in the Army at 22 and fought in the Spanish-American War and the Philippines as an artilleryman. In 1909 he met the Wright brothers while guarding their Wright Flyer during military tests at Fort Myer, Virginia. Fascinated by airplanes, he transferred to the Signal Corps' Aviation Section in 1912. Starting out as an aircraft mechanic, he earned his wings in 1914 and an officer's commission three years later. Throughout his career, Ocker remained haunted by his close call and the reasons why it happened. A routine physical exam in 1926 at Crissy Field in San Francisco finally provided him with some answers. The flight surgeon, Capt. David Myers, sat Ocker in a Jones-Barany chair, a swiveling, spinning seat designed to measure a person's sense of balance and equilibrium, and challenged him to take the exam with his eyes closed. Ocker discovered that when robbed of visual cues he couldn't tell whether the chair was spinning or stationary, or even what direction he turned. Myers had recreated the same disorientation that Ocker had experienced eight years earlier.

Ocker devised a way to beat Myers's test by rigging a turn indicator and penlight inside a covered shoe box with a viewing hole cut in one end. Seated in the chair, he held the box up to his face and watched only the instrument. Even though he was "flying blind," he could now tell Myers precisely which way he moved and how fast. Ocker had proved that conflict can exist between a pilot's subjective perceptions and the readings of his instruments-and that he should trust the instruments, not his instincts, when that occurred.

With evangelical zeal, Ocker spread news of his discovery to other pilots. He perfected his "Ocker box," adding standard aircraft instrumentation such as a compass and artificial horizon, so that pilots could use the box in conjunction with the Jones-Barany chair as a training device. Even the most experienced, instrument-skeptical aviators could not help but be convinced after a spin in Ocker's rudimentary flight simulator. Despite the evidence, the Air Corps stubbornly insisted that "blind" instrument flying was unnecessary, dangerous, and would not become part of its pilot training program. Many pilots learned it anyway under Ocker's tutelage. Some of his superiors remained suspicious of this odd officer who liked to spin in chairs, more than once forcing him to undergo psychological examinations.

Ocker persisted, taking his ideas with him to his new assignment at the Air Corps' main training center at Brooks Field in Texas. Along with the Ocker box, he invented the notion of the covered cockpit, in which a pilot has to rely strictly on instruments in flight training. The Army Air Corps might have disapproved, but Pan American Airlines soon adopted his methods in their flight school. He challenged the instrument-flight skeptics further by making the first cross-country flight in a completely covered cockpit, a nearly 900-mile jaunt from Brooks Field to Scott Field, Illinois, on June 24, 1930. (The year before, young Army officer Jimmy Doolittle had become the first pilot to take off, fly, and land completely on instruments, but that had only been a brief circle around an airport.) Ocker's research caught the attention of Lt. Carl J. Crane, another pilot who'd had a close call when he lost his bearings on a flight in 1925 and just missed the top of Detroit's Statler Hotel with a congressman's son in the back seat. Ocker and Crane conducted numerous experiments on instrument flying and pilot disorientation, most famously by tossing blindfolded pigeons out of an airplane in flight. They found that these birds exhibited the same disorientation as did pilots when confronted with severe cloud cover or darkness. (Most of the birds recovered their bearings or managed to shed their blindfolds.) In 1932 Ocker and Crane distilled their research into the world's first instrument flight manual, *Blind Flight in Theory and Practice*. While the U.S. military was slow to acknowledge the book's value, the Soviet air force quickly adopted a pirated edition as a standard text.

Ocker's restless energy led him to pursue other aviation innovations. In 1938, along with Lt. George Smith, he patented a propeller with hinged blades for quieter flight. In 1941 Ocker and Crane created a "preflight reflex trainer," essentially a ground flight simulator "pilot buggy" with a cockpit that could move in three axes, powered with a one-cylinder engine and complete with a .22-caliber blank-firing machine gun for target practice. Ocker also invented a "flight integrator," a gyroscope-driven instrument that displayed a plane's movements with a miniature plane on a screen depicting a sky complete with clouds. More concerned with the welfare of his fellow flyers than with profit, he assigned his patents to the government.

Controversy continued to stalk Ocker. In 1934 he was court-martialed for supposedly making insubordinate comments about a superior officer. When he proved that the officer had falsely doctored Ocker's medical records to keep him grounded after an accident, he was quickly acquitted.

Ocker also made some influential friends along the way, including Orville Wright, who called him a "missionary with more influence in bringing about the use of instruments than any other person." He counted Eddie Rickenbacker, Billy Mitchell, and Jimmy Doolittle among his supporters. Charles Lindbergh, Amelia Earhart, and pioneering Australian aviator Charles Kingsford-Smith learned about instrument flying from him personally. When he retired as a full colonel, he was the oldest serving pilot in the U.S. military.

Ocker died at Walter Reed Hospital in Washington, D.C., on September 15, 1942. The following year, the military authorities finally made his instrument training procedures standard for all pilots. Few remember Ocker today; no airports, aviation companies, or museums bear his name. Yet he would be happy enough to know that he rides with every pilot who relies on instruments to find the way home.

Mark Wolverton, is the author of *A Life in Twilight: The Final Years of J. Robert Oppenheimer* (St. Martin's Press, 2008).

LETTERS

PAUL G. ANDES—Stuart, FL

Two thousand nine began on a sad note with the funeral of Captain Woody Hays, one of my very closest friends. We go back to 1948, a long time. The rest of the year was taken up with more enjoyable activities, golf, pistol shooting and trips to West Palm Beach for visits to the VA for hearing aids, glasses, physicals, etc. and volunteer work with my church's missionary committee and the building and grounds committee. I still serve as a **Guardian Ad Litem** advocating for homeless, abused and abandoned children, a frustrating but gratifying undertaking especially when it comes out well and I win one against DCF.

Late June we traveled to CT to watch our granddaughter compete in a large New England multi state track meet. She did well enough to get an early acceptance into Yale University as a freshman, of course straight A's in high school with many AP courses didn't hurt. Sadly, for her father, they don't offer scholarships nor does UPenn where her brother is a Junior in pre-med, also straight A's in high school as well as in college, so far!

Next, down to IAD and UA to FRA then ZED fare to (KBP) Kiev, Ukraine for a short visit with our son before flying on down to Odessa where we boarded a Viking River cruise down around the Crimean Peninsula to Yalta, back to Odessa and up the Dnieper River to Kiev. Long, cramped but happy days visiting and sightseeing with our son Scott and his family in and around Kiev, "camping" in his 12th floor Russian apartment with his wife, three children, a puppy, Lineke and myself in under 1,000 square feet. No hot water, sometimes no water at all is a common occurrence and a parking lot 15 cars too small makes for interesting conversations when someone is blocked in and the blocker won't come out and move. So Russian, they're awful.

Back home we took several short road trips looking for our final retirement home, unsuccessful as yet. Took a construction mission trip to Eluthera in Nov. and Lineke flew back to Holland for the funeral of her step-mother in December.

We closed out the year with a short over Christmas out of town cruise and looking forward to 2010.

Thankful to be alive and retired from United but concerned about the future facing my grandchildren and this country.

A proud 89er, we really did have the best of flying with Capital. *Paul*

MIKE BARRETT—Absecon, NJ

Greetings, its birthday time again and time to renew membership and let everyone know I'm still alive.

Thanks to my Dermatologist, I had a malignant Melanoma removed from my back in November. To my untrained eye there was nothing suspicious visible, but a biopsy confirmed the diagnosis. While cutting me the doc told me that if you have ever had a full body sunburn, defined as from the neck to the knees and down to your elbows, before the age of 10, you have a 2.5 times greater chance of dying from Melanoma than if you haven't. Sounds like a lot of us who grew up near the seashore! Do yourself a favor and get yourself checked. Otherwise, everything else is fine. Have a great year. *Mike*

PETE BAURER—Jupiter, FL

I really enjoy the *RUPANEWS* and thank you to all who make it happen.

I'm still water skiing competitively, and had the honor of representing the USA at the Senior World Championships in Spain and managed a 10th place finish. It was great fun to meet and compete with skiers from more than 30 other countries.

Like many, I miss flying. Hard to believe it's time to think about retiring the early B-777. *Pete*

By Chris Britt, Creators Syndicate



RICHARD BELLACK—San Antonio, TX

Thought I should get this in the mail as it is the last day of my month to write. The check was easy, as it is just a click of the mouse, when it pops up on the computer. It's another story when you have to sit down and take a minute to write. First, a big thanks to all of you who make the *RUPANEWS* possible.

Things are not much different from last year, it just seems to go by faster. We still spend about 5 months in Ixtapa, where we do a little charity work and enjoy the weather, and the rest of the time in San Antonio. In Ixtapa, as in almost everywhere, the weather has been abnormal. In January we had 3 days of rain over the time that we had our annual charity event. In the past 10 years that we have been here I can only remember one night of rain. I'm not too sure that Al Gore has got this global warming thing right, but coming from a politician what can you expect.

Outside of a couple of trips back to England to see the in-laws and a number of trips back and forth between San Diego and Florida (for business and pleasure) it has been a quiet year. Still fly the Cirrus and have it down here in Ixtapa as I write this. Still involved with apartments in San Antonio and office and raw land in Dallas with all the litigation that goes along with it. Let's hope that **our ??** government gets their act together before the economy tanks. Even a blind squirrel finds an acorn once in a while so there is still hope for Congress.

Health wise Gloria and I are in good shape, with the acceptance that I am contemplating a new knee.

Don't really have the time for it but it is probably the thing to do.

Until next year. All the best and God bless, *Dick*

JOHN BOOM—Golden, CO

Hi everybody. At eight years into retirement Janet and I are doing well and remain fairly healthy.

Travel, grand kids and activities close to home keep us busy.

Last summer we had a family reunion in southern British Columbia including my sister, two brothers and everyone's kids and grand kids. It was great fun as my sister lives on a beautiful lake. Afterwards we drove home with our three grandchildren ages 12, 11 and 7 staying overnight at motels with swimming pools. The highlight of the trip was go-

ing through Yellowstone NP and showing them all the large animals, geysers, hot pools and the famous lodge. All in all a great time and good memories. For spring break last year we took our grandson to California's Disneyland, Knotts Berry Farm and Universal Studios. I went on every wild ride he did, just not as often.

I enjoyed spending a whole day at the Udvar-Hazy Air and Space Museum at IAD. I had never seen the B-307 Stratoliner or the B-29 Enola Gay in person and really enjoyed the whole thing. I also visited the Flying Heritage Museum at Paine field Everett, WA owned by Paul Allen. He has mostly WWII fighters incredibly restored to flying condition. It is well worth the visit. Close by is the Seattle Museum of Flight Restoration Center which has the original #1 B727 in United's colors. United donated it after removing many components and accessories. The restoration crew was working on it the day I visited so when I told them I had flown that very plane as Capt. and F/O they invited me up to the cockpit. That brought back lots of memories. If you want to see how their progress is coming go to the crew chief's web site: rbogash.com and go to the 727. In the Video section check out the one about Restoring the 727 Prototype. Their goal is one last ferry flight to Boeing field where it will join other planes at the Seattle Museum of Flight.

Janet still pursues genealogy and I still volunteer to help my son a couple of days a week at his thriving aircraft maintenance business. The check is on its way. *John*, '64-'02 jeboom@comcast.net

RICHARD BROMWICH—Middletown, NJ

Well I didn't send any mail last year as I didn't have anything to complain about. Late as usual, the cheque is in the mail.

However!! Reading the ALPA magazine is like going back in time, same problems repeated over and over. Someday ALPA pilots and all pilots are going to realize that as long as they are willing to take pay cuts to save their airlines from mismanagement and are willing to start working for peon wages they are perpetuating a never ending cycle. Airline fares are way too low for the companies to be able to make a good profit. Instead of raising the fares they turn to their employees to reduce their costs. The government has a vested interest in keeping fares low you don't see management taking big salary cuts unless it is made up by stock options.

It's high time for ALPA to figure out how to stop this management practice that has been going on for far too long. A 3 day illegal work stoppage by all pilots at all airlines every time a company tried to reduce the wages and working conditions would get the publics and the governments attention in a big way. Transportation would come to a halt and maybe people would realize what pilots have to put up with. There is no way they could put all the pilots in jail, maybe a few ALPA execs but that's what they get big bucks for. It's going to take drastic action to stop this practice. I don't think I will live long enough to see a solution unless all pilots are willing to take a stand. That is very unlikely so Airline Pilots face an uncertain and dismal future.

Thanks to all who give there time and effort putting out the *RUPANEWS*.

JACK CALLAHAN—Yuba City, CA

Sorry I'm late but at least I'm not that late. A little extra for whatever.

The new magazine is great. Seventy Seven years and I miss only the "workers". *Jack*

BEN CONKLIN—Warminster, PA

Hi Cleve & All. Retirement year number 28 and Rose and I are still looking down at the grass, popping some pills and limping around but otherwise OK.

Son Ben and I are looking forward to the RUPA lunch the end of June. The grand kids are doing fine and all in the Conklin clan are doing well.

To much snow here in PA this year, miss the Florida sunshine. Enjoy the *RUPANEWS*.

Thanks to all. *Ben*

RALPH DILULLO—Charlotte C.H., VA

Friends, Here is a Fifty, enjoy. My annual letter is always very short and to the point.

In the RUPA Magazine you give an address for sending dues; but you give NO address for sending the annual letter. You give some DOPEY E-Mail thing.

It's real hard to do E-Mail if you don't have a computer. Therefore I would appreciate if you would send this very short, to the point annual letter for me, to the appropriate person.

Ralph Dilullo, Col USMC (RET)
(Your wish is our command!!! Ed)

G. NELSON FUNKHOUSER—Port Orange, FL
Cleve, Will address this to you as how we have flown the line together. *Hi Nelson, good to hear from you! Cleve*

This is my 4th attempt to let the airline know that I am still alive and sorta kicking.

I just turned 82 years of age and am sure the Senior Captains I started with on the line will probably be surprised that this wet behind the ears Copilot that flew with them is still here.

Health is good. Still married to the Hostess Sid Huff sicked on me for 55 years now, namely Honey Lou Price.

Still playing golf, bowling, hiking and yes, I even work out at the gym once a week.

Not very active, but on occasion I spark gap some Ham transmissions on the air. Call sign is N4VJW. Haven't been able to contact anyone on the IAAH for a while.

Thank you and all who put the *RUPANEWS* together. I enjoy it although do not recognize many names anymore. To those WHO choose to still write, it is much appreciated. Brings back lots of memories. Cheers, *Nelson*

MARTY GALLAGHER—Marengo, IL

It was a white Christmas here in northern IL with the temperature down to zero and six inches of snow on the ground.

2009 wound to a close and it was quite eventful. On August 12, Son Patrick and his wife Lori gave us a beautiful new little girl named Maddy, the older sisters picked out the name. The twins are now 9 and are helping to spoil little sister.

August 13 Marty had his right leg amputated just above the knee. This was due to a massive infection that occurred when the knee replacement was revised. This has been an ongoing story since the original knee replacements 4 years ago. Both patella tendons ruptured and the knee caps came above the knees all the strength was lost and installing new knee hardware was started. Marty spent most of the summer in hospitals or rehab facilities. Rehab continues each day at home with a gal from the neighborhood who was in the field before she had her family, progress is slow as the tendons in the left leg have retracted and must be stretched so the leg can be used for walking. Sylvia has been a good scout and is starting to feel

the effects of being primary caregiver, laundress, driver, cook, and running the ranch by herself. There is help from the kids and grandkids when heavy lifting is required.

Son Tim flies the 747-400 to the Pacific Rim for Northwest! Delta. His wife Suzie is a massage therapist. Son Dave is testing and evaluating the GE 90 jet engine which is the world's largest. He just returned from Wales where there is an overhaul facility. Our favorite daughter, Kathi is working for the Woodstock Police as a 911 Dispatcher. Son Pat works for OfficeMax planning and designing warehouses.

We continue to count our blessings and look forward to a brighter future. *Marty & Sylvia*

MOYNA HUDGENS—Cherry Hills Village, CO
Dear Cleve and Bruce, Enclosed is my renewal check for \$35.

I just finished reading the *RUPANEWS* from cover to cover. Thanks for such an interesting and helpful magazine. I love the new cover in color.

I'll be more prompt next year. Promise.
Sincerely, *Moyna*

ROBERT HUSKEY—Hendersonville, NC
We've had a good year. Good health and good family makes it all worthwhile.

We are not traveling except by car, so we don't have all the airport hassles.

Thanks to all the workers and helpers. Now 'til next year, bye bye. *Bob*

MARVIN JEFFERS -Thousand Oaks, CA
Have missed a year, but nothing very exciting to report. Most of our travels are to the doctors, with a few to friends or relatives between. One of my main jobs now is to keep 2 Toyotas running??

Thanks to the people who are keeping the *RUPANEWS* going. It gets better monthly. *Marv*

ED KRIEGER—Fullerton, CA
Greetings to all: That time of the year has arrived again, and I'm happy to say I'm still able to appreciate it.

I stopped counting at 90--instead I really enjoy every day and take it as it comes. Still get around OK, but not as fast or as far as in the past. No trips.

Thanks again to all who's efforts keep us oldsters informed and aware of what is going on with company and RUPA organization.

A bit for the news is enclosed. *Ed Krieger*

DON LEISSNER—Hilton Head, SC
Hi Cleve, Bruce, & All. March the 21st will mark the first day of spring and MY 76th year of celebrating it.

All is well in God's Country, Hilton Head Island, SC. Rachel and I are doing fine and enjoying golf, biking and fine dining.

Thanks for keeping us informed and up to date.
Looking forward to the Cruise. See you then. *Don*

ROBERT J. MC CARTY—Clarks Summit, PA
Dear Leon, Sorry we're late. Bob developed dementia 5 years ago and as his caregiver I get behind.
Best Wishes, *Jill*

AL MITCHELL—River Edge, NJ
Dear Leon, Oy!!! Sorry I am late! You know the hectic action packed fun filled retirement life!
Looking forward to St Patricks Day.
Be well gang, *Al*

DOUGLAS ORME—Fort Collins, CO
Still spending time with old cars, old airplanes, old cabin and old people. Our background music features singers that always wore coats and ties and some that wore cowboy apparel. Pattie just bought me a fully restored Model A Ford for Valentine's Day. She's making up for the nice wheel barrow I bought her for Christmas.

We went on the "Weekly Standard Cruise" in August. Visited the western Med and enjoyed seminars and social activities hosted by Bill Kristol, Fred Barnes, et al.

The latch string will be out if any of you are passing this way. Don't give a thought about political matters. Our policy is "don't ask, don't tell". It makes things more pleasant. *Doug*

JAY PLANK—Hillsborough, CA
Dear Cleve & Bruce: Another year notched on the Bannister of Life.

In May I placed my Dear Wife, Clare (Knoll) Plank in a Care- Facility. Clare is very happy where she is

and does not remember home. I visit her daily. Some of you "old-timers" may remember Lyle Knoll, Clare's first husband, as Chairman of the Negotiating Committee in the 1960's. The U.A.L. Pilots had the best working conditions in the Industry. Of course all those hourly restrictions have fallen by the wayside since then.

My Cardiologist has been monitoring my leaky Aortic Valve since 2003. Then a couple of years ago my Mitral Valve started regurgitation. So my heart has been working overtime. Finally decided to take the "Big Step" and will have a "pig valve" replacing my Aortic Valve and Mitral Valve repaired on Monday, March 29, 2010 at Peninsula Hospital. The Surgeons are from Pacific Cardiac Care & Vascular Surgery <www.pccvs.com>. They are tops in California in Valve Replacement and in top 5% nation-wide.

Sorry to get into Health instead of Travel, but as you get older, health is a number one issue.

Wishing all of you an active Summer and Very Best in 2010." Things work out Best for those people who make the Best of the way things turn out". God Bless, *Jay* '43-'81.

KING PURTON—Brandon, FL

Twenty years since I set the parking brakes for the last time.

Hit the big 80 fat, sassy, and running. Still active in



sailing, more on the administrative side than the competitive end. Navigate on a J-35 thanks to GPS.

The grandkids switched from sailing to golf. More scholarships for golf than sailing (virtually none). My 14 year old granddaughter now beats me in golf, but then again so does everybody else.

Madelon and I send our best wishes to all.

King DTW-EWR-ORD 57-90.

ROBERT D. RESER – Tempe, AZ

WHERE HAS ALL THE EXPERIENCE GONE?

The last *RUPANEWS* had a letter written by a retired pilot who tells of spending time at the airport reminiscing with other old pilots. I would like to invite all of you out there to consider trying to find ways to spend time like that with the new pilots.

Those stories of your near misses have gotten much closer over time and make good listening for the young people. If you spend a moment you can easily recall some things that can be attributed to the graying of the hair. Any of those stories you can share are where the youngsters get some of their experiences. No one can live long enough to have them all.

The perception of experience requires understanding the meaning of the term experience and how it is attained.

The following from internet dictionary sources:

A Firsthand experience of the "you had to be there" variety can seem especially valuable and privileged, but it often remains potentially subject to errors in sense-perception and in personal interpretation. A Second-hand experience can offer richer resources: recorded and/or summarized from first-hand observers or experiences or from instruments, and potentially expressing multiple points of view. A Third-hand experience, based on indirect and possibly unreliable rumor or hearsay, can (even given reliable accounts) potentially stray perilously close to blind honoring of authority. This kind of experience is commonly exchanged among those in authority. Especially large organizations where management is distanced. All pilots are inexperienced. Upgrading to a different aircraft makes a long time pilot inexperienced.

Mentoring results from a system of senior pilots associating with junior pilots. The unintended consequence of not allowing the ATP rated pilot to in-

struct in small aircraft caused a huge loss of mentoring and experience that could have been directed to beginning pilots or their flight schools. That leaves it up to us to find ways to give back in any way we are able.

The FAA and aviation Industry are looking into requiring different kinds of experience training because of the kinds of incidents and accidents that have been occurring. It is part of their quest to equate flight time as experience.

Sharing experiences is like learning emergency procedures. No two incidents are the same but you have a little more to work with if one happens to you.

I am starting to write mine down as a means of preserving the stories for others. Anyone who wants to add theirs are welcome to participate.

I'm pretty old (75) but I still have to thank a lot of you old guys out there for what you gave me along the way. **Bob** rreser@cox.net

BOB RINEHART—Los Gatos, CA
Sorry so late. Two years dues attached.

Not much changed since last renewal. I'm still flying corporate in a Citation Jet. Wife Terry still flying corporate in a B757/767. Kids, Kelly and Justin, now ATP rated with type ratings and flying professionally. Lauren now Commercial/multi/instrument rated studying for CFI.

Terry's mother, Barbara London, a WASP pilot during WW2 was just awarded the Congressional Gold Medal for her service. **Bob**

DICK RUSSELL—Daytona Beach, FL
The past year has been an interesting one with lots happening. After living in England for the past 17 years serving as a UAL F/A, our daughter and family moved to the US and in with us. This has been a most wonderful experience as we have gotten to know 3 of our grandchildren better than the other 6 and we are a part of their lives. They are about to purchase a home in this area which will allow us to fill in when her husband or she are working.

Both sons were flying the B-777 out of SFO but Jon was bumped back to the B-767/757 and is just as happy to be flying out of LAX. Kristine continues to fly out of IAD mostly to Europe.

I finally had all the pain I could take and had a total

hip replacement in July. The results were so good I decided to have the other one replaced last month. A person tends to forget pain and I am happy to report that I am pain free and am walking with a cane at least for another couple of weeks and I'll never forget that pain! A clearance to drive should come in about 10 days and one to fly should follow in another few weeks.

I am still participating as a part of the RETRO Flight team. We are a bunch of old guys flying old airplanes and having a ball. We do a 12 minute show with 4 planes in close formation and make 8 passes in front of the crowd. It is demanding, but lots of fun, and am glad to be able to still perform at 80 years of age. I'm #2 on the left wing in the picture.



Wilma and I also celebrated our 50th wedding anniversary by taking a cruise through the Eastern Mediterranean. Upon our return, our children and family surprised us with a big party to celebrate the event. We both are enjoying good health, grandchildren, tennis, bridge and flying.

Dick 55-90 & **Wilma** 57-59

RANDY RYAN—Tucson, AZ
“Fish On!!!” they yelled! And those two words started our highlight of 2009. Thirty five minutes later Pam had landed an eight and a half foot long, 135 pound Striped Marlin! There to witness the fulfilling one of her all-time wish list items were our daughter Katherine and her husband Ken, and our son Greg and his wife Yolanda. Randy does not do well on small boats so he was off chilling the champagne (just in case) and riding a four wheeled dune buggy a little north of Cabo san Lucas.

The ten day cruise with the family, the visits with friends throughout the year, the trip to Canada to be

there on Canada Day, the week in the Okanagan wine and cheese country, the weekend trip to the Eukanuba Dog Show with two nationally recognized judges, were all a lot of fun and we hope the fun will continue next year.

In October we hosted two members of the tennis team who were here from Chicago to play in the 4.5 Ladies Senior National Championships—and they WON! It was very exciting to watch Lisa (our tennis pro in Chicago) and her teammates steamroller the opposition!

We are all lucky enough to still be healthy so Pam continues as a Docent at the Arizona Sonora Desert Museum and teaches many classes for the American Red Cross. Randy still works for H&R Block during the tax season and plays golf, tennis, and bridge throughout the year. Our spare time is spent at our cabin on Mt. Lemmon whenever possible.

Thanks to those of you who work so hard to keep this organization going, we enjoy reading the monthly magazine. If you are in the area give us a call and we'll try to get together with you. *Randy*

SHELDON SCHIAGER—Portland, OR
Here's the renewal check--EARLY.

What's new here? Two new shoulders and one new knee. You can imagine what the airport metal detector thinks of that!

Otherwise, Jean and I are doing just fine, and enjoy living downtown. The car isn't a necessity anymore.

Thanks to all who keep up the good work at RUPA. *Sheldon*

KENNY SCHROEDER—Rapid City, SD
Dear Cleve and the Royal Canadian Mounted Policeman: Disseminate this as you see fit; at least to my 6 fans.

Last year I submitted a single chapter synopsis of my work on the great American Novel. You expurgated my letter and I cannot find my notes. Therefore, there will be no more high fog count treatises from this pen-pal.

I have very little else to share; so please just give me one and a half columns-you owe me...

Life goes on apace here in Dakota Country. Gotta remove the ice fishing shacks and rig the boat. This

has been the longest, coldest and storm infested winter since I moved back in 1993. I can feel it in my bones; Global Warming-dang tootin!

The mountain pine beetle is ravaging the Black Hills Nat'l Forest and around the Mt. Rushmore National Memorial. The dead lodge pole pines are ubiquitous ugly ghosts and a wildfire danger. The US Government gave the sacred Black Hills to the Sioux Nation in 1868 at FT. Laramie. Lt.Col. Custer's expedition found gold there in 1874 and thereby came the retort: Indian Giver! The Sioux remain pissed off to this day.

I fractured 4 ribs in January. I salvaged the T bones and the glass platter but not my Rolex nor the mari-nade which splattered all over hell out back. The tongs disappeared in the snow. We call it black ice-you cannot often tell it from dry.

For about 6 years, I have endured a right shoulder impinged with pain, ache and weakness so excruciating that I could not salute! Every rod cast or shot gun blast, I paid for with extreme discomfort. Finally, last week, when I could not lift the coffee cup from the counter, I visited a chiropractor (former marine).

He slammed his hands into my shoulder like a vice. I felt a dull thump and my knees buckled! He repositioned my upper arm into its socket. I had gone through about 2 gallons of Ben Gay and Icy Hot in those 6 years.

Finally, allow me to reintroduce Cecil E. Harris, a farm kid from South Dakota. He joined the V5 program in 1941. Got his golden Navy wings and headed to the fleet and the rest is history. During Sept.-Oct. of 1944 he shot down 24 enemy aircraft in 44 missions during 81 days. His record ended when the USS Intrepid was hit by two Kamikazes and had to withdraw from the fight. This extraordinary warrior's story has been subordinated by 66 years of time. He was the second highest scoring Navy pilot of WWII!!!!

If any of you venerated former Naval Aviators (any of you serve in Fighting 18?) have any comments, anecdotes or anything to support our efforts to rescue and memorialize Cecil Harris, please respond: e-mail kennyaschroeder@aol.com or 23697 Mulligan Mile, Rapid City, SD 57702

WHIT SIMPSON—Nashville, TN

It's been 8 years since I touched down on 9R for the last time in the Beautiful 777. Those were the best years at United Airlines.

After winning National Amateur Ballroom Dancing Championships in Miami, Tampa, & New Orleans, Darlene and I have decided to retire again. That was fun, but not the same as flying the Friendly Skies. SMILE!

Leon, 35 PBGC dollars are heading your way via Pony Express.

Good Luck to all, and stay well, *Whit*

NEILL SWAIN—Palmetto Bay, FL

Many thanks to Cleve Spring, Bruce McLeod, and all the sustainers who make the association.

Neill

ROBERT (BOB) TINSLEY—Titusville, FL

Late for my birthday letter again! Does advancing age have anything with this?

Not much to report. Jackie's COPD about the same, I'm still the worst golfer in the club, but I'm the nicest guy, so they can't throw me out.

I'm ready to sell the Bird Dog--anybody interested? I've reached the age where I can barely remember what a good pilot I used to be.

Since last year's letter, I lost another sister, leaving me the last surviving of 5 siblings. So, am I unhappy? Heck, no! I'm still in good health, and my progeny and their families are doing well.

Nothing can possibly go rong!

My dues will go out on the next mail.

Thanks to RUPA for keeping me informed about the great people I enjoyed flying with. *Bob*

DOTTIE TOBIE—Lincoln, CA

Leon, Enclosed find check for the *RUPANEWS*. I would very much like to continue to receive it, even though few names are familiar. It is nice to hear about the activities and travels of the younger retiree's. It brings back great memories of our fun years.

It is Tobie's 91st birthday today (March 9) and we will celebrate his great life. (Capt Dick E Tobie passed away on 1/30/2010) *Dottie*

FRED TONYES—Stuart, FL

Dear Cleve, Sorry I'm late, everything OK here, hope same with you. Little something extra for the cause.

Thank you for everything. *Fred*

JOE WEST—CORVALLIS, OR

Hi Bruce and Cleve, When I retired in 1988 the *RUPANEWS* was not sent in its current magazine format. It was called the RUPA Newsletter and writers to it sort of established the desired content of individual letters by including comments such as "Don't bore me with your travelogues, or don't make me feel depressed with your health problems."

As I was trying to gather my thoughts together to write an annual letter I remembered those comments, and there are probably some guys around who remember the extra comments that were inserted by the then editor Scotty Devine. They were often entertaining with political implications. If memory serves the only retiree who could make entertainment of his health problems was Buddy Joffrion, a talented author, as some will recall.

My retirement was due to a health problem (a massive stroke) and since reading and trying to emulate Buddy's entertaining style, I found myself unable to accomplish that, so I thought "here comes another year when I will be struggling to not bore the readers of this magazine." It's boring enough to go through the slow long process of stroke recovery so why write about it in a boring style, which I am getting quite proficient at. I do not have complaints other than the slowness of it to which I have previously referred. I've been at this 23 years and 5 months. I can do many of the tasks I and my family were told it was doubtful I would ever be able to do, such as walk. I walk and I swim well twice a week. I dive off the board into 13ft. deep water, swim out and climb out via the ladder.

Cheers, *Joe*

KENNETH H WHEELER—Zanesville, OH

Just finishing my 13th year of retirement and looking forward to the next twenty or so. A few of the age related aches and pains, but no complaints.

Over the past year and a half, Nancy has had successful cataract surgery on both eyes. A year ago she fell and broke her right shoulder, but with hard work and physical therapy it is back to normal.

I'm still singing barbershop at the drop of a pitch pipe and enjoying the monthly gatherings of the Cleveland Crazies, where I feebly attempt humor each month. They're easily entertained. I also front a country band, the "pickers and grinners." I have a list of about 22 names; whoever shows up on Thursday afternoons at the scheduled nursing home is the band. We have a rehearsal and if the audience enjoys it, so much the better.

Grandson number two will graduate from Ohio State in June with a B.S. in psychology, and start his master's program in September. The other two grandchildren and all three great granddaughters are doing well and are very intelligent, because they think their great grandparents are just right.

Last September we celebrated our 53rd anniversary. It is true, the first 50 are the hardest.

The good Lord continues to richly bless us and life is good. Not perfect, but very good. Keep the faith. Hummmmmmmmbly, *Ken* 65-97
DTK, ORD, CLE, ORD

MIKE O. WILLIAMS—Broken Arrow, OK
Well as the old saying goes, time flies.....!
Another year and it seems like yesterday. Still enjoying Oklahoma although the winter here was the worse in several years. Neighbors say we brought it with us from Colo. Still looking for things that were moved and finding things that I didn't know I had.

Parkinson's has slowed for a while and am able to keep busy. Hope to go looking for wild turkeys (not management) this spring. Enjoy watching my 6' 7" Grandson pitch and pitch left handed. I miss the Bonanza and the trips to Cabelas, but don't miss the splitting of all of the firewood that my wife burned every winter. Now, things are good and still have an extra bed and plenty of food if you are in the area.

Also, thanks to everyone who works so hard to put this publication to print. *Mike*

TOM WORKINGER—Crystal Lake, IL
I made the big 82 in February. Still relatively healthy for the non-exercising shape I am in.
Still volunteering at the Pima Air Museum in Tucson and the MSI B-727 in Chicago. Still lucky to get First Class on some trips (IAD to/from London.) Have not rented a plane for awhile, but did get a biannual training ride from an old co-pilot friend

from B737 days.

Thanks for the volunteers who keep the RUPA Assn. active. Check has been sent.

P.S. The United Airlines Retired Pilots Foundation, Inc. is doing well (helping some UAL widows financially) but we could use some new volunteers for the Board of Directors. We meet quarterly, mostly by telephone conferencing.

Thanks again, *Tom W.* - ORD '55-'88

IN MEMORIAM

FRED BAHR

Fred Bahr, of Issaquah, WA passed away on March 3, 2010 at the age of 64.

Fred was born on May 14, 1945 in Athens, Wisconsin, the son of Edmund and Janet Bahr. He grew up on a Wisconsin farm but charted a course in aviation. He graduated from Parks Air College, St. Louis University in 1968 where he met and married Jamie Schlosser in 1971. He served in the United States Army 1970-72 as an air traffic controller. Fred worked for Fowler Aeronautics and Rocky Mountain Airways in Denver. From 1977 to 2005 he flew for United Airlines, becoming a 747 Captain.

Fred and Jamie made Issaquah, Washington their home for 30 years where they raised their four daughters. He retired from the airlines in 2005. After retirement, Fred expanded his aviation consulting business, Bahr-Aero developed into a local and international aviation consulting business with a reputation that Fred embodied: experience, respect and integrity.

His deepest passion was for his family. He is survived by his wife, Jamie, four daughters and five grandchildren. He is also survived by a brother and sister. Fred was loved by many and remembered as one who lived life to the fullest. His legacy lives on with his family, friends and those who were inspired by his dedication to serve the Lord and others.

A memorial service was held March 9 at the Pine Lake Covenant Church in Sammamish, WA.

Remembrances in Fred's honor and memory can be sent to:

NCCF/Quest Aircraft Charitable Fund
c/o NW Christian Community Foundation
7730 SW 31st Avenue
Portland, OR 97219

DONALD E. COLES

Donald Edward Coles passed away peacefully at his home surrounded by family on Jan 25, 2010 after a brief battle with cancer.

Don was a pilot for 40 years. He was a fighter pilot for the RCAF then was a proud pilot United Airlines pilot. Don & Cecilia enjoyed a long retirement of just being together daily, including annual trips to Hawaii. He was known for his big warm hugs and generous nature. He has left his legacy in a happy loving family and many friends.

He is survived by Cecilia, his loving wife of 53 years, three sons a daughter, six grandchildren and one great grandson.

Now you've finally earned your wings,
Its time for you to soar with the angels

PHILIP W. FISHER

Philip Fisher, age 87, died peacefully on March 4, 2010.

He flew P-38's in Europe in World War II and he flew for United for 31 years during the "good" years. He loved his job.

He is survived by his wife, Helen, two sons, three step-children and a brother. He was preceded in death by his parents and three brothers. He was the loving grandfather of eight grandchildren.

He received a military funeral and was buried in the family plot in Rockville. We all miss him.

EDWARD ERNEST KOUNTZ

Edward Ernest Kountz was born August 28, 1937 and flew west February 20, 2010 after his brave battle with Leukemia.

Ed was adopted by Ernie and Helen Cressey in North Hollywood, California where he grew up. He had many mentors, but no one as important to him as his neighbor, Jack Sprot. a "father like" figure. Jack eventually introduced Ed to a fellow friend and Air Force pilot. That was all it took and Ed's dreams to become a pilot had begun. He graduated from North Hollywood High in 1955 and by 1956 he applied and was accepted to the Air Force and soon began to realize his dreams to become a fighter pilot.

During this time, he met the love of his life, Sandra

Boyum, who would soon become his bride. They were married in 1958 and after flying for the Air Force a few more years, Ed went to work for United where he enjoyed a 38 year career.

Ed is survived by his wife, a daughter, 2 sons, eight grandchildren and countless family and friends. Services were held March 3, at Hillcrest Mortuary, Bakersfield, CA followed by a Full Honors Detail Military Burial, held at Bakersfield National Cemetery, Arvin, CA.

JESSE RUSSELL COTTLE

Jesse Russell Cottle, age 90, peacefully flew west Monday morning, February 22nd.

Russ was born in Fish Haven, Idaho on April 18th, 1919. He attended high school and college in Logan, Utah and learned to fly while at Utah State

University.

Russ started flying for United in December 1940 and retired in April 1979. He flew DC-3s, DC-4s, DC-6s, DC-7s, Convairs, B-720s, DC-8s and B-747. He was based in Salt Lake City, San Francisco, Washington DC, Los Angeles and finished back in San Francisco. His last 20 years were in Management, holding the positions of Flight Manager, Chief Pilot and eventually as Vice President of Flight Operations for the Western Division of United.

In 1945 he married the boss's secretary, Jean Thomson. They had 4 children and were married 58 years until Jean's death in 2003.

Russ was one of the pioneers of white water rafting, using WWII assault boats to float down the Green River in 1950. Over the next 50 years he floated the Snake, South Fork of the Snake, the Salmon, the Middle Fork of the Salmon, the Selway and the Merced - often on week long trips. It was not unusual for him to float the Snake River through Jackson Hole 3 or 4 times a summer with Jeannie, friends and family.

He loved to play golf, fly fish and hunt Ducks. He also loved the music of the 40s and 50s and has even been known to sing a song or two around the campfire.

He inherited his Father's green thumb and even after macular degeneration robbed him of most of his vision, he loved to putter around in the garden and get after the weeds and fuss over the evening prim rose.

After retirement, he and Jean spent the summers at Bear Lake and the winters at their home in Atherton, CA. They traveled extensively, visiting Peru, Chile, New Zealand, China, Afghanistan, India, Africa and Europe.

Russ loved Fish Haven and the Bear Lake area. He served as a Director on the Fish Haven Pipeline Co. and was a founder and Director of Bear Lake Watch.

Friends and acquaintances were an important part of his life –airline friends, long time family friends, fishing and hunting friends, river running buddies, potluck and “dirty dozen” friends and especially his long time family friend and recent companion, Dorothy Sneddon.

Russ is preceded in death by his wife, Jean, a daughter, a sister and a grandson. He is survived by three sons, a sister, a brother and many grandchildren.

There will be a memorial service this summer in Fish Haven. In lieu of flowers please make any donations to Bear Lake Watch, PO Box 205, St. Charles, ID 83272

JAMES P. MCBRIDE



James Patrick McBride, 70, died December 20th, 2009, at the Queen of the Valley Hospital in Napa after a severe heart attack and a courageous fight against prostate cancer.

Jim was born April 7, 1939, in East Jordan, Michigan and raised in Indiana and Arizona until

the age of 18, when he began service in the U.S. Navy as a radar specialist on the USS Rochester.

He studied business and geology at the University of Southern California. In 1965, just shy of graduating with his bachelor's degree, he took a golden opportunity to become a pilot for United Airlines. He flew out of Chicago O'Hare, and then transferred to San Francisco where he lived with his family in

Saratoga. He was a pilot for 34 years until his retirement in 1999.

In 1978, he moved to Silverado Country Club in Napa where he resided for 31 years. Jim had a passion for golf, flying, travel, and current world events. He was admired for his honesty, integrity, kindness, forgiving nature, and loyalty to his many dear friends.

Jim is survived by his loving wife Jeanne, three brothers, a son, daughter and three grandchildren. Details of Jim's "Celebration of Life" gathering will be announced in the New Year.

ROBERT JAMES SCHMIEDELER

It is with great sadness that I inform the RUPA family that Captain Robert James Schmiedeler was added to the passenger list on his final flight west. Dad passed away on 9 January, 2010. He was 87 years old. He died as a result of complications of a broken neck and respiratory failure in Kansas City, Kansas. He was laid to rest at Leavenworth National Cemetery with full Military Services.

Dad was born on 5 August 1922 in Tipton Kansas. He took his first ride in an airplane in 1934 and was hooked from the get go. He got his single engine rating in 1940 through the Civilian Pilot Training Program. He was commissioned as a Naval Aviator in 1941 and flew the F4F and F6F with VF-13, the “Hellcats” off of the carriers USS Saratoga, USS Yorktown, USS Altamaha and the USS Franklin. He remained in the Navy until 1957.

Dad and his brother Ed opened a beer bar in Atchison Kansas called Longfellows (they were both 6'4”) which is where he met his wife Melanie while on his knees scrubbing the wood plank floors. They were married 23 June 1951. Dad loved flying more than anything, aside from Mom, but being as tall as he was, he had a difficult time finding a job with an airline. At TWA HDQ in MCI, after being turned down once again for his height, the fellow that interviewed him took pity on him and told Dad that a fellow from United Airlines had called looking for pilots the week prior and gave the fellows name and address to Dad. He wrote to him and a month later they sent him a ticket to ORD for an interview. Dad loved to tell the story of when he took his physical and the sawbones told him “bend your knees a little Robert” and “maybe you should stoop a little bit”....”just a little more”... ok Mr. Schmiedeler,

you just made it.

Dad loved flying with United Airlines and told many stories to anyone that would listen. His favorites were three in particular. The first was one of an Eastern Airlines DC-3 came down on top of them and the number 2 prop cut through the back of the cockpit ceiling in the DC-6 they were flying. The second was an incident just before his retirement on short final into DCA and they took a lightning strike to the raydome, blinding both he and the First Officer. The Flight Engineer kicked all three throttles to full and told Dad to pull up and initiate a go-around. Mom's favorite was an SFO trip to JFK and he had Phillis Dillar up front. After the trip as she thanked him for the nice flight, she offered him a "Squash Blossom" for his wife... he thought it was a vegetable and not a beautiful piece of Indian silver jewelry, so he declined... he got an earful and some big laughs from Mom when he told her that one.

He flew the DC3, DC4, DC6, DC6B, DC8, 727, and DC10 during his 31 years at United starting in DEN the on to ORD and went to SFO in 1968 until his retirement in 1982. He loved every minute of his flying career and loved travelling with his family. He took us to every corner of Europe, Asia and the South Pacific. He instilled in his children his love of flying, wooden boats, the sea, travel and that anything worth doing is worth doing right and to the best of your ability. When most kids were being asked at the table what they learned at school, we were getting quizzed on what hydraulic systems needed to be on prior to push and city codes.

I had not seen much of Mom and Dad in the couple of years before he retired as I had begun my own career with American so the month before he retired I deadheaded to IAD and got on his trip home to SFO. When I boarded the trip I asked the flight attendant to tell the Captain that a little boy would like to come up and see the cockpit. She kept a straight face and returned to say go on up. When she said here he is sir, he turned around down to a child's height and as his eye's followed from my knees all the way up to my 6'8" height, he began to cry. He got up and hugged me and introduced me to the crew. It was the first time we had ever been in the cockpit together on a scheduled trip. It was the best flight I had ever been on.

His final flight with United was a SFO/JFK layover and the whole family was able to join him for it.

We had a great time in New York that night. The restaurant we ate at had the piano player sing "I did it my way" for him. Just a footnote on his last trip... our friends at the FAA scheduled a check ride for him on the SFO-JFK leg of the trip. He told the Chief Pilot down at SFOFO that he simply was not going to fly the trip if he had the FAA Inspector on board. Needless to say he flew the trip minus the FAA Inspector with Mike and I in both jump seats. The landing in SFO was as beautiful a landing as I've ever experienced.

After he retired, he spent a couple of years building a 1929 Mercedes Replica which still sits in the garage, fully operational and just as clean and beautiful as when he finished it. Dad and Mom decided to return to the mid-west in 1993 and bought a beautiful home in Kansas City where they enjoyed our many cousins and extended family.

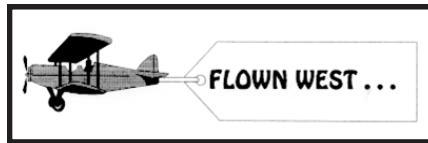
Still, to this day, when I smell JetA or AvGas, hear a radial engine start up or a jet fly over, I think of Dad with extreme fondness and NOT my career with the Airlines.

He is survived by his wonderful wife Melanie whom he adored and chased like a teenager till the end. His son's. Michael Schmiedeler (US Airways), myself, David Schmiedeler (American Airlines, Retired), His Daughter Melissa, Daughter-in-laws Mary Beth and Leslie, 9 Grand Children, 1 Great Grandson and his favorite Golden Retriever Kuhio.

If any of the RUPA family has any stories about Dad or wish to send condolences, please e-mail me at boeingflyingboat@yahoo.com, or send them to Melanie Schmiedeler, 12319 Baltimore Ave. Kansas City, MO. 64145.

Dad was a devoted husband father friend to all and our hero. He will be missed dearly by all who knew him. His Catholic faith was strong and we are sure he has slipped the surly bonds of earth to a better, more beautiful place where they have no delays or check rides.





Burl K. Hamilton	Mar. 23, 2007
*Michael F. Brown	Nov. 11, 2009
Victor M. Williams	Dec. 18, 2009
James P. McBride	Dec. 20, 2009
Donald C. Lee	Dec. 29, 2009
Robert James Schmiedeler	Jan. 09, 2010
Donald E. Coles	Jan. 25, 2010
Edward E. Kountz	Feb. 20, 2010
Jesse Russell Cottle	Feb. 22, 2010
Fred Bahr	Mar. 03, 2010
Philip W. Fisher	Mar. 04, 2010
Richard C. "Dick" Mitchell	Mar. 14, 2010

**denotes non-member*



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of – wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew –
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr., Westchester, IL 60154-5638

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RUPANEWS Deadline: 3rd Thursday at 4pm PST Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant* - 623-566-8188

Tucson (January)—*Tucson Country Club*

California

Dana Point CA (3rd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691

Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908

Los Angeles South Bay (2nd Thursday, Even Months)—*Hacienda Hotel* - 310-821-6207

Monterey Peninsula (2nd Monday)—*Edgar's at Quail Lodge or as announced* - 831-622-7747

San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-480-7420

San Francisco Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA

San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

Colorado

Denver Good Ol' Boys (3rd Tuesday)—11:30am *American Legion Post 1* - 303-364-1565

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797

S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr)—*Mariner Sands CC* - 772-286-6667

S.E. Florida Gold Coast (2nd Thursday, October thru April)—*Galuppi's Restaurant & Patio Bar*

S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112

Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

Hawaii

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002

McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—*Warsaw Inn* - 815-459-5314

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175

Reno's Biggest Little Group (3rd Wednesday)—*Macaroni Grill* - 775-250-2672

New York

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ*: rupapetesoman@optonline.net

New York Skyscrapers (October)—*Hostaria Mazzei, Portchester, NY*"

Ohio

Cleveland Crazies (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

Oregon

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

Washington

Seattle Gooney Birds (3rd Thursday)—*Airport Marriott* - 360-825-1016

Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*Westwood CC* - 540-338-4574