
rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 7-23
About the Cover	Page 4	Letters	Page 24-37
Local Reports	Page 5-15	In Memoriam	Page 37-38
		Calendar	Page 40

— OFFICERS —

President Emeritus: The late Captain George Howson
President: Phyllis Cleveland..... 831-622-7747.....one747czi@redshift.com
Vice Pres: Jon Rowbottom..... 831-595-5275Rowbottom0@aol.com
Sec/Treas: Leon Scarbrough 707-938-7324rupa.sectr@yahoo.com
Membership Bill Richards 813-938-5509wrichards4@yahoo.com

— BOARD OF DIRECTORS —

President - Phyllis Cleveland, Vice President - Jon Rowbottom, Secretary Treasurer - Leon Scarbrough
 Floyd Alfson, Rich Bouska, Sam Cramb, Ron Jersey, Milt Jines, Tony Passannante
 Walt Ramseur, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Convention Sites.Ron Jersey..... ronaldjersey@aol.com
RUPANEWS Manager..... Cleve Spring.....clevespring@comcast.net
RUPANEWS Editors..... Cleve Spring.....rupaed@gmail.com
Widows Coordinator..... Carol Morgan.....perdidol@cox.net
 Patti Melin.....pimelin@aol.com
RUPA WEBSITE.....http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....Ken Killmon
 Tucson.....Randy Ryan

California

Dana Point.....Ted Simmons
 Los Angeles South Bay Arvid von Nordenflycht
 Los Angeles San Fernando Valley Don McDermott
 Monterey Peninsula Phyllis Cleveland
 San Diego Co. Bob Harrell
 San Francisco Bay..... Sam Cramb
 San Francisco North Bay Bob Donegan

Colorado

Denver Good Ol' Boys.....Ted Wilkinson

Florida

N.E. FloridaSteve Moddle
 S.E. Florida Gold Coast..... Lyn Wordell
 Ned Rankin
 S.E. Florida Treasure Coast Sunbirds Bob Langevin
 S.W. Florida Gary Crittenden
 TampaMatt Middlebrooks

Hawaii

Hawaiian Ono Nene's Larry Becker

Illinois

Chicago Bernie Sterner
 McHenry..... Claude Nickell

Nevada

Las Vegas High RollersAndy Anderson
 Jerry Johnson
 Reno's Biggest Little Group Gary Dyer

New York

New York Skyscrapers Pete Sofman

Oregon

The Columbia River Geezers..... Ron Blash
 Tony Passannante
 The Intrepid Aviators of Southern Oregon .. Bob Niccolls

Ohio

Cleveland Crazyies Richard McMakin

Washington

Seattle Gooney Birds William R. Brett
 Brent F. Revert

Washington D.C.

Washington D.C.....E.K. Williams J

The renewal date for dues is your birthday and is printed in the back cover address box.

Send your \$25 renewal check (made out to RUPA) and/or your updated information to:

RUPA, PO BOX 400, VINEBURG, CA 95487-0400

E-mail: rupa.sectr@yahoo.com

**Change your mailing address for any reason, permanent or temporary, advise RUPA at the
 above address or email. You can even phone: 707-938-7324**

DO NOT forget to fill out the Post Office mail forwarding postcard!!

The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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

POSTMASTER: Send address changes to *RUPANEWS*, P.O. Box 400, Vineburg, CA 95487-0400

PRESIDENT'S LETTER

Happy July 4th!



Hard to believe we are already into the hot summer months, vacations, and the long summer days that even now are getting shorter!

The results are in on the RUPA Convention Survey. First – a big *thank you* to Jon Rowbottom for tabulating the results – very tedious work! *Thanks* also to Leon for handling the mail and to Cleve for arranging for the survey card insertions in *RUPANEWS* by our publisher.

The responses were minimal and the interest was slight. Jon and I discussed the results and we both felt there wasn't enough interest to plan a convention. A considerable amount of time and money would be involved to only have to cancel the convention for lack of reservations. A convention doesn't appear to be viable at this time. The RUPA Board overwhelmingly agreed – no RUPA convention for 2013.

Reminder: Unaccompanied regular buddy pass riders are not eligible for international travel in the FRONT CABIN on any 2 cabin aircraft (Business,

BusinessFirst and First) and 3 cabin aircraft (First and Global First). For additional details, see the Cabin Eligibility Pass Travel and Buddy Pass Travel Program document in the Travel section on Flying Together.

The latest word from the company is the retiree IDs probably won't be available until the end of the year!

For RUPA members in good standing, name space is still available on our separate "RUPA Wall of Honor" at the Smithsonian National Air and Space Museum (NASM). Contact the NASM membership office at wallofhonor@si.edu or at 202 633-2603. The Smithsonian will confirm with us those members who are eligible to be on the "RUPA Wall of Honor." Contribution to the NASM is \$100 or more.

The United Airlines Historical Foundation (UAHF) could use your support in donations and artifacts. You will note we include an article with photographs from UAHF within each issue of *RUPANEWS*. UAHF is not part of United Airlines! UAHF is a standalone foundation that wants to preserve and protect our heritage. UAHF receives, catalogues, cleans, stores, and provides information and artifacts to various museums around the country – all work performed by volunteers! If you visit TK many of the historical displays are created and maintained by UAHF. RUPA is part of UAHF's Coalition Board. See www.uahf.org for more details.

We continue to update our website with the latest information from the company on travel pass issues and other retiree interests. We, along with RUAEA, continue to advocate when and where possible. The dialogue continues but with little influence. It is difficult to realize United is technically gone, *United* is only part of the paint scheme; the blue globe on the tail is directing the airline!

I hope you all have a wonderful July 4th! *Phyllis Cleveland*



—————→ ***Do not send money to the Editor, letters only, please*** ←————

RUPANEWS Editor--- Cleve Spring ---E-mail: rupaed@gmail.com

or

Cleve Spring 1104 Burke Lane, Foster City, CA 94404-3636

Telephone: (650)349-6590

.....
Dues, Address changes, Snowbirds & Others:

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

RUPA, PO Box 400, Vineburg, CA 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

Check your RUPA Directory to make sure we have the correct information

ABOUT THE COVER

SPACE SHUTTLE ENTERPRISE ARRIVING IN NEW YORK CITY

The Space Shuttle Enterprise, named after the spaceship in Star Trek, was flown into New York's Kennedy Airport on the back of NASA's 747, April 27, 2012.

The shuttle prototype had been housed at the Smithsonian Institution in Washington. On June 6 the Enterprise was put on a barge and moved up the Hudson River where it was hoisted by crane on to its new home at the New York City's Intrepid Sea, Air & Space Museum Complex. A pavilion will be completed over it, and it will become the largest and most significant space artifact in the entire Northeast," said Susan Marenoff-Zausner, Intrepid's president. "When somebody comes to visit, they will not only see the shuttle itself, but will have an engaging and interactive experience inside the pavilion," she said. The museum anticipates opening the shuttle exhibit to the public in mid-July.

Enterprise comes to New York as part of NASA's process of wrapping up the shuttle program, which ended last summer. At the Smithsonian, its place has been taken by the shuttle Discovery. Shuttle Endeavor is going to Los Angeles and shuttle Atlantis is staying at Florida's Kennedy Space Center.

Enterprise has never been used in an actual space mission, but was a full-scale test vehicle used for flights in the atmosphere and experiments on the ground. "That doesn't make Intrepid any less excited about having it," Marenoff-Zausner said.

"This is an institution in American history," she said, adding, "This tested so many different things that without it, travel into space would never have happened."

She is confident the public will feel the same way and anticipates interest in the shuttle will increase the number of annual visitors by about 30 percent, to 1.3 million over the course of a year.

The public's interest is what drove the Intrepid to find a way to display it even though a permanent display location still has to be found, Marenoff-Zausner said.

The initial plan was to leave it at the airport for a couple of years until its permanent home was set, she said, "but we want the public to be able to experience this immediately."

In order to do that, Intrepid had to do some shuffling around of its collection. Three aircraft were taken off the flight deck and sent to the Empire State Aerosciences Museum in Glenville, N.Y.



Visit the New RUPA Website (rupa.org)

If you haven't already visited the RUPA website, you should. We have added over 13 years of the last issues of the *RUPANEWS* starting with February 1999. There are other subjects as well. One in particular is the "Info Links" Tab. It gives you links to very many other websites.

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Our summer weather pattern is finally here, fog in the mornings burning off to a glorious day with cool refreshing breezes in the late afternoons as the fog rolls back in “on little cat feet” by sundown. We’re also having a record breaking year for Humpback Whales in the Monterey Bay. Whale watching cruise anyone?

June 13th proved to be a beautiful day at Edgar’s in Carmel Valley. Those enjoying the classic weather and fabulous camaraderie were Milt Jines, Mike Donnelly, Diane Emerson, Diane Ellis, Brett Morris, Paul and Brigitte Olson, Will and Fran Blomgren, Phil and Pat McClain, Lee and Nancy Casey, Ed and Pat Manning, Pete Walmsley, Red and Mardell Lawson, David and Linda Mackie, Barrie and Sharon Nelson, and yours truly.



Our normal servers, Sam and Salmon were off, plus Edgar’s had a kitchen that was completely overwhelmed, the results being our meals were served very late and in small groups! At least the food was delicious and still hot once received! Apologies were made all around, but sorting out the separate and correct checks, return of credit cards to the correct owners, and collecting the correct change went extraordinarily slow. All this disruption was on the news from Pete that Quail Lodge plans on reopening the hotel section by early next year – it has been closed for over two years. The farm property sale that had been part of the leased land for two of the eighteen holes has been finalized! Without the land sale Quail would only have had a 16 hole golf course. There appears to be some management changes developing. (No kidding!) Pete said our golf tournament on September 26th is still on!

Pete also shared he had attended the memorial service for Captain Edward August Ernst who had passed away on April 17th. Many in our group had known and/or had flown with Ed.

We briefly discussed the decision by the RUPA Board to not have a convention in 2013 based on the survey results. The three travel desks at SEA, PDX, and ORD, that were supported by RUPA and RUAEA, are now closed by the company’s demand. The latest company email estimates the retiree IDs may be available at the end of the year. The United Airlines Historical Foundation, an all volunteer organization not related to United Airlines except by name, is collecting artifacts and also needs donations to continue their efforts in preserving our history.

Several of our group had recently traveled to international points east and to Hawaii. Surprisingly they reported they were treated well, got good seats, and in a few cases rode in first class (with 1969 seniority). There were a few negative travel stories – some on other major airlines!

Allegiant Airlines is planning a direct flight from MRY to HNL in a B-757 – claiming it will carry 223 passengers – starting in September. With MRY’s 10R having a runway length of 7,600 feet and with a 1.3 upgrade (and an abrupt drop off at the east end), we questioned whether the airplane could really handle the takeoff requirements and still have the fuel range required across the pond. Barry, a former LCA on the 57, explained that it should be able to handle the runway conditions and range. We decided the day of the inaugural flight, especially if it is hot and no wind, we’re going to the airport bar and watch!

Between numerous jokes and some war stories, while waiting to be served and later waiting to get our checks, the time passed relatively quickly. Our next luncheon is July 11th, at Edgar’s! Please RSVP the Tuesday before! Out-of-towners are welcomed! Happy July 4th! *Phyllis Cleveland*

THE JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

On May 8th 2012 The Joe Carnes lunch was held at 31 North Conventions and Banquets. 44 members and guest attended. Barb Hanson and Carole Tye set up a terrific display of items from the United Historical Foundation. They both dressed in muumuus like the Flight attendants wore on Hawaii trips and they provided leis for attendees.

Barb explained how to join the foundation. Bob Graham, who worked at WHQ in Passenger Relations, read complaint letters received from customers. Bob is an excellent speaker. He has entertained several United retiree groups. Jennifer Biddle (daughter of Bob Leonard) and Joan Leonard discussed the event held each year by the River Corridor Foundation of St Charles IL in honor of Bob.

In attendance Were: Leroy & Eva Bair, Jennifer Biddle, Jim & Corrine Boyer, Bob Burns, Rich DeVries, Tom Franklin, Jim Gesler, Bob Graham, Barb Hanson, Mike Hepperlen, Jim Higbea, Les A. Kero, Dick Kuhn, Joan Leonard, Rob McCutcheon, Ralph Mikulich, Bob & Shirley Moncur, Dick Murdock, Claude Nickell, Dave Runyan, Brian Sanford, Bill Silvester, Weldon Smith, Bernie & Rachel Sterner, Bill Thompson, Jim & Mary Jaune Trosky, Terry True, Carole Tye, Tom Wedel, Paul Wember, Lyman Walter, Frank Zackary. *Claude Nickell*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Greetings to all from our bit of Heaven here in Southern Oregon. We gathered yesterday at our old haunt, The Pony Espresso in Jacksonville where we enjoyed the Pony's good food then passed out the "Age of Flight" book to all those who attended and finally posed for Art Lumley to take the attached photo. Oops!!!! Art, next time you need to get in the photo before you take it! Actually fourteen of us, Art, the noted photographer missing as were Don and Roslyn Parker who had ridden their bikes from Ashland.



In the photo, starting in the front on the left, Jim and Cheryl Jaeger, Scot Lee, Marty Niccolls, Leanne and Steve Fusco, Bob Keasbey, Harvey Saylor, Bob Niccolls, George Elliott and his daughter Catherine Dimino. The gentleman in the back far left never seemed to understand the flying jargon but then never pressed to have us tossed out either.

Our thanks for the copies of "The Age of Flight" sent our way.....thoroughly enjoyable read from the better times of years past. Remember us if in our area, third Thursday of each month and please join us.

Cheers, *Bob*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



UAHF at DIA during the 75th anniversary celebration of Denver service. UAHF provided uniforms including a Winter 1936 Stewardess uniform and the blue & white Summer 1939 Stewardess uniform.

On May 15, 1937 United began service to Denver Municipal Airport (later Stapleton). In 1937 Denver attracted two trunk line carriers, first United and then Continental. United had purchased Wyoming Air Services' "northern-route" - Denver-Cheyenne and Continental purchased their "southern-route" - Denver-Colorado Springs-Pueblo.

The same day, United established a route from Denver to Grand Island, Nebraska and for the first time Denver was a city with Coast-to-Coast One-Company Air Service.

United had been flying into Denver since 1935 using Wyoming's Boeing 247s under a lease agreement. Also in 1937, Continental moved its headquarters from El Paso to Denver.

1937 photo & info. from "Stapleton International Airport", DPL photo. Please mail your tax-deductible \$ contributions and donations of United & Continental Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. www.uahf.org

Marvin Berryman DENTK Retired

NEW YORK SKYSCRAPERS

Big turnout for the NYSkyscrapers Spring Luncheon, 73 people came to the Rock Spring Club in West Orange, NJ, on June 13th, vying to see who had aged the least since our last luncheon.

The generosity of the group resulted in a donation of \$700 to the U.A. Retired Pilots Foundation. This comes from the raffle of 13 prizes donated by our retirees, from sales of "The Age of Flight" books (an illustrated history of United Airlines) forwarded to us by RUPA's Leon Scarbrough, and rounding off the cost of the luncheon admission.

We celebrated the presence of 2 guys who turned 90 since our last luncheon: Jim Wilson and Ben Conklin Sr, with Rip Munger trailing close at 85 (with over 50 years of service, he'll be ahead of you on the standby list, now that priority is determined by years of service!)

Two active pilots, Lou Garcia and Sue Guletsky, joined us; and two of our regulars were retired from JFK and EWR flight offices: Pat Harben and Barbara Weir. Newcomer to our luncheons was Jim Wilson, and it was nice to have Chuck Brown and Laurie Reeves join us again after a long absence.

Photographs were taken by Mike Severson, and will be posted shortly on our Picasa online album at: <http://tinyurl.com/7wyy42v>



Attending were: Ray and Sharon Amato, Howie Aronson, Bob Beavis, Ray Bernosky, Roger Bjornberg, Dick Bromwich, Chuck Brown, Frank Calderaro, Ben Conklin Jr and Sr, Jan and Patti Conover, Ed and Ona DeChant and grandson Will, Frank Decker, Ron Denk, Bob Eccles, Wayne Erb, Wes Erbe, Bob Falco, Skip and Billie Fairman, Jim Gardner, Lou Garcia, Rich Granger, Sue Guletsky, Jim Haeni, Pat Harben, Fred Harris, Jack Hill and wife Glinda Talley Hill, Bill Horrigan, Pete and Judy Kohlsaas, Joe Kollar, Mattie Kosonen, Jody Kraly, Jim Lattimer, Bob Lawson, Harry and Jane Lloyd, Don and Carol Matheson, Chuck Melbourne, Al Mitchell and daughter Susan, Bill Muller, Rip Munger, Dave Ormesher, Mike Perry, Tom Purrington and friend Nancy Daniel, Ned & Rae Rankin, Laurie Reeves, George Schnell, Mike Severson, Irv and Mary Soble, Pete Sofman, John Stewart, Al Swanson, Jack and Ann Traeger, Al Venskus, Jay and Kay Weeks, Barbara Weir, George Williams, Jim Wilson, and Lyn and Martha Wordell.

Unable to come, but sent regrets: Bill Bickert, Ted Birke, George Bleyle, Bob Burns, Bob Carey, Carl Carlsson, Ray Cicola, Jim Colligan, Gary Coulter, Roger Crawford, JJ Cunningham, Bob Duckworth, Ken Ernst, Ray Furlan, Mike Gallagher, Larry Gardner, Ted Garrity, Dorothy Gates, Jim Good, Joe Guccione, Dave Heilbrun, Barney Higgins, Doug Horne, Dave Hoyt, Bob Hughes, Chuck Hughes, Ron Jersey, Jim Kenney, Koop Koopmann, Hank Lopez-Cepero, Barbara Maffeo, Neil O'Malley, Mac McFarland, Nile Meling,

Doug Merrick, John C. Moore, Denny Morell, Ken and Kari Perkins, Gene Peterson, Jim Pifer, Charlie Pocher, Ab Rainbow, Dave Redfield, Pete Saeger, Lou Schueler, Bob Scott, Bon Seits, Dick Strickland, Ron Tsohis, Joe Vitelli, Watts and Phyllis Waddell, Charlie Walthers, and Woody Woodworth.

Retirees who flew West since our last luncheon: Dick Bodner, Young Cage, Jack Hansen, Pete Harvey, Mike Lepanto (Chief Flight Engineer at JFK), Augie Miller, Truman W. Miller II, Ron Pulliam, Jack Sylvester, and Harry Weber.

Raffle prize donors: Ed and Ona DeChant, Skip and Billie Fairman, Pat Harben, Bill Horrigan, Pete and Judy Kohlsaat, Jim Lattimer, Bob Lawson, Don and Carol Matheson, Doug Merrick, Tom Purrington, RUPA's Leon Scarbrough, John Stewart, Jack and Ann Traeger, and Barbara Weir.

Thanks to Roger Bjornberg, Bob Lawson, and Joe Kollar for manning the check-in desk and welcoming everyone to the luncheon. Billie Fairman also assisted.

Bob Beavis spoke to our good friend Barbara Maffeo, UAL Support Rep at JFK, and she told us that:

1. JFKFO now has only about 250 pilots, with the chief pilot based at IAD.
2. Her work phone is 718-995-1453. she'd love to hear from the retirees.

Pete Saeger, Ron Tsohis, Ken Ernst and Jack and Glinda Hill made additional donations to the UA Retired Pilots Foundation.

The venue was nice, the food was good, and the company of old friends was priceless.

Pete Sofman, luncheon coordinator

THE SAN FRANCISCO BAY-SIDERS LUNCHEON

While our sister luncheon group up north in Petaluma had their largest turnout ever, we had our smallest group, 19, in attendance for the June luncheon. Even though summer has not officially started, some people had scheduling conflicts as we begin to enjoy the summer-like weather.

As usual, the conversation in general gravitated to discussion of the new pass policy, and reports of the many problems that members have experienced. It appears that there is still a problem communicating with the company in general. Let's hope these stumbling blocks will eventually be removed.

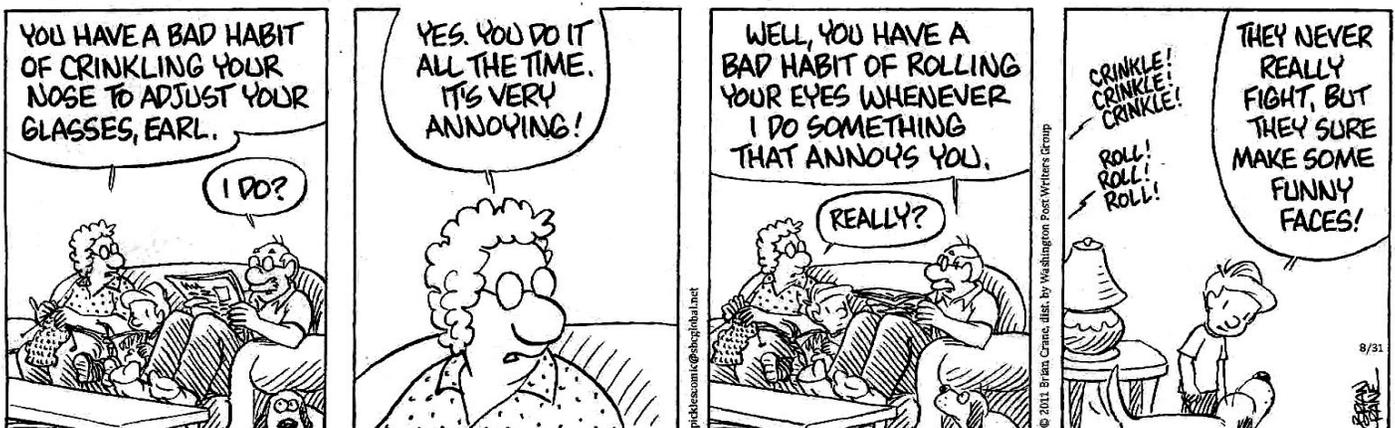
Like many groups, we distributed copies of "The Age Of Flight" that the company so generously provided to us. We have reserved copies for our members who could not attend in June.

It is with sadness that we report the passing of two of our long standing members. Ron Weber and Al Bernard were loyal *Folders' & Stuffers'* and attended our luncheons. They will both be greatly missed by all.

In attendance were: Floyd & Charlene Alfson, Rich & Georgia Bouska, Bob & Roz Clinton, Bob Ebenhahn, Rich & Cyndi Erhardt, Barry & Ginny Hamley, Bob Kallestad, Ed & Pat Manning, Walt Ramseur, Cleve Spring, Gene & Carol Walter, Larry Wright.

Our Luncheons are always on the second Tuesday of the month 11:00am at Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA. Cheers, *Cleve*

Pickles/Brian Crane



SECRETARY/TREASURER'S REPORT

As I mentioned last month, we are requesting that all members furnish us with their UAL FILE NUMBERS. We are adding 12,000 names to the data base, which will then include just about every pilot who ever flew for United. With all the Smiths, Millers, Andersons, and other similar names, file numbers will simplify the process of identifying the right person. Your cooperation in submitting your file number will be greatly appreciated.



Again I want to mention that it is important that we have your correct email address. Many times I send out an email to a member only to have it bounce back because the email address is incorrect.

Last, but not least, remember to send in your dues in your BIRTHDAY MONTH. Help me save RUPA some stamps and paper by remembering, "MY BIRTHDAY EQUALS DUES." If you put your file number on your check, you can kill two birds with one stone. Health problems I can relate to, so stay healthy. I'm trying. My best for the summer to one and all. *Leon*

BOYS NIGHT OUT HAGERSTOWN, MD

On March 14th, Earl Jackson hosted Boy's Night Out at the Schmankerl Stube Bavarian Restaurant in downtown Hagerstown. Such a beautiful evening gave us opportunity to gather in the Beer Garden. Smiles all around as the group participated in the game of "Do you Remember." Some of the tales took several participants contributions to be fully fleshed out. Conversation ran the gamut of old cars, old tractors, soybeans, corn, Flying Circus, hunting, fishing, pass travel and tributes to Truman Miller. Captain Midnight, Rodger Ramjet and others were once again toasted. Service was great and the Knusperige Schweinshaxe was tasty and satisfying as usual.



Gary Cook, "JC" Black, Terry Davies, Earl Jackson, Stokes Tomlin (standing), John Easton, Bill Wellborn, Paul Davis, Bob Bell, Dave Anderson (standing), John King, Bill Nolan, Bill Atkins, Chuck Rine (standing), Gil Coshland (standing), E.K. Williams, Charlie Schwab (guest PanAm-Delta).

Contact Earl Jackson if you are interested in the next gathering. His contact info is in the RUPA Directory. Photo courtesy of Stokes. *E.K. Williams*

S.E. FLORIDA TREASURE COAST SUNBIRDS LUNCHEON

What can I say?just another absolutely BEAUTIFUL and PERFECT day at Shrimper's for our June Luncheon. Thanks to 3 of our FLL/Pompano RUPA Members making the 1 hour trip up to Stuart from the Boca Raton/Pompano Beach area.....we had 9 of us at our Luncheon. The food was appreciated and ENJOYED by ALL and we were very WELL attended to by our Server, Lynne [:-)] Without going into any 'details'.....she was Outstanding in every way. 🍷

On a serious note, we do want say a very special Thank You to Ed Wheeler (for driving), Jerry Bradley (for putting it all together, and to Ham Oldham (for Navigating). They took the time to make the 1 hour drive up and back and we appreciate that very much. It was GR8 to see 'old' and LONG-TIME friends and buddies and a terrific time was had by everyone. As usual, pass travel was discussed along with the good ole times of the Capital - United merger and many of the common friends that everyone shared. Needless to say, with the infusion of the new blood from down South.....there were many stories to be heard. Of course, with me being the 'young' guy in the group, I can only 'assume' that some of the stories were factual. 🍷

In addition to Ed, Jerry and Ham.....those who attended were: Ted Osinski, Dick Starita, Paul Andes, Bill Northup, Stan Smilan and myself, Bob Langevin.

Wishing you all a Happy and Safe Summer and looking forward to our next RUPA Luncheon here in Stuart, FL (at Shrimper's of course) which will be on Tuesday, July 10th. Come join us if you happen to be in the area.....we'd love to have you. Best Regards, *Bob Langevin*

DANA POINT RUPA LUNCHEON

Great day at the Dana Point Harbor, weather very pleasant and surprising the parking was good. I did arrive early, after my missing a couple of monthly meetings, I wanted to be there and on time- (early). The blue umbrellas were up and the servers were in place. Yep no one from our group was there!

The Deck was just opening and I was able a chat with the new hostess 'Erin' and she made sure our area was set. I brought the couple of boxes of United, 'The Age of Flight' Books to distribute. I showed 'Erin' the Age of Flight Book, she could not believe that people actually 'dressed up' to fly on an airline! The book was well received. Several guys already had one but took another as a gift. Several proffered offers of payment! Thanks to Leon Scarbrough and all at the *RUPANEWS*.

On Deck were: Park Ames, Bob Brockmeier, Ron Dye, Bob Fuhrmann, Denny Giesea, John Grant, Rudy Haluza, Bob McGowan, Don Morgan, Al Pregler, Bill Rollins, Ted Simmons, Bill Stewart, Butch Trembly and Joe Udovch.

Special guest today was Gary Meermans and his caregiver Diane. Gary was head of flight operations for a number of years at LAX. He retired in June of 2005. Gary has a caregiver to help him with his MSA condition. This is the failure of his autonomic nervous system. He seemed glad to have visit our lunch group.

Bob McGowan and Rudy Haluza reported that they had a great visit with Glen Schwarz and his wife at their assisted living place in Cerritos. Glenn retired in 1982.

Conversation around our corner of the table included what was your favorite aircraft with the airline to fly and why? A lot of the time it was the others pilots you flew with, if you were the C/P

Of note is this new ipad that the Crews are now able to fly with in place of the 45# bag of charts.

This http tells it all from Bob McGowan, <http://www.apple.com/ipad/business/profiles/united-airlines/>

Cheers to all, *Ted*

ADULT TRUTHS

I'm always slightly terrified when I exit out of Word and it asks me if I want to save any changes to my ten-page technical report that I swear I did not make any changes to.

LOS ANGELES SOUTH BAY LUNCHEON

Flag Day: June 14, 2012. A normal late spring day. Stratus deck lifted by noon so no need to hide from the sun as we gathered at the regular Hacienda Bar for some libations waiting for more slowly arriving guests. I arrived at 11:15 and was chided by the earlier arrivals that I was now the leader and should be on time at 11:00. All these years I thought the meeting started at 11:30. Since I arrived at 11:15 I was happy to be 15 minutes early by my schedule. But 15 late by the official plan and was not given any slack. Either way, by noon or a bit later, we were a dozen so our meeting could get underway.

Our attendance check shows: Doug and Marcene Rankin, Walt Albright, Loy Kenworthy, Don and Sharon Crawford, Dick and Barbara McKay, Rex May and Sue and Arvid von Nordenflycht.

Again we had a lot of discussion about the new pass riding experiences or lack thereof. Arvid had just returned from a lengthy European trip and felt that the new system worked well and once understood is actually better than our old one. Only the changed seniority is not so well understood or lauded. Arvid used a vacation pass and thus was almost always number 1 and 2 on the list. But since there weren't any seats available on our desired flights it didn't matter what one's priority would have been. The trans-Atlantic legs were all on Business first. That was very nice as upgrades for mileage plus customers are not eligible for those free or inexpensive upgrades as with the domestic legs.

We also used the new ZED fare system. The old system was great, just pick up the phone and put in your request. An adjoining printer almost immediately spit out your requested coupons. Now you must request your own ticket after determining what carrier you want to use, then fill in the blanks on your computer website sheet and send it to a given address. In a day or two you'll get a PNR for your request and you can buy your ticket at a regular United Ticket Counter. The return for unused coupons requires another web based form to be filled in, printed and mailed to Houston. In ten days or so you'll be credited for the returns. Also, the initial listing for an international flight most likely will have some charges from the country or countries on your listing, and that will be paid immediately by a credit card. On my experience, I accidentally double listed and paid twice. Hmm! - But after a couple of weeks they credited my card and all was well.

If there are more questions don't hesitate to call on me as my experience is getting better all the time. 310 869-4444. Otherwise, "Keep on traveling."

We also passed out half a dozen beautiful books: "The Age of Flight" featuring United's early years. If anyone wants one I have more. Good pilot price too. Free.

The attention then turned to are current meeting place. At the last Hacienda Hotel lunch in April we seemed to be at a quandary as to where or how the hotel was going to handle us. The Buffet is gone and the bar was also closed over the lunch period. Hmm, maybe they were ruing to give us a hint? So we have kept our options open and checking other restaurants. However, this time the bar was open and will be for future lunch times, and our food choice became the Coffee Shop extra room where we could just order individual choices from the regular menu with a nice little discount. Just the thing for pilots. So for now we'll stay put.

Respectfully submitted by *Arvid von Nordenflycht*. arvidvn@yahoo.com 310-869-4444

Pickles/Brian Crane



SAN FRANCISCO NORTH BAY RUPA LUNCHEON

A large group of North Bay RUPA members and spouses made their way to Petaluma's Sheraton for our June luncheon. Probably one of the largest number we have ever had. There was the usual socializing and storytelling in the lounge along with a wee bit of social drinking before we sat down in the dining room. As always Wendy was our bartender and waitress, doing her always excellent job of taking care of us.

A very short "business" meeting was held before we ordered lunch. Regrets from a couple of members with other commitments were read, several handouts were passed around and it was announced the Allegiant Airlines is going to fly from Eugene, OR to Honolulu and also from Fresno, CA to Honolulu. One of the handouts was a five page list of discounts for seniors, which Bob was kind enough to make available to us on the Internet. These are discounts that you get only if you ask for them. The list included restaurants, retail grocery stores, car rentals, hotels, and even haircuts. A thrifty airline pilots dream, a discount!

Lots of conversation during lunch with no one particular subject, so I am assuming that we solved most of the world's problems. Any that did not get solved will be taken care of at the next meeting.

Because the first Wednesday of July is the 4th of July we will meet, only for July, on Thursday, July 5. All are welcome to join us.

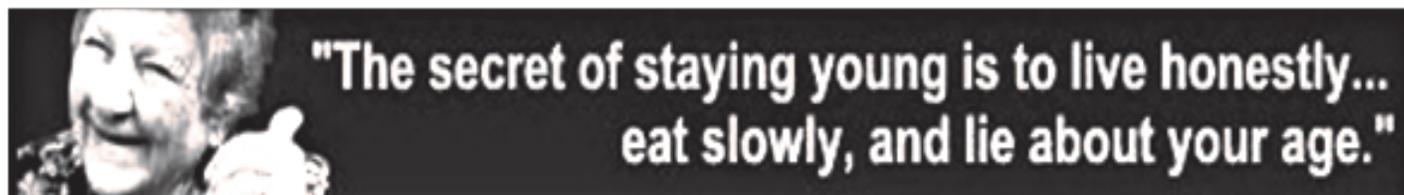
Attending were; Bill P. Smith, Larry Whyman, Gary Koverman, Don Madson, Gary Webb, Lee Anderson, Dick Lammerding, Sam and Mickie Orchard, J. R. Hastings, Leon Scarbrough, Gardner and Sheila Bride, Jim Mansfield, Walt Wells, Linda Morley-Wells, Clyde Wilson, Tom and Joyce Grey, Dwight Daley, Dan Bargar, Bill McGuire, Bill Wheadon, Bruce Milan, Dele and Merle Holman, Jules and Sybil Lepkowsky, Ellen and Ken Thompson, Bob and Doris Donegan, and your reporter, *Bill Greene*.

CLEVELAND CRAZY'S PICNIC

This picture was taken at the Cleveland Crazy's Picnic on Saturday June 9, 2012. The Picnic had beautiful clear skies and temperature about 80° on the Heiszek Farm south of Medina. This year Rich McMakin's picnic was combined with a picnic for our dear departed friend, Captain Jack Heiszek.



In the picture: Ellis Sweat, Jim Burrill, John Pinter, Rich McMakin (seated), Bob Olsen, Dick Sanders, Vic Poplars, Sue Heiszek, Jim Morehead, Harv Morris, Neil Bretthaur, Gene White. *Jim Morehead*



THE COLUMBIA RIVER GEEZER'S LUNCHEON

An excellent turn out for the Columbia River Geezers today at The Macaroni Grill in Clackamas OR. Lots of discussions took place regarding many different subjects up and down the table.

In our retired group we have several retired pilots who are currently flying Corporate jets for different organization all over country, and the world for that matter. One retiree is qualified in several different corporate jet types. One retiree related a story about flying a turbo Aero Commander to Deep South America and was stuck in some forsaken place for 4 days -a fuel stop - because the federal-lies did not have his paper work ready for his subsequent departure to Saul Palo. Another one of our members is delivering large, part 121, jets all over the world. Another is working for Boeing as a simulator flight instructor in the B-777 and is also currently qualified to teach in the B-787. Another of our retirees, who is a, frequent traveler, related to us about his experiences with the new pass program and "ZED" fares. Lots of work putting his most recent trip to Europe together, but it all turned out fine. There are several of us who have their own small airplanes and like to hang around our aircraft hangars, polishing and maintaining our personal aircraft and waiting for the price of fuel (100LL) to go down so we can afford to fly the damn thing. We are a long ways from the United Airlines gas pump. I remember E.g, as we all do, pushing back (Sydney, here we come) from LAX in a 747-400 with 388,715 pounds of fuel on board "FULL." That amount of fuel would keep all of our small airplanes in the air for a long, long time. Alas.....for most of us, those days are gone and we are content with hanging out together retelling, over and over again, the same stories which we use to tell at FL 410. And of course, any sort of embellishment "is allowed."



Front Row Seated, left to right. ... Bill Englund, SFOFO, Ron Blash, HNLFO. Second row, L to R...., Ron Lyall, SFOFO , Ray Reed, LAXFO, PDXOO , Bill Park ,DENFO , Tony Passannante, SFOFO, Rich Warden, SFOFO . Back Row, L to R, Sam Richardson, LAXFO , Dick Ionata, LAXFO, Tom Krueger, HNLFO, Wally Tweden, SFOFO, Benno Vyfinkel , SFOFO, Doug Howden, SFOFO.

Our next Geezer get together will be at The Macaroni Grill in Clackamas OR on the second Wednesday of July 2012. Regards, *Ron Blash* and "Hot Shot Charlie" *Tony*, too.

Golf Snippets

Golf's a hard game to figure. One day you'll go out and slice it and shank it, hit into all the traps and miss every green. The next day you go out and for no reason at all you really stink.

SEATTLE GOONEY BIRDS MAY LUNCHEON

The Seattle Gooney Birds welcomed Dave Fahrenbach and Eric Malm to our luncheon group after a long absence as well as Bill Shumway who was with us for the second time.

Howard Holder informed us of the passing of Capt. Hal Burlingame. He was a great guy and a good pilot. May he rest in peace.

Bob Howard entertained us with a golfing joke and the host told one which brought polite laughter. The books, which were provided to us by RUPA, ("The Age Of Flight ") were distributed to those present with gratitude to those who made the effort to send them to us.

In attendance: Dave Carver, Bob Howard, Herb Marks, Al Haynes, Bill Stoneman, Tom Smith, Chuck Westfphal, Jack Brown, Gerry Pryde, Howard Holder, Mark Gilkey, Bill Shumway, Dick Anderson, Vince Evans, Eric Malm, Dave Fahrenbch, and Bill Brett.

WHERE WILL THE 787S FLY? United Daily -- May 25, 2012

United has identified some markets for our Boeing 787s, including IAH-LOS (Lagos, Nigeria) and, DEN-NRT. Why those routes?

"The size and range of the 787 open new market opportunities for us," said International Planning Director Andy Buchanan. The 787 has a similar capacity (219 seats) to the 767-400 but significantly more range. As a result, it is the ideal aircraft for high-yield long-range routes with lower demand.

For example, our 767 fleet does not have the range to serve counter-seasonal markets in India and the South Pacific. The 787 will allow us to right-size the capacity in the softer demand periods rather than operating large aircraft year-round.

Additionally, the 787s will help us launch profitable new routes — such as DEN-NRT. The aircraft will also serve as replacements for less-efficient aircraft and allow us to further improve contribution on existing routes through fleet optimization.

We are on track to get our first 787 later this year. Learn more by visiting [Flying Together > Corporate tab > Our fleet and cabins > Getting ready for the Boeing 787.](#)

MODIFIED 767 RETURNS TO INTERNATIONAL SERVICE WITH LIE-FLAT SEATS

United Daily -- June 11, 2012

Our Flight 908 from ORD to AMS (Amsterdam) on June 11 marked the first international revenue flight for the 767E subfleet. The aircraft now features flat-bed seats in an all-new United BusinessFirst cabin and an upgraded inflight entertainment system throughout. It previously was configured in two classes for domestic and Hawaii service.

Nearly 150 United aircraft now offer flat-bed seats in premium cabins. We are retrofitting more than 30 additional aircraft, scheduled for completion by early 2013, including 13 more of these 767-300s. By adding flat-bed seats in these aircraft, we now have the ability to use them on long-haul international routes, driving increased financial performance for us and a more modern and comfortable experience for our customers.

The new 767E configuration has 30 seats in United BusinessFirst, 49 in Economy Plus and 135 in Economy. In addition to flat-bed seats, United BusinessFirst offers a 15.4-inch touchscreen monitor delivering on-demand audio/video, electrical and USB outlets and an iPod jack. United Economy Plus and Economy seats feature a 9-inch touchscreen and on-demand entertainment and all Economy rows have access to electrical outlets.

"We are committed to building an unsurpassed travel experience for our customers," said EVP and Chief Revenue Officer Jim Compton. "The reconfigured 767-300 is just one more example of how we are redefining air travel by providing our customers more choice, greater comfort and better value."

CONVENTION 2013 REPORT

As Convention Chairman, I would like to take this opportunity to thank all of you who responded to the convention survey. The word I am getting is that continuing the biennial conventions is not high on the membership's priority list.

Vowing not to let my job title become meaningless, I would ask that if you are planning on attending the RUAEA convention in October, please advise me by e-mail or phone. If we get enough people from RUPA, I will try to set up some kind of get-together, and might be able to arrange a cocktail party before the Saturday Banquet. A list of tours are available in the June issue of the RUAEA Newsletter.

I hope your apathy towards the continuation of the biennial conventions do not include the cruises. Marie and I went on a cruise to the Bahamas in April in order to celebrate my 70th and her 63rd birthdays. We had a great time, but it would have been better if a group of our fellow Ruparians had been with us.

Stay active and volunteer, *Ron*

CHANGES AT CHECK-IN KIOSKS FOR UA NON-REVENUE FLIERS

As part of our customer integration work, our self-service kiosks will begin offering check-in for customers traveling on both UA- and CO-operated flights.

The kiosk screens will feature a new look and feel. Some units with the new screens are being tested in several of our hubs, and co-workers may come across them when checking in for flights.

One of the changes will alter how subsidiary UA non-revenue travelers check in. The button for **“Employee/ Companion Travel”** won't be an option on the main screen. All non-revenue travelers should touch the **“search for your reservation” button on the welcome screen**, then enter their confirmation or listing number on the entry screen displayed. Subsidiary UA co-workers can still use file numbers, but that won't be listed among the entry options, which ask for check-in by credit card, driver's license, passport and Mileage Plus or OnePass card.

UA employees should prepare their eligibles and companions for the new self-service check-in process:

Step 1 - Touch “search for your reservation” button.

Step 2 - Enter confirmation/ listing number or file number.

Step 3 - Follow the on-screen prompts.

Co-workers continue to have the option to check in online and print their own boarding passes or download them to mobile devices.

GET THE LATEST INTERLINE TRAVEL UPDATES

Airlines regularly change policies and procedures for interline travel. Visit Flying Together's Travel tab to get the latest updates.

Austrian Airlines, Thai Airways and Adria Airways introduced new listing procedures for co-workers, retirees and eligible pass riders through the MyIDTravel website. Pass riders will continue to order tickets on these carriers through the ZED & ID Ticket Request Form on Flying Together. Please request interline tickets at least 24 hours in advance of your travel date.

You will find both of those links on the “Other Airline/Interline Travel” page that is found under the “Travel Programs” menu.

Meanwhile, LOT Polish Airlines and Swiss no longer offer listing through flyzed.com. Going forward, eligible pass riders who wish to travel on Swiss will visit swiss.com/zed, while those who want to travel on LOT must contact the airline's call center at 48-22- 577-95-72. See News & Bulletins on the Travel tab for details.

ADULT TRUTHS

How many times is it appropriate to say 'What?' before you just nod and smile because you still didn't hear or understand a word they said?

Retiree Pass Travel UPDATE - Latest Info - May 17, 2012

1) Are pass riders double listing? SJ2U: If you see employees listed twice and one of their priorities is SJ2U, that's OK. It means "Standby Jumpseat". If a jumpseat is available their other listing is automatically cancelled.

2) e-tickets do not show costs paid! The ETC is aware of this issue and will be addressing it in the near future. In the interim, a detailed breakdown of charges can be displayed by selecting the "i" icon beside the Cost when booking travel in employeeRES. MAKE A NOTE of the charges for your records!

3) Retiree Buddy Passes extended thru 6/30/2012. ETC has announced 2012 sUA companion/buddy passes are valid thru June 30th. FlyingTogether>Travel> scroll down to Travel News & Bulletins. Please note the buddy pass expiration dates in employeeRES>My ePass Balances may still be incorrect.

4) New Pass Calculator is online! employeeRES>Quick Links>Pass Calculator. It can display a breakdown of charges for travel, including imputed taxes.

5) Make a separate listing for return travel: If plans change and you no-show for an outbound flight, Shares will automatically cancel your return listing. ALWAYS note your confirmation numbers and \$\$ (if any) pre-paid.

6) Flight full? Gently ask CSR to roll-over the standby list. In Shares it must be done before the flight is closed out, sometimes they get too busy and forget. Listings can be rolled over to subsequent flights all day, but not to the next day. If that happens, cancel your listing and make a new one for tomorrow.

7) New in employeeRES>My Travel Plans: "change segment." After you make a travel plan you can go back and change segments without having to start all over; it keeps the same confirmation number.

8) No more verification letters: The ETC will no longer send out verification letters for travel on Southwest, US Airways or Jet Blue. Now fill out an online form, get confirmation #, go to airport or CTO to have tickets written by UA. More info: FlyingTogether>Travel...scroll down to "Travel News & Bulletins."

9) Interline Agreements and ZED travel: There is a new drop-down box with all interline Agreements for ZED/ other airline travel. Go to: FlyingTogether>Travel>OtherAirlineInterlineTravel>click on "Learn about our integrated interline agreements." There is more info there about ID90T (for Hawaiian & Frontier tickets) and using "MyIDTravel" for listing on certain carriers like Delta, Jet Blue, LH.

10) Travel Desks to close: After many years serving space available travelers, the 3 Travel Desks staffed by volunteers in PDX, SEA, and CHI will be forced to close May 31st because UAL won't allow them access to Shares for security reasons.

11) "All About Me" trouble for Mac users: If you cannot access "All About Me" using Safari, call the ESC for help: 877-242-0075 opt 5. Alternatively, try using a different browser on your Mac, like Firefox or Chrome. Deadline to certify dependents for healthcare in Flying Together>All About Me is July 27, 2012.

(It is very important that you certify your dependents)

12) Many issues are being solved by ETC:

Read the latest Travel Bulletin (5/16/2012) on Flying Together>Travel>Bulletins.

Pass Travel Summary for Retirees Updated 5/15/2012

United's new Pass Travel Program began 3/3/2012. Retirees get unlimited personal passes and 8 annual vacation passes. Retirees' eligible pass riders get unlimited personal passes and fly at the same cost as retirees. All travel must be pre-paid by CC "credit card." Cost of travel varies by your "Years of Service" and cabin seated; all Y travel is service-charge waived. Travel by some eligible pass riders may be taxed to retiree as "imputed income." To look at loads, list, and pre-pay for travel, retirees should learn employeeRES. Retirees are now boarded AFTER all employees, except when using vacation passes. "Years of Service" instead of "Date of Hire" is used to determine "Board Date."

The information below is from the "New United" center column of the Program Chart located in: Flying Together>Travel>Additional Info>More Travel Info. This information has been simplified; refer to the Pro-

gram Chart for full details.

Boarding Priorities BP-6s and BP-8s are gone...replaced by:

SA0V: Employees, retirees, and their accompanied pass riders when using VACATION passes.

SA1P: Employees and their accompanied pass riders when using PERSONAL passes.

SA2R: Retirees and their accompanied pass riders when using PERSONAL passes.

SA3V: Unaccompanied pass riders when using a retiree's VACATION pass Exception: unaccompanied spouse/domestic partner fly on vacation passes at SA0V.

SA4P: Unaccompanied pass riders when using a PERSONAL pass.

Exception: retiree's unaccompanied spouse/domestic partner fly on personal passes at SA2R

SA7U: Retirees' unaccompanied companion pass riders (until June 30, 2012).

For a complete, detailed chart of boarding priorities, go to:

Flying Together>Travel>Travel Policies>Boarding Priorities

Retirees' Eligible Pass Riders: Spouse/domestic partner Children under age 26, Two parents, Two enrolled friends (registered annually on Flying Together/All About Me/pass riders)

Note: 2012 companion/buddy passes are not "eligible pass riders", buddy passes are only valid thru 6/30/2012

Passes: Retirees and their eligible pass riders will receive UNLIMITED personal passes. Retirees will receive EIGHT annual vacation passes.

Personal passes: good for service-charge waived* - economy class travel & svc charged travel in FC/BC systemwide. If retiree has 25 or more years of service then they (and their pass riders) will ride service-charge waived* in ALL cabins (FC, BC, Y) system-wide.

*service-charge waived = retirees & pass riders only pay airport/departure/regulatory taxes/fees.

Vacation passes: good for one-way, multiple segment, service-charge waived* travel in ALL cabins systemwide at the highest boarding priority (SA0V). Valid for 5 years. One pass can be used for retiree and their pass riders when traveling together (accompanied). Roundtrip requires 2 passes.

Example: 1) Retiree can fly with all accompanied pass riders at SA0V SFO-IAD-CDG (multiple segments), and use only one vacation pass. Another vacation pass would be needed to fly back together.

Example: 2) If an enrolled friend in PHX wanted to go to Hawaii without retiree, the retiree could give up 2 vacation passes (1 for PHX-SFO-HNL and 1 for the return); enrolled friend would be SA3V (unaccompanied). Better idea: Let enrolled friend use their personal passes to go to Hawaii (SA4P, unaccompanied...not much difference than flying at SA3V).

Vacation passes are very valuable; without them retirees board after ALL employees (regardless of seniority). If you list with a vacation pass from A>B>C, but do not fly B>C, the vacation pass is used up. If you listed in FC on any flight using a vacation pass, but flew in Y (FC was full), the pass is used up.

More information about vacation passes: FlyingTogether/Travel/Pass Travel Policies/About VP

Check out the Q&A and view chart for "New Vacation Pass Program (2012)"

Flying Together>Travel>Travel Programs>Vacation Passes

Compiled by Kirk Moore, RAFA, Travel Benefits Committee

MALLARD FILLMORE | Bruce Tinsley





Golden Rams
West Chester University

Department of Athletics
Sturzebecker Health Sciences Center
West Chester University
West Chester, Pennsylvania 19383

610-436-3555
fax: 610-436-1020
www.wcupa.edu

April 30, 2012

The Retired United Pilots Association
PO Box 400
Vineburg, CA 95487-0400

Dear The Retired United Pilots Association,

It is with great pleasure and gratitude that I acknowledge the receipt of your generous contribution to the Michael Horrocks Scholarship Endowment fund.

On behalf of the Department of Athletics, I personally would like to thank you for your support and for your continued interest and commitment to West Chester University athletics. Your gift will provide assistance for our Football student-athletes to excel in the classroom and in competition.

As always, your continued support is greatly appreciated and will surely assist us in supporting our student-athletes as they maintain the long and proud tradition of WCU Football.

Sincerely,

Dr. Edward M. Matejkovic '69
Director of Athletics

POINT MAN ON PENSIONS

By Susan Carey and Michael Corkery

Wall Street Journal, Josh Gotbaum, scored a coup last month for the obscure-but-important federal agency he runs when American Airlines parent AMR Corp. reversed plans to dump its underfunded pension plans on the Pension Benefit Guaranty Corp.

AMR's bankruptcy-restructuring plan threatened to saddle PBGC with a record liability of \$9 billion, which would have expanded the agency's existing deficit by one-third. Mr. Gotbaum reacted with an unusually aggressive campaign of public browbeating, and PBGC staffers and advisers helped persuade the airline to reconsider.

"We've never seen a PBGC director take such a strong stance in favor of pension participants," says Karen Friedman, executive vice president of the Pension Rights Center, a Washington, D.C., group that advocates for employees and retirees.

Mr. Gotbaum, who has split his career between government and investment banking, aims to stabilize an agency reeling from a decade of big bankruptcies.

Mr. Gotbaum is bracing for other battles in the AMR bankruptcy case, and he vows that the PBGC will remain a vigilant creditor. "We need to make sure American is in the strongest possible position when it comes out of bankruptcy," he says.

On Friday, after the disclosure that three of American's unions had thrown in their lot with potential AMR acquirer US Airways Group Inc. to support a merger between the two carriers, Mr. Gotbaum observed: "In order to get the best resolution for everybody, all options should be on the table." The PBGC, along with the three unions, is among the nine members of AMR's creditors committee, and it has a lot of influence over the airline's reorganization plan.

While he isn't the first PBGC chief to prod employers to live up to their promises, observers say he has been much more blunt and vocal. And his understanding of the dynamics are informed by his experiences with the agency during his work restructuring steel companies and running an airline in bankruptcy. The PBGC is funded by insurance premiums paid by companies sponsoring private-sector retirement plans, but its growing deficit has raised concern that taxpayers will have to cover its shortfall.

Eight of the 10 largest pension defaults in the agency's history have occurred since 2002, all but one of them involving the airline and steel industries. The PBGC is currently responsible for benefits to 1.5 million people and provides retirement checks to more than 800,000 of them. Its deficit grew to \$26 billion at the end of September-- the largest in its 37-year history-- from \$23 billion a year earlier.

In recent years, congressional committees and the PBGC's own watchdog have scrutinized the agency's contractors and questionable investment actions. The Government Accountability Office includes the PBGC on its "high risk" list because of losses on its \$78 billion investment portfolio and the prospect that the agency will have to take on more underfunded plans in future bankruptcies.

Appointed by President Barack Obama nearly two years ago, Mr. Gotbaum says he is confident the agency's deficit can be reduced and a taxpayer bailout avoided through improved investing, higher premiums and letting employers offer new, less risky types of pension plans.

But Mr. Gotbaum and the Obama administration are encountering resistance as they push Congress to let the PBGC raise rates for premiums generally and set even higher rates for companies it considers troubled.

Mark Ugoretz, president of the Erisa Industry Committee, which represents large employers with pension plans, says that allowing the PBGC to essentially rate a company's financial health could unfairly harm the company's share price or ability to borrow. He added that he has "a great deal of respect" for Mr. Gotbaum, but "I think he's wrong" on the premium issue.

Mr. Gotbaum, a union leader's son with an undergraduate degree from Stanford and a law degree from Harvard, has previously held positions in the Defense and Treasury departments and the White House Office of Management and Budget.

He says that heading the PBGC is similar to restructuring work he did at Lazard Ltd. and, more recently, at private-equity firm Blue Wolf Capital Partners LLC. "I'm a workout guy," the 60-year-old told the Senate during his confirmation hearing.

"Sometimes, it's clear that companies can't afford their plans," he says, and that is when the PBGC takes over, providing a federally mandated level of retirement benefits to plan participants. Last year, it worked with 19 companies in bankruptcy to help find ways to preserve their plans.

Mr. Gotbaum's restructuring experience also includes overseeing Hawaiian Airlines' second bankruptcy in 2003 as a Justice Department trustee. He turned around the airline's finances and repaid creditors' claims fully. But he created controversy with his \$600,000 salary and request for an \$8 million "success fee." The judge cut the bonus to \$250,000.

Mr. Gotbaum was philosophical. "The whole issue in workouts is they're not a popularity contest," he says. "You have to figure out what works, what's fair, what's practical for a lot of constituents. The goal is that no one is happy but everybody is satisfied."

With AMR, he said, the company "asked for more than it needed. Our team said to the other creditors: 'We don't think this is necessary.'" American's three major unions, also creditors, weren't hard to persuade. But other creditors, whose claims in the bankruptcy would have been hugely diluted by a PBGC pension assumption, also agreed.

SCIENTISTS WONDER IF HEAVY PASSENGERS ARE SAFE ON AIRPLANES

By Christine Negroni/New York Times

More than six decades ago, when the federal standards on the strength of airplane seats and seat belts were written, government regulations specified that seats be designed for a passenger weight of 170 pounds. But now the average American man weighs nearly 194 pounds and the average woman 165.

Now, some engineers and scientists have raised questions about whether airplane seats, tested with crash dummies that reflect the 170-pound rule, are strong enough to protect heavy travelers.

"If a heavier person completely fills a seat, the seat is not likely to behave as intended during a crash," said Robert Salzar, the principal scientist at the Center for Applied Biomechanics at the University of Virginia. "The energy absorption that is built into the aircraft seat is likely to be overwhelmed and the occupants will not be protected optimally."

Nor would the injury necessarily be confined to that passenger, Dr. Salzar said. If seats collapse or belts fail, he said, those seated nearby could be endangered from "the unrestrained motion of the passenger."

Yoshthiro Ozawa, an engineer whose company, Jasti Ltd. in Japan, has been making crash dummies for 20 years, raised similar concerns. He said he worried that there was no data proving that "seats and seat belts are safe enough" for larger passengers.

"If we don't test with heavier dummies, we won't know if it is safe enough," Mr. Ozawa said by telephone, through an interpreter. "There is no regulation that says they have to test for heavier."

Executives with two American airline-seat manufacturers declined to comment on the issue. Dede Potter, a spokeswoman for one of those manufacturers, B/E Aerospace, said only, "We comply with all industry regulations."

In 2005, the F.A.A. updated the average passenger weights used in calculating each flight's total weight and balance. Men's weight was raised by 25 pounds to 200 and women's by 34 pounds to 179. (That is the summer calculation; it is higher in the winter when travelers are wearing heavier clothes.)

The size of the seats is not a function of passenger weight but a legacy of airplane design from a generation ago, said Vern Alg, a former airline executive who is now a private consultant. "The restriction is the dimension, the width of the aircraft," he said. "With Boeing narrow bodies, for example, if they are going to have six seats across, they can only be 17.1 inches wide."

Strength and size are not the only factors affecting safety when the passenger is overweight. Use of the seat belt can also be a problem for these travelers. The F.A.A. recommends wearing seat belts throughout the flight, though use is required only for takeoffs and landings.

Dietrich Jehle, a professor of emergency medicine at the University at Buffalo who conducted a study of more than 300,000 serious automobile accidents, said that very overweight drivers faced an increased risk of death in a severe crash and that they were 67 percent less likely to be wearing seat belts, possibly for reasons of comfort.

Dr. Jehle said obese air travelers may also be less likely to wear seat belts. Unbelted passengers are at risk of injury and can be a mechanism for injury to others, Dr. Jehle said. "Force is mass times acceleration, and when someone is heavier and unbelted, there's that much force that is being applied."

He said both airlines and car companies needed to address the unique challenges of protecting overweight people.

"Since a third of the population is obese, we need to be doing some of our crash testing with obese dummies," he said.

Dr. Salzar said seat belts should also be tested to ensure that they could restrain heavier individuals. "You'd be amazed at how the large person blasts through that restraint," he said.

In airplane economy seats, Mr. Ozawa said the proximity to other passengers created a higher likelihood that the heavier passenger would become a hazard by colliding with those sitting nearby. The back of the seats may not be strong enough and the spaces between seats wide enough to protect passengers from the impact of heavier passengers behind or beside them, he said.

AmSafe, an Arizona company that is one of the biggest manufacturers of airliner seat belts, air bags and child restraints, declined requests for comment.

The National Transportation Safety Board did recommend last year that the F.A.A. begin collecting information about the size and weight of people flying in private planes to determine if testing accurately predicted the effectiveness of seat restraints for a range of people from the 5-foot, 110-pound woman to the 6-foot-2-inch, 223-pound man.

The safety board's action was prompted by an accident in which a private pilot's large belly prevented the inflation of an air-bag-equipped seat belt. The board has not addressed the issue on commercial airplanes because it has not had any accidents in which investigators thought a passenger's weight was a factor in being able to escape after a crash.

Nora Marshall, a senior adviser for human performance and survival factors at the safety board, said, "I think theoretically it could have an impact," but added that the investigators had not seen any accidents in which the weight of a passenger was a problem.

So far, much of the attention on air travel by large passengers has been on whether they need to buy two seats.

Brandon Macsata, executive director of the Association for Airline Passenger Rights and a member of the advisory board for the National Association to Advance Fat Acceptance, who helped write a traveler's guide for heavy passengers, said that if airlines addressed the growing girth of travelers, all passengers would benefit.

"Airlines are not in concert with reality," he said. Some advocates for plus-size travelers are lobbying to have obesity considered a disability under the Americans With Disabilities Act. But Lex Frieden, professor of biomedical informatics at the University of Texas Health Science Center, said airlines were already responsible for ensuring the safety of all their passengers.

Still, equal safety is not the same as equal comfort.

"As airlines try to downsize seating to accommodate more people, to lower prices and maintain profitability, airlines are going to sacrifice everyone's comfort. People in coach aren't as comfortable as they were 10 to 15 years ago," Mr. Frieden said.

While passengers focus primarily on comfort, a 2001 safety board study of airline accidents showed that improvement in safety design was having a positive effect. In 568 accidents over 17 years, 95 percent of the passengers lived.

"Most accidents we investigate are survivable," Ms. Marshall said. "There is the misperception among the public that the things you do to protect yourself are meaningless because there's nothing you can do. That's not true."

OLD PLANES ATTRACT NEW INTEREST FROM INVESTORS

By Christine Negroni/New York Times

On a sprawling piece of land here northwest of Tucson, 120 airliners bask in the Arizona sun like retirees - which many of them are, living out their days after decades of ferrying passengers around the world.

Whether the business, called Marana Aerospace Solutions, is the biggest aircraft maintenance and repair operation in the world, as new owners claim, depends on how one measures it: by maintenance capacity, airplane parking space or total square footage. But at some 1,200 acres, it is certainly among the largest.

Relativity Capital, a private equity company based in New York, bought the business last year from Evergreen International Aviation, which used the site primarily to service its own fleet of helicopters and cargo planes. Joyce Johnson-Miller, a senior managing director at Relativity, said that recent changes in the global aviation business convinced the company that the maintenance, storage and dismantling of airliners that were either newly retired or coming off lease was an investment with good potential.

Until recently, American carriers would have sold such airplanes directly to airlines in developing countries. But as air travel booms in other parts of the world, new financing options have made it possible for even start-up airlines to buy or lease new planes.

"It's a pipeline," said Hal Heule, the chief executive of Marana. "New airplanes come in and older ones are going to pop out the other side. We're on the retirement side, which is increasing."

Airplanes have become more affordable to more airlines in part because of the increasing involvement of leasing companies. A report by Morgan Stanley Research in March found that 34 percent of the airliners in service were owned by a leasing company or financial institution, more than double the figure from 20 years ago. Leasing companies buy directly from the maker, like Boeing or Airbus; airlines will then rent the plane for a fixed number of years.

"We've observed a shift from airlines to lessors. It is something that is new," said Katy Padgett, a communications manager for Pratt & Whitney, which is a part owner of Southern California Aviation, a competing airplane maintenance operation in Victorville, CA.

But unlike airlines, leasing companies typically do not have their own operating certificates or flight and maintenance crews. When planes return to them as contracts end, they are serviced by operations like Marana and leased again to other airlines. Those at the end of their operating lives are sold for scrap.

Other investment companies are seeing potential in the same business in the area around Tucson, where land is cheap, the air is dry and sun is a constant. Just south of Marana at the Tucson airport, the asset management company, Victory Park Capital, based in Chicago, owns Ascent Aviation Services, which stores planes and maintains and repairs smaller, single-aisle airliners. One of the largest independent airline leasing companies, the International Lease Finance Corporation, bought AeroTurbine in Goodyear, AR, last fall so it would have its own maintenance and storage facility.

"The demand for facilities is going to draw entrepreneurs and venture capitalists," said John Goglia, an airline consultant. "It's a new phenomenon that big money has been getting involved."

"Companies offering-storage-maintenance and disposal services benefit from spacious, isolated locations," said David Quiero, chief executive of Ascent. Once an owner has selected where to park an out-of-service airplane, inertia weighs heavily in future decisions. There is little that is more burdensome than a plane that will not fly. "The way I look at it' Mr. Quiero said, "getting the customer in the door is an advantage."

On a recent visit to Marana Aerospace, workers were busy hanging signs with the new name and logo above a hangar. Lou Moore, the vice president for operations, pointed out the aging air traffic control tower not far from the three maintenance hangars. A climb to the top offers an encompassing view of row upon row of parked jets.

The tower dates to the property's occupancy by the Marana Army Air Field during World War II. Other artifacts tell of the more clandestine activities that went on here after the base closed in 1948 and transferred title to the county. A driving track for teaching survival and evasive maneuvers, and firearm practice ranges are very likely a legacy of the time when the facility was used by airlines operated by the Central Intelligence Agency, according to Jason Gart, a senior historian at History Associates, a consulting company.

"They needed a place to go where they would be in the middle of nowhere and do what they had to do and practice," he said, "and that's Marana."

The commander's quarters, the enlisted men's barracks, the swimming pool and the restaurant provide modest accommodation and entertainment to Marana's customers and temporary workers. Occupying the vast space beyond all those amenities are the airplanes, some painted in the livery of well-known airlines and a few unceremoniously perched on stacks of railroad ties while their fate is being decided. Marana assumed responsibility for the planes when it bought the business.

Ms. Johnson-Miller said, "the decision of whether to scrap or recommission an airliner was both a safety and financial one. Marana plans to provide financial advice and repair services," she said.

Whether these airliners will see a wrench or a wrecker is noted by the presence or absence of a red X on the nose. The X means the plane's next destination will be the buzz saw. But even if it is the end of the line for the plane, it is an opportunity to turn a profit.

"Breaking airplanes up and selling the scrap metal has proven to be profitable," Mr. Goglia said. "Some of the material that's recovered is getting higher prices than it has in a long time."

LETTERS

ROBERT AHRENS--Belmont, CA.

As time marches on, I follow taking one step at a time. Travel has been confined to the local area.

My seniority number of 1946 has been lost in the melee of numbers, to local fishing trips. We are having a good season this year for Dungeness Crab and Salmon.

I still volunteer as chef three days a week preparing the meals at the Senior Center. The only companies showing a profit are the oil and drug companies.

I am helping out taking my share of pills. My best entertainment is watching the SFO Giants and the Forty Niners. Go Giants Regards, **Bob**

BRUCE BARTON--Las Vegas, NV

Still kicking, Cleve. Enclosed are my dues, and some extra to be used as necessary.

Twenty-two years retired. I was 13 years getting to the left seat, and it seemed forever. These last 22 years flew by.

Thanks to all, **Bruce**

JIM BOYER--Lake Forest, IL

Greetings from Lake Forest, IL. Twenty years ago I parked that 747-400 at Ohare.....Whoa! That means I'm 80! I don't feel like a day older than - ? Some days are good (on the tennis court or golf course) and some are not so good (on the TC or GC). The best part is that Corrinne and I are still perking along - mainly going to Grand Kids events on the soccer field or softball field. With our three daughters close by, we get lots of opportunities to be doting grandparents. With a new great grandson joining the group, we are keeping young just trying to keep up.

We had to cancel our river cruise this fall - we just couldn't make everything work. Going to miss the "old cruising group."

Thanks to all in the RUPA group who make this such a great organization. We appreciate all that you do. Check is in the mail to Leon, thanks Cleve.

Corrinne & Jim Boyer

SFO, MDW, ORD, SFO, ORD. 1957-1992

FRANK BUTCHART--Los Altos, CA

Leon, thank you very much for the notice. I had a couple of falls the early part of the year, and was snowed under with bills, claims, etc. 97 years old doesn't help either.

Best regard, **Frank**

JACK CALLAHAN--Yuba City, CA

Sorry about the late check. Hope the extra can be used as you see fit!

I still get up in the morning and look down to check if the grass is still green.

Here's to "1985" and all those who took part.

Jack

BOB CAMPBELL--Hailey, ID

Well, I, (My wife, Pat) remembered that this was the time to pay the printers.

We are doing pretty well for the early 80s, here in Hailey, Idaho. Really a nice little town, about a population of 4,000.

Thanks for all the work you do to publish the **RUPANEWS**. **Bob & Pat**

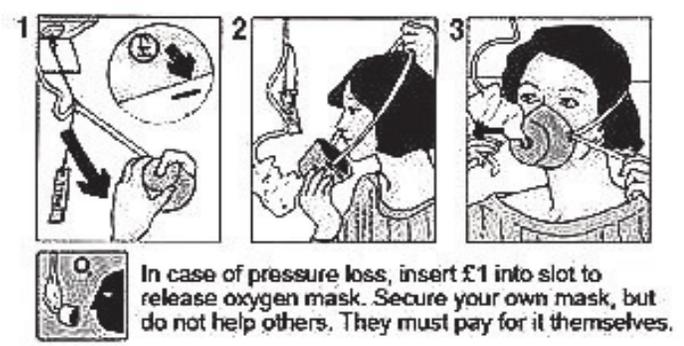
RICK CAST--Carmel, CA

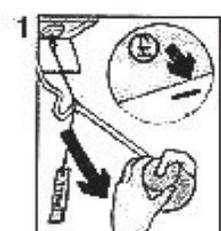
Thanks for producing such a fine publication for retired UAL pilots to use and enjoy. **Rick**

 **RYANAIR**
THE LOW FARES AIRLINE

Boeing 737-800

Yours to read for just £2.50



1.  2.  3. 

 In case of pressure loss, insert £1 into slot to release oxygen mask. Secure your own mask, but do not help others. They must pay for it themselves.



3.  5. 

If the plane has to land in an emergency, insert your card into the chip and pin device. When the transaction is complete, exit the aircraft. A member of crew will be on hand to collect your £25 emergency disembarkation fee.

JIM DAVID--Ft. Meyers, FL

Check is for dues to 10-10-14 when I will be 95. If I don't make it to that point, keep the change!

Jim

JIM DOWNING--Crystal Lake, IL

Just starting year 7 of retirement. I miss the flying and the people more than ever, but still don't miss the problems of United. The American Airlines bankruptcy was certainly a surprise to me.

Starting year 31 in the same house and year 40 with the same wife, so life is easy. Both our daughters still live in Chicago and that's nice. This year I "retired" from my office with the local Corvette club, but we still enjoy our car and the people.

We again rented a condo in SW Florida for a couple of months during winter, then stopped to visit friends near Houston on the way home. Hey, it's only a thousand miles out of the way! Spent three days with their car club on a tour of the Hill Country, Texas is tempting.

We plan to spend 10 days of July on a land tour in Alaska, then in October we'll spend a few days with the older daughter in France.

Around Memorial Day, I went to Houston for a friend's birthday and Joani went to India to visit the daughter who was on a business trip. The new website for pass travel is confusing at first, but overall seems equal or better than the old United site. The extra destinations from Continental are a big plus, and the Vacation Pass idea works well for those of us who travel a moderate amount. I'm in a minority, but overall the new pass system seems ok for us. Of course, we still need some open seats on the airplane! And just like the old United, a flight will be wide open until the day before and then suddenly it's oversold. Can there really be that many people who wake up in the morning and say "Gee, I think I'll fly to Dehli tomorrow??"

Cheers! *Jim*

RICHARD DAVIS--Remsen, NY

It has been about 20 years since I flew my last trip, and about the same length of time since I have communicated with RUPA. I recognize only a few of the names in the magazine now and most of those are in the back pages. So, to the Editor, with that in mind feel free to put this report in the back pages, as I seriously doubt I will be around to do it in another 20 years.

I grew up here in Remsen, NY, on the edge of the Adirondacks, went to High School here and off to a couple unproductive years in College. At the time the Korean war was on and I applied for the Aviation Cadet program, was accepted and was off to Lackland AFB in Class 54-I to learn how to become an Officer and a Gentleman. Don't think I excelled in either but was sent to Marana AB in AZ and the T-6, back to Williams AFB in PHX and the T-28 and T-33. Getting those Air Force Wings is still one of my most cherished memories. Then it was off to Del Rio, TX and back to Luke AFB for gunnery training in the F-84.

I spent my active duty time at George AFB in CA flying F-86's and F-100's. In 1957 the Korean War was winding down, and being a fighter pilot was not in high demand, so a lot of us got out. I applied with all the Airlines, United included, only to be rejected. Seems like the Airlines didn't want low time fighter pilots either. Capital did offer a number of us jobs as they were just expanding with the British Viscount, so in July of 1957 I started my Airline career. A couple of weeks of ground school and off to the flight line at National Airport and the DC-3. The first ride in the "3" was not much like flying the F-100 and my instructor, who shall remain anonymous, let me know about it in no uncertain terms. I decided that if the same happened the next day I would terminate my attempt to be a commercial pilot and go back in the Air Force. The next morning I had a new instructor. We briefed, walked out to the airplane and he said, "Dick take me over to BAL." We made it over and back and he said something like good job welcome to Capital. All you Capital guys, and maybe some Mainliners, will remember Norm Moore. He is a great guy, pilot, and I owe my airline career to him. Many years later, about 1990, he came up to Remsen and checked me out in a Stearman I had just bought.

At the same time I started with Capital I joined the West Virginia Air Guard. Spent 17 years there flying F-86's and C-121's and retired in 1972 as a Lt/Col. Anyone that goes to the air museum at IAD will see one of our 'Connies' on display, and it is the only aircraft there that has a State designation on it. I think it may have something to do with the late Senator Robert Byrd D/WVA.

I look back on my first trip and wonder how I survived. I don't think the FAA or ALPA would approve it now. DCA, BAL, HAR, IPT, ELM, ROC,

BUF, ERI, PIT, TOL, AND YIP, and Layover at the Yipsilanti Hotel. Day two, Travers City, Pelston and SSM and back to YIP, lay over and back the same way to DCA. Flew the "3" for a couple months then on to the Viscount until they were sold by United. I was furloughed as; I did not have an engineer's ticket, was recalled and sent to DEN to get my flight engineer ticket. Spent some time plumbing the "7" then F/O on the "8." Got my Capt. Rating on the "737", on to the "727" and retired off the "747", flying my last trip on Christmas day 1991 from Hong Kong to SEA. I was ready. The BS was just starting, and I can't imagine flying now.

I was divorced in 1987 and moved back to my hometown. Bought a 500ac farm, and proceeded to build a little airport. (NY57) Still have the Stearman Norm checked me out in, a J-3 and just finished completely rebuilding a Piper Clipper. Anyone traveling through upstate NY, stop in.

"This old age ain't for sissy" as they say and I'm no exception. Have low-grade prostate cancer, which I have chosen not to treat, lymphoma cancer on my neck, which is in remission and pacemaker/defibrillator for the heart. If I'd known I was going to live this long I would have taken better care of myself.

It's been a great run. I've been lucky enough to fly some of the best airplanes in the world and to work with a bunch of wonderful people.

Richard Davis DCA-SFO-IAD
REMSEN CITY AIRPORT (NY57)

ROGER DREHER--Crystal Lake, IL

Cleve, I downloaded and was reading the latest *RUPANEWS*. I read oops that he was a little late and the bells went off. I put a check in the mail today as I am also late. Sorry about that.

The weeks go by like fence posts. I can't believe I left United fifteen years ago. It seems like just a few years.

Sue and I are doing just fine. We are busy as usual. We have no plans to move from Crystal Lake to a retirement place. We are there.
The best to all. *Sue & Roger*

ROGER EHM--Walnut Creek, CA

In another 18 days I will be having my 81st birthday. I have noticed that some editions of *RUPANEWS* have letters from people whose names I don't recog-

nize. 20 years ago I knew them all. I was sad to learn of Milt Jensen's death in last month's issue. When I came on as a plumber in 1960, Milt was a co-pilot on the DC6 and 7. He had a marvelous personality, and was wonderful to work with. He will be missed by all who knew him.

For the last two years I have been playing with cancer. Lymphoma cells were forming along my spine and causing fractures in the vertebrae. The pain, along with the Chemo, were not a whole lot of fun. However, a month ago I had a scan, and things are looking good. Next scan will not be for another year.

7 years ago my wife and I moved to Walnut Creek, CA. I don't miss the ORD weather, and I have not used a snow shovel in all that time. Emily and I are coming up on anniversary number 58. It is amazing, but before we have a conversation, each one knows what the other is about to say.

I love this publication, and I am grateful for the volunteers who keep it and RUPA going. *Roger*

DON EIKEN--Sun Lakes, AZ

Hi Cleve, Wanted to commend the United Red Carpet Club for their assistance to pass riders. With all the headaches the PA's have because of the merger, it's nice to have someone giving you all the info they know. Sure wish they could do ticketing!

Our son, Steve, just retired as a Lt.Col. from the Air Force Reserves. He has been an engineer for Boeing for 12 years.



I have been playing the 5-string banjo in a Bluegrass band. We're basically Codgers but we have a good time jamming. We have been playing at Nursing Homes and Care Centers and always get a great reception. Of course our free concerts help. I started learning how to play the banjo after retiring so it has its challenges. Hope it wards off dementia!
Cordially, *Don*

LARRY FIELD--Coeur d Alene, ID

Just a short note to say all is well in the Great Northwest.

As always, a Big Thank You to everyone who keeps the RUPA magazine fun to read, informative and memorable. Keep up the great job.

Until next year, *Larry*

LARY E. FREEMAN--Newport Beach, CA

I think it has been three years since I last wrote. With 10 years retired and a 70th birthday last week, it seemed time for a repeat.

I am happy to report that my wife, Cheryl, has recovered well from her double mastectomy due to breast cancer in February 2008. She has been back to work for 2 1/2 years and starts her 46th year with United in November. Yes, she still enjoys flying one or two trips a month and no, she does not plan to take the "early out" offer.

On the medical front, I was diagnosed with Squamous Cell base of tongue cancer (like Michael Douglas, the actor) in September of 2011. I had 67 doses of radiation for a total of 8,200 RADS. The latest PET/CT scan was clear. The radiation really beats up the body. No salivary activity at all yet but hopefully that will return. Taste is slowly returning.



My strength and energy are finally coming back. The treatment of this cancer is very controversial. The surgeons want to cut, the oncologists want to use chemo drugs and the radiologists want to burn you. I only had the radiation.

I had returned to practicing Pharmacy three years before retirement and was working about 24 hours a week when I was diagnosed. I have not worked for the past 10 months but will be back for a short shift next Tuesday to see how it goes. But, no more 11 to 12 hour days, which are now the norm in Pharmacy. The business has changed a lot since I started Pharmacy school 53 years ago! I am also helping to take care of the business and financial affairs of one our retired pilots who is very ill.

We gave up skiing last year and turned in the locker keys. Just decided it was time to recognize our limits. Have taken a number of cruises and finally got back the beginning of May for a 7 day coastal cruise on Princess that departed and arrived back in San Pedro without any need to go to an airport. Last week was spent at our condo at Lake Tahoe. First trip in over a year as I have had breathing issues until recently. We were successful traveling SA but have PS tickets on Southwest for the trip in July, which is high season. Six grand kids, two of whom live in Germany, keep life interesting.

Appreciate the work of those volunteers who keep the *RUPANEWS* coming to us. I think often of those grand old men I flew with during my early and long years (18 as a S/O) on the line. As a very low time PAAP (Pilot Advance Acceptance Program) new hire, I appreciated their patience and guidance. I never knew if I ended up as an FMT in the LAXFO because of skills they felt I had or to keep me from being out on the line flying as a F/O. Almost all of the Flight Office jobs were finally eliminated and I eventually got to be a real airline pilot flying the line and made the last landing in Auckland in April 2002.

With best regards to all. *Lary Freeman*LAX
1967-2002

CHUCK GEORGE--Camano Island, WA

Wow, I'm 76 years old this birthday. No one, including me, expected me to live this long, or as they say, I would have taken better care of myself. Come to think of it, what difference would it have made? I'd either have lived this long or I wouldn't have. Hmmm, sounds like typical Captain Wisdom

to me. I realize that the term "Captain Wisdom" is an oxymoron, but "Captain Moronism" would probably be offensive to someone, so better I leave it there.

Marla and I just got back from a long road trip through, OR, CA, AZ, NM, TX, TN, MO, IA, SD, WY, MT, ID, and back to WA. OK, so I got lost, and it took me that far to get reoriented (I couldn't very well ask for directions), but we saw a lot of the country, and it was the right time of year to do it. The country was green and beautiful practically the entire trip. In fact, Eastern WA was the driest and brownest part of the whole trip. We stopped for lunch in Moses Lake, and the tumble weeds had piled up so high on the passenger side of the car that I had to move it so Marla could get in. Driving sure beats the crap out of flying though. My seat mate was of my own choosing, as was my copilot, and layover partner. Not that I ever had any complaints about my copilots, and layover partners, but some of those seat mates.....

Well, now that those who care know I'm still alive, and those who don't care know it too, deal with it!

Chuck & Marla

GENE HARTRICH--Greenbrae, CA

To celebrate my 90th birthday, my family booked a "Bareboat" sailing Charter with me as Captain from the "Moorings" in Belize, S/America. My sailing background qualified me to be the "Skipper" and I had plenty of "Grunt" power to operate all the Sails, anchor etc. from my two sons, one grandson and one nephew. All the grunts were "Physical workout guys" so we had plenty of horsepower. The Moorings was located in the small town of Placencia about two hundred miles South of Cancun, MX. The yacht we booked was a 40 foot Catamaran, with four cabins, two heads and had the space and appearance of a plush Las Vegas hotel room. There was an outboard powered Dingy, AC, Generator and more

The next morning just prior to shove off, I said to myself, "Just how many 90th birthdays do you think you will have? WHY SKIMP NOW?" So I proceeded to the rental office and upgraded to a 46 foot "Leopard Cat" with four cabins and four heads (Bathrooms) and was lucky to hire the best Captain in the country who was also a fine Chef. His breakfast started with a fresh cup of the best Guatemala mountain coffee, a beagle with crême cheese,

scrambled fresh country eggs and a large bowl of local tropical fruit. Then fun time, do as you wish, snorkel, Kayak, read, whatever. When sailing to another Island the trailed fishing reels would whine, telling of fresh fish for dinner. Capt Jamey didn't need a chart as he knew the waters even on a dark night. When he was younger, dark nights were his times to sell Lobster to the restaurants in Guatemala. Many nice things fell into place on that Charter. Belize is right in the center of the ancient Mayan culture and the Moorings Manager drove our crew to his Resort-Restaurant-Farm in the foothills, which is actually in the Mayan area but has Grandfather Rights. After a good meal the men went for a hike in the Mayan reserve and I dove in the shade tree hammock. On the hike my nephew picked up a stone shard which he identified as Mayan building stone. They might have discovered an unregistered Mayan Temple site. My nephew, Dr John Fax, lectured and taught Mayan Culture when he was a university professor.

John lost his father at an early age and became real "Tight "pals with my father who had suffered a stroke and did quite well with a cane. Every two weeks they went to Yankee stadium for a baseball game. My dad almost made the Big Time in Baseball. He was in the Cardinals farm system.

My lovely Colorado "Cowgirl" mate of sixty four years slipped away peacefully in her own Bed a year and a half ago. Just the two of us and I was holding her hand. Hospice did a great job.

Gene 1945-1982 WWII, SFO, DEN, SFO, KOREA, DEN, LAX, BOS, LGA, DEN, SFO

DAVID HEILBRONN--Huntingdon Vy, PA

Dear friends, another busy year and time seems to be flying by faster. We had a wonderful cruise to Russia in September and would recommend it to



anyone who has the slightest interest in that part of the world. Viking has wonderful small ships that cruise on the rivers and it was all spectacular. We leave tomorrow evening for Kenya, a first for David and we're both excited.

Maui is still a big part of our life. We are in the midst of our condo being gutted and redone. We'll go back over and see the finished product the middle of June and get things ready for the first renter. David says that this is his last year on the board as most of the big projects are finished. Time will tell on that one.

We read lots of e-mails about travel on UAL now. So far, we seem to have been fairly lucky and have always gotten on but forget first class. So many upgrades that even if first class were totally empty, we wouldn't get on. Our agents are frustrated to the max with the new system, so one has to be lucky if anything happens and hope that an old CO Agent is nearby.

Paulette & David Heilbronn, JFKFO

GEORGE HOWELL--Rolla, MO

"Thanks!!!" to all who keep RUPA rolling along. I am still alive, and have not had a stroke, nor a heart attack, nor open heart surgery, nor a stent, nor angioplasty, and my blood pressure is in the normal range without the taking of a drug. However, I was bitten by a tick in early 2000, and still am under those affects that might be called "Lyme disease"...



I DON'T KNOW... WOULD YOU LIKE TO SPEAK TO THE PERSON WHO MAKES UP MY MIND FOR ME?

or, have built up too much neurotoxins from our civilized society.

Upon lots of reading to solve my chronic fatigue, I suspect that fluoride might be the major culprit... read the book, *THE FLUORIDE DECEPTION*, 2004, by Christopher Bryson. Bryson is an investigative reporter who took almost ten years interviewing dozens of people who might know something about fluoride, and reading the hundreds of references associated. It all began with the Manhattan Project of WWII, believe it or not!!!! Fluoride was/ is a greater danger than the radioactivity, and is used in the enrichment of uranium, and "fluoride ions" are put into the drinking water of 72% of the water districts of the U.S., thanks to our dentists. Pop, beer and processed food using water probably contain the contaminated water, so don't think that you are safe if having a private well. But! Instead of pharmaceutical grade fluoride, the hazardous material, derived from the EPA-mandated wet scrubbers on the smoke stacks of certain industries, called hydrofluorosilicic acid (HFS) is added to the water because it contains the deadly fluoride ion. The wet scrubbers were mandated because the HFS coming out of the smoke stacks was killing the vegetation, animals, and perhaps people in the area of the smoke. So, it is used in our water to save these certain industries the cost of disposing of the product safely. Another good source to learn from is the Fluoride Action Network, www.fluoridealert.org.

When I am not learning to overcome the chronic fatigue syndrome, I try to keep my hand in aviation via the Heartland Chapter of the Missouri Pilots Association. The Chapter almost went the dissolving route due to dying lack of interest in aviation... so few members attending.

I was voted the Secretary of the Chapter recently, and am working with some others to try to stimulate the interest in aviation in this area. But the costs of aviation, and not much young blood interested, are presenting a challenge. I found out that a few years back, the local high school principal decided to not have an aviation club for interested students due to increased "liability" for the school district. Another sign of too much government by the wrong minded people!?!? I wonder if our great nation would have come about if everyone wondered about "liability." Well, I do not know what else to philosophy about, so will end this. At least, you know that I am

alive... and will be voting in November.
My BEST to all!!!! *George*

C.H. "BO" HUMPHREY--Camarillo, CA
Memories: I remember when a cloth curtain was all that separated the cockpit from the cabin, when passengers dressed up to go flying, women in nice dresses and men in coats and ties.

I remember when after reaching cruise altitude, pilots could walk thru the cabin, talking to passengers and answering their questions.

I remember United having its own flight kitchen, when airlines competed with each other by offering the best food and services. Was it deregulation and/or company greed that has turned air travel into the unpleasant experience it is today.

I remember assessments to pay strike benefits to Continental pilots who refused to go along with Frank Lorenzo's gang of scabs. Now the Continental mentality is running United. Somewhere out there, Frank Lorenzo must be laughing his head off.

I remember contract negotiations when we gave up pay raises and working conditions for better retirement benefits. Then United reneged, dumped the retirement plan and the PBGC took over our retirement plan.

I remember when United published an employee newspaper with info for employees and retirees. You did not have to be a computer whiz as the company actually communicated with employees thru the U.S. Mail.

I remember pass travel when there was less hassle, and date of hire was extremely important. You were able to get the best seat available on the plane as long as you met the dress code.

I remember a time when I was very proud to say that I flew for the best airline in the nation.

Memories! *Bo & Barbara*

DAVE LINK--Edmonds, WA
Travel: July 2011. Lufthansa ZED Business to Frankfurt. SAS Zed to Stockholm. Aboard Seabourne Luxury Ship - All inclusive (means all drinks included). Small ships. Best I have cruised on. Booked thru ASU, Interline service since 1968. Up to 90% discounts. Helsinki, St Pete Russia, Tallinn Estonia, Gotburg Island, Copenhagen. Zed to FRT, Last row in coach middle seat on Lufthansa

though paid Z for Business. Aug. Great visit to Lady Friends Casa in Santa Fe NM. I could live there, except for the Tourists. Sept. Yearly social visit to Truckee, CA, disguised as Deer Hunt. Not so cheerfully donated around \$450 to California for walk in dusty woods where mythical deer reside.

Oct. Broke tooth on home cooked sauerkraut, rock or BB. Root canal next morning, told no can save tooth. Split thru root. Estimate extraction and implant-\$7,500.00. Being thrifty Pilot, called my Child hood Dentist friend in Kansas. Used pass to get implant and new Molar for \$2,700.00

Dec. First Grandson, Blake Ryan Dao, arrived on the 4th. OK, OK! I married late and so did my kids. 2012. Tried pass travel to London to visit friends on the Isle of Guernsey. Couldn't even get to Chicago from SEA. Several open seats for early morning flights, no SA's boarded. Chaos! Gate agents telling full fares they didn't know how to change seats. Gave up after several hours and went home. Made the mistake of paying for trip from England to Guernsey. Had trip Insurance. Reimbursement denied as Space available denial not covered. Might consider carefully reading the 22 page contract before paying On Travel/Seven Corners. Booking and trip Insurance--Ha.

Marvelous Barge Trip on French Canals in April. Company owned by UAL Pilot Retiree. Ask me for details. 21 Cabins, All UAL retirees. Great Price, Week long Squadron Happy Hour, Cordon Bleu food and Wine.

Regards to all. Big 75 in July. *Dave*

JEREMY MC GREEVY--Milwaukee, WI
Hi Cleve. Once again I'm late sending in my dues check. I keep meaning to do it during my birth month but keep forgetting. Anyway it's in the mail and should arrive in the next few days.

A couple of personal notes: Mary Anne and I are still plugging along here in Milwaukee. Eldest son, Matthew, is in Afghanistan (Kandahar region) until next January. We look forward to getting him home. Other children, grandchildren, and assorted livestock are all well and thriving.

I haven't tried flying with the new system yet but from all the reports it sounds chaotic. It wasn't that great for the past couple of years as United. Who knows, maybe things will improve.

Thank you RUPA for reminding us all to certify de-

pendents. I would have missed it.

On a sad note, my good friend and new-hire classmate, Denny Fitch, died on 7 May. His cancer was only diagnosed in late January; it was very quick. He was a wonderful guy and all of us who knew him will miss him. It was duly noted on the "Flown West" page of the June news.

Finally on a happier note, many thanks once more to all of you who produce *RUPANEWS* and keep the organization running. Those of us who do nothing more strenuous than writing an occasional check appreciate your efforts.

Regards, *Jeremy* LAX JFK ORD HNL

FRITZ MEYER--Castle Rock, CO

Let's see...June check list.

1. Send check to RUPA
2. Send yearly activities up-date to Cleve
3. Up-date follows:

It doesn't seem like another year has come and gone. The toilet paper analogy is accurate, "The nearer the end, the faster it goes."

Judy and I are in good health and play golf when we can. Me on Tuesdays in the Senior League, Judy on Wednesdays in a 9 hole ladies league and both of us on Thursdays in a 9 hole co-ed league.

End of June to mid-July is spent at our cabin on Island Lake just north of Duluth, MN. Other travels in the past 3 years were cruises to Alaska, Beijing to Bangkok, Baltic, Western Med. from Barcelona to



Rome and lastly Auckland, NZ to Sydney, Aus. In May we auto toured south to Roswell, on to Carlsbad Caverns, then White Sands Monument and ending up in Phoenix area visiting friends and family before heading back to Castle Rock, CO.

Enough traveling for a while. Check list complete!

Fritz

HAL MEYER--Denver, CO

Eighty-seventh birthday has come and gone and United Airlines is still Number One here in Denver. The Logo is a little different though.

The wife is still volunteering at the old Stapleton location and some ex-Continental people are joining the group of Tom Goodyear's Historical Foundation.

Our health remains good and we enjoy the RUPA meetings especially when the wives are invited. Check is now in the mail. *Hal*(H H Meyer)

TOM MEZGER--Parker, Colorado

On the 5th of June a decade ago, a career I never dreamed of came to a pleasant conclusion as I flew my last flight in the UAL uniform, one way SFO-FRA.

When hired in May of 78, I was just shy of 36 years old and the oldest UAL had ever hired.

I have spent the last 10 years in the company of my wife of 43 years, between our homes in Parker, Colorado and Wanaka, New Zealand, summers in both locations with our two sons, dual citizens and living at 45 degrees south latitude.

I continue to fly my 1941 Naval Aircraft Factory "N3N-3" over the Denver area from 1CO8.

Thank you, one and all for the fine publication and this year, for the in-depth, ongoing reviews of the new pass travel policies. ZED fares are as good as gold nowadays.

Cheers, *Tom*

BOB NORRIS--Redwood City, CA

Life is good! 3 boys, 8 grandchildren and 5 great grandchildren, wife Dee of 55 years...still my best friend and lover!

I lost my medical snd had to sell my Fleet bi-plane, but still fly with my son's in our C-195.

Lot of travel...internet prices or 20% off UAL fares; will wait to see how the new vacation passes work out.

As all three boys play golf, after 77 years I took up the game. I can see why I waited, I suck! Our youngest son, Craig, flies Captain for UAL on the Airbus, middle boy Bruce owns the C-195, he's V.P. of an insurance firm, and oldest son Dan manages three stores in Seattle. Dee still serves as a Chaplain in the county jails and youth correctional center, and produces many different art objects in her spare time.

Nice home exchange trip to France last year with some family members (great way to reduce the cost of travel) have a base of operations, highly recommend it. Off to a trip to Russia in June for 3 weeks on a Viking river boat cruise, Moscow to St. Petersburg, just Dee and I.

Deeply appreciate all the effort that goes into the RUPA publication.

Take care all. *Bob & Dee*

BILL NORTHUP--Palm City, FL

Not much news from us but kids and grandkids are busy.

Son Bill, Blackhawk pilot, has 20+ years staying awhile longer now in training to renew to fly the --I call it-- DC-9 J with Southwest/Air Tran. Grandson, Wayne, now in USAF at Ramstein flying the Air Force Learjet all over Europe, Med. Etc. So now Jane can wear 3 sets of wings, Navy, Army, and Air Force!!! Another soon to be a Doctor and his sister was awarded a Fulbright deal to go back to Italy and continue studying/researching Ancient Roman "stuff." She has done this before -- The "kid" only speaks 6, yeah, 6 languages fluently!!! We wonder where all this smarts came from.

Too old to race Hydroplanes, don't paint airplanes much, can't do that detail work anymore. Sh--, that means the eyes aren't as they used to be. Got a 12 year old Jag XK8 sedan to play with. The only toy now.

We are in the RUPA book and the web site VintageArte.com has a bunch of my paintings. Their Phone is 866-965-1767 it's hard to find -they have so much stuff.

Cheers Check 6! *Norty* '65-'91

EWR, LGA, JFK, MIA, CLE, ORD, JFK.

JERRY QUITNEY--Hollister CA

OMG...85 on 6/3, checks in the mail. Still active, good health, IPhone, Ipad, wifi, helps keeping up with

our new pass policy.

I got to fly recently, flew a friend's Tradewind Twin Beech from Santa Fe to Lakeland, FL for the Sun n Fun event. The Tradewind is a converted C-45 with nose wheel & single tail....had a great trip, mostly VFR.

To keep busy, last year I bought a 1955 F-35 Beech Bonanza to restore & modernize. Big project!!! I'm about half way done....Flew it in from Texas...God willing & the cricks don't rise, I'll fly it out!

Thanks to all who make RUPA as great as can be.....LOL!!! *Jerry*

MIKE PERRY--Rye Brook, NY

Guys and gals, great job on the *RUPANEWS*. We are so lucky to have such a dedicated group of people keeping up on all the issues. I love to read all the notes, and of course I check out those who have flown West.

Normally, I am on time with my dues, but I'm late this year because as of April 11th I no longer have all original parts, and while my recovery has been fairly rapid, writing a check was not at the top of my "to do" list. Had to have cervical spine surgery removing two discs, and replacing them with soft tissue from just above the hip. The doc called it soft tissue, but there is no doubt in my mind it was excess fat. At any rate, they took soft tissue, placed it in a titanium basket, dropped in place, and tied it all together with a titanium strip from C5 - C7. Pain was immediately GONE, and my right arm and shoulder are getting stronger every day. Nice piece of work and for anyone suffering pain related to the spine, I can't recommend Dr. Patrick O'Leary and the Hospital for Special Surgery enough.

I haven't played golf since March, so I'm chomping at the bit to play, and pain free. May be a few weeks before I can hit balls, but you can bet the moment I'm turned loose, I'll be on the range.

The other big news of the year for us, my daughter, Michelle, was married last November. She had a destination wedding in Cancun, and saved dad a ton of money.

Love our NY Skyscrapers luncheons, we get great turnouts, and we all still tell great tales of our youth!

Wish you all a great year, full of health and prosperity! If you are in the NY area, I'm at czinyaol.com. Best, *Michael* JFK - 727, 757, 767, 747

BOB RAY-- San Carlos, CA

Hi Leon, Sorry to be late--anchored out in the Bahamas this spring and just slipped away from my mind. *Bob*

(If I were anchored in the Bahamas, everything should slip my mind; Leon)

JIM REID--Denver, CO

During my 30 years I always had my camera with me and tried to provide a "portrait" at work (airplane in background) for everyone I flew with. As a result I have more pictures hanging on refrigerator doors than anyone in the world. I knew I was nearing the end when a young new hire took his picture home and on the next flight told me his dad had one of himself just like it.

Back in 1966 I don't think the Company knew what to really do with 2nd officers, and a lot of the Captains were happy if we just sat back and stayed out of the way. I really enjoyed flying in any position. As a matter of fact your cover on this RUPA magazine reminded me of one of my first duties at UAL. See picture below taken in 1966.



Maybe this wasn't my first duty but I sure hand cranked a lot of planes before coming to UAL.

I am slipping (maybe on purpose) as when I was asked my age I replied I would be 78 until my wife said add it up again. I guess I did turn 79. When asked how my health is I use Mark Twain's reply, "I am happy to report that while I am no longer ruggedly healthy I have yet to create a smile on the un-

dertaker's face."

Keep up the good work, I appreciate it. *Jim*

PATTI ROBINSON--Camarillo, CA

Dear RUPA, I really appreciate your helpful updates on merger directives as well as the memories shard by the pilots.

While flying, Glen always said, "I'm the luckiest man to have this job." Those were unbelievable good times.

Thanks, *Patti*

RICHARD SANDERS--Westlake, OH

It was another really nice year for Mary Lou, me, and our family. Son (San Francisco) and Daughter (Parker, CO) and their families are all well. Trips back and forth, on their part or ours, get us together 3 or 4 times a year. Email and the phone do the rest.

Ski trip to The Summit in CO late January got the year off to a great start. One of my colleagues and I have skied together for 66 years. We started out on the Ski Train run by the Milwaukee RR to Snoqualmie Pass in the winter of 45-46. Anyone remember? Wonderful trip to the Henry Ford Museum in Dearborn, MI. Should you decide to go, be sure to stay at the Dearborn Inn.

Plenty of flying including Angel Flights approximately once a month. At my age they ask you to take a co-pilot along. An oft times traveling companion is our colleague Al Cavallaro. Still flying? Have access to an airplane? Give Angel Flight a try. I think you will be glad you did.

Our RUPA group ticks along. We lost fellow traveler, Jack Heiszek, last October. His wife Sue hosted a terrific party just last Saturday in Jack's memory. Many Crazie's came from far away to pay tribute. Someone should have brought a clicker. There were cameras and I am sure there will be a group pic for the News. And so forth. For me a treat to stay in touch through this wonderful vehicle called *RUPANEWS*.

Take care of one another. *Dick*

JAMES SIEMION--Saint Simons Is, GA

Enclosed are my annual dues. Enjoy reading about my fellow "Old Guys."

It has been five years retired for me now, and I am enjoying the easy life.

Enclosed is my new address. We are moving to the Georgia coast. Trading cold, snowy winters for hot, humid summers, but at least I don't have to shovel humidity!

Regards, *Jim*

DICK SMILEY--Key Biscayne, FL

Hi Cleve; 18 years have now gone by since my last trip for UAL, but this will be the first year that I'm really retired. For the past 14 years I have driven a HackerCraft wooden speedboat for four months every summer on tours around Lake Winnepesaukee here in New Hampshire, but the owners have sold the business and I am not interested in working for the new ones. We will see how not working goes, I am not someone who can just sit around.

This past year we took a couple interesting trips. First out to Viet Nam where we spent five days in Saigon (or rather HCMC as it is now known). Literally, there are millions of motor scooters and very few traffic lights. Crossing any main road is a real challenge, and in many parts of the city they have tourist police whose job it is to get visitors safely across. We had a great time and could not have been treated better. The only thing I would NOT do again is go into the Cu Chi tunnel complex. A Delta friend of mine warned me that if you are at all claustrophobic don't go into them, but I didn't think it would bother me, WRONG. My wife was fine but a short way into the tunnels I started to panic. This apparently happens to many people, so the Vietnamese have built an escape route so you can get out in a hurry and believe me, I did. How any of our troops who had to go into these tunnels to fight the Viet Cong where able to do so is beyond me.

This past April we flew out to Kobe, Japan, and took a three week cruise back to Vancouver. Not the best cruise we have been on but certainly one of the most interesting. After a couple of stops in Japan and Pusan, Korea we went to Vladivostok, Russia. The weather was terrible and the shore excursions had some problems. Anyway that night we left for Petropavlovsk on the Kamchatka peninsula only to wake up the next morning in the Sea of Okhotsk to find the ship surrounded by pack ice. The Captain slowed the ship to 4 knots and for several hours tried to find a way through, but since the "Zaandam" is not an ice breaker he finally had to give up and turn around and retrace our route back into the Sea of Japan, and then south to get a pas-

sage into the Pacific. By this time we were 24 hours behind schedule so the stop at Petropavlovsk was canceled. By pushing the speed up to 22 kts, (and burning a huge amount of additional fuel) we got to Kodiak only four hours late. The rest of the trip was uneventful and we really liked YVR.

As I write this in early June my thoughts go back to 1985. Never forgive and never forget. Hope RUPA is getting some of the new retiree's to join.

My best to all, *Dick*

BERNARD STOECKER—Longmont, CO

Not much new, still trying to shoot my age in golf but looks like I will have to live a long time.

Haven't tried the new passes yet but hope to this fall. My CO friend seems to do quite well. Going to Russia to take a river boat trip from Moscow to St. Petersburg, May 19 to June 2, with 28 other folks from Longmont.

Thanks to all who get the News out. *Bernie*

JOE SWENSON--Littleton, CO

Hello all, Another birthday (#68) passes and, thankfully, we are still here.

Our granddaughter is doing great after being born prematurely in January 2011. She is the light of our lives!

I continue to do a little bit of sim instructing on the B757 & 767 for a group here in Denver. I decided there would be more flying opportunities if I had a rating on the 737-300 so I went to a great place, Higher Power Aviation in Dallas, for the training back in November 2011. I flew the -200 as F/O in CLE but didn't get a Type Rating until now. This has opened the door for more flying as I thought it would. Last month, for example, I picked up a 737-400 in Jakarta, Indonesia and ferried it to Victorville, California by way of Biak, Majuro, and HNL. Eileen and I took a Caribbean cruise with Bill and Gloria Gaither and their "Homecoming" friends of Southern Gospel musicians in April. This was just outstanding and will probably be something we will do again in the not too distant future. We also took a short vacation trip to Glenwood Hot Springs earlier this month (June) which is another favorite that we try to do once or twice a year. Looking forward to when our granddaughter can go with us on some of these trips!

I still continue to work out just about every day. I

started doing HIIT (High Intensity Interval Training) and Pilates this year. Got to try and stay fit so I can pass the FAA Physicals and, more importantly, so I can keep up with our very active granddaughter ;-))

God bless, *Joe & Eileen*. JFK, LAX, CLE, DEN
(jjswenson@gmail.com)

ROBERT LEE SWOFFORD--Coppell, TX
Hired by Pennsylvania Central Airlines on November 1, 1945. I was the youngest one of my new-hire class so most junior seniority number. It was 277. By the time of the Merger with United Airlines my number was 191. United gave me a file number of 089192.

One small story, on the day that the Merger was announced, I was the council chairman of the Minneapolis chapter. I was flying a trip east and picked up a seniority list for I knew I would be working on a merged list. When I stopped in Detroit I went into the United pilots lounge. As I walked in there were about a dozen pilots there and they started shouting at me. I thought it was funny so I just put my arms up high and said "Brothers" that went over like a fart in Church. So I said that I wanted to exchange Seniority lists with them. No one seemed to have one, I thought they were lying as Capital issued every pilot a updated list every year. I left my list any way.

My E-mail is rlswofford@gmail.com, but I don't use it for much. My birth day was last month April 19. I was ninety.

I tell people that you don't really realize your age until your kid retires. I had two sons flying for United and one was caught by the age sixty rule. He is now working for Chathay Airlines in their training center in Hong Kong. The other is still under the new law He is sixty two.

I live straight north of the DFW airport so in the am never lonesome for the sound of airplanes. It helps to be nearly deaf.

Thank you for helping keep RUPA alive.

Regards *Lee*

FRANK TETREAULT--Arlington, VA
After 20 years in the USAF and 17 years with United, I was not ready to retire at age 60 in July 2006. Over the next five years I flew as a contract A-320 captain for three different airlines. The air-

lines had brand new A-320s. Contracts were different in terms of base pay hours, overtime pay, and pattern of work/vacation days. None of the contracts reached United's bankruptcy pay scale and there was no union representation or protection.

The first stop was Delhi, India flying for IndiGo for nine months all within India. The A-320s were crammed with the maximum 180 seats for one class service. Flying was challenging with a weak ATC system, bad radios and radio procedures, smog, fog, dust storms and monsoon rains. Despite having a very nice apartment, living was a challenge due to the heat, frequent power outages, noise and throngs of people. My wife, Kate, spent eight weeks with me during the summer of 2007. Historically and culturally, India is fascinating. We were fortunate to tour several parts: Delhi, Agra, Jaipur, Kerala and the foot hills of the Himalayas.

The next stop was Astana, Kazakhstan for two and a half years with Air Astana. However, during that time we over age 60 pilots were let go three times and rehired twice. There was a mix of domestic and international flying. Moscow was a night out and back departing at 2000 and returning at 0500. We flew to Istanbul and Dubai only twice a week. That resulted in three or four day layovers. I loved my 85 days in Istanbul. Astana is at 51 degrees north, the same as the southern tip of Hudson Bay. Winter conditions prevailed from October through April. Temperatures were often below 0°F. My coldest morning was -36°F. Living was easy as we stayed in a very nice Radisson Hotel in Astana. I enjoyed the outstanding opera and ballet, especially since it was less than five dollars a ticket. Kate spent eight weeks with me in KZ during the summer of 2008. She flew with me on four long layovers and we took a private eight day driving tour in southern KZ.

The final contract was with Afriqiyah in Tripoli, Libya from July 2010 until the Libyan Revolution started in February 2011. There was a lot of gunfire in the streets for three days before the company got all the contract pilots out safely. I loved the Mediterranean climate of Tripoli and the maze of alleys through Old town. We flew turns into Europe during the day and redeye turns into Africa during the night. I taxied past the United 767 in Accra a few times. Flying in Africa was challenging due to bad HF and VHF radios, poor ATC English, poor ATC procedures, unreliable/unmonitored navigation aids and frequent long flights on the back side of the

clock. Kate spent ten days with me in Tripoli in January 2011, only five weeks before the Revolution. We were fortunate to see several Libyan cultural sights and Roman ruins.

It has been more than a year since my last flight. I miss flying, but enjoy being home with Kate. She continues to teach high school math and I work as her houseboy. Kate is always planning exotic trips for us during her school vacations: Java, Dominican Republic, Italy, Hawaii, Tahiti, so far and more to come. Best regards, *Frank*DCAFO

FRANK VANCINI--Coeur d'Alene, ID

Greetings to all! I'm sorry for the delay but the check truly did go in the snail mail this morning. I had completely forgotten about it what with all the other things going on around here.

This will be a short letter due to the fact that last September 8th my wonderful wife suffered a serious hemorrhagic stroke while in Bellevue, WA visiting our daughter and her family. The ambulance had her in Overlake Medical Center within 20 minutes and she was in the ICU for 4 days. After that, another 24 days went by before she was transferred to Swedish Hospital's Acute Rehab Unit where she rehabbed for 28 days before I brought her home to north Idaho. Following 100 days of more rehab she came home in early February and has continued an amazing recovery. This morning she is outside planting flowers with a lady that comes twice a week to help out. She now walks with the aid of a cane or walker, and can dress herself pretty much, and do many other things too numerous to mention. She still has a long way to go but is working hard every day, so we think she will come back to 90% or better. This is not an experience I would recommend to anyone and I hope no RUPA member ever has to. A perfectly healthy, active 71 year old woman in great physical condition-her doctor's assessment-suddenly struck down in the blink of an eye! Talk about stress on everyone. But she is tough and if willpower has anything to do with successful recovery then she will do fine.

Other than that, 2011 was a good year for us. I didn't ski last year for the first time in many years because my ski buddy broke a hip slipping on ice in his driveway, and Monika won't ski unless the sun is out. We have lots of arguments about that outlook!! It was a good year for competitive skeet shooting and I did very well in several meets in

Washington and Montana. We took a wonderful cruise in French Polynesia on the M/S Paul Gauguin for 15 days in April and early May and loved every minute of it. We highly recommend it.

Other than that, there's not much other news. Lots of visits by the grandkids and their parents, working around the house and property, and staying healthy are our main focus. My health is good with the usual aches and pains but nothing serious. We try to work out in the gym with yoga and weights 3 times a week and Monika is looking forward to being able to return to that in the near future.

Our best to everyone and thanks for all you do to keep us up to date on things happening at the "new airline." I'm sure glad I'm no longer working, and when I do fly light planes (haven't for 5 years now) I don't have to put up with the company, FAA, crew desk, or any of the other baloney so prevalent now. Blue side up, *Frank*

D. L. LARRY WRIGHT--Los Altos, CA

The highlight of this past year just occurred in May. Over the past two years I have been on the Board of Directors for a VMO 6 Memorial to be erected at the U. S. Marine Corps Museum near

Quantico, VA. (VMO is a Marine Observation Squadron). This memorial has been very important to me, having served with this squadron a couple of times, once in Viet Nam.

Two years ago at a Marine reunion, we put forth the idea of erecting a monument to our fallen comrades and the squadron itself. The squadron was decommissioned in 1977 and there are no longer any observation squadrons in the Marine Corp. My son, Wayne, made some preliminary sketches of a monument design. With approval by attendees at the reunion, we started raising money, refining the design, getting the stone, an engraver etc. This all came together at a ceremony on May 17th at the Marine Museum. We had over two hundred people in attendance, with a bagpiper, the Marine Corps Band and Color Guard from Quantico, and a Brigadier General representing the Commandant of the Marine Corps participating.

I am very proud of my son's accomplishments as he worked with us from preliminary sketches to a final design. His patience in dealing with eight old board members with different ideas was commendable.

The final design depicts an airfoil. The meaning of the design envisioned by Wayne was the following: "The sculptural shape of the monument is derived

from the airfoil of an aircraft wing. This shape is essential to flight and it represents both the core and the vitality of the squadron. The wing has been severed at its tip and rests on edge, rising from the ground. This is meant to depict the disruption of flight; the loss of life and our eventual fall to a place of rest back on earth. While the base of the wing is earthbound, its tip projects skyward, suggesting the desire to rise again to the heavens. And so, through this structure we honor those squadron members who have fallen to rest on earth, but in memory and spirit, still soar above."

If you are interested in knowing more, do an Internet search for VMO 6 and then click on VMO 6 Memorial.

Other than working toward this memorial project, life goes on and has been filled with upkeep on the Eastern Oregon timber property (burning slash, spraying noxious weeds, clearing downed trees) and the Los Altos home and orchard maintained.

Larry, mostly SFO '68-'95

IN MEMORIAM

WILLIAM R. "BILL" BURNS Jr.

William R. "Bill" Burns Jr., 71, of Hampshire, passed away June 1, 2012, in Elgin, IL. He was born April 9, 1941, in New York, N.Y. Bill learned to fly as a young man and joined the Civil Air Patrol. He then enlisted in the Marine Corps. After service, he graduated from Parks Aeronautical College in East St. Louis. Bill was employed as a pilot for United Airlines for 34 years. He began flying the DC-6 and retired as captain, flying the 747-400.

Bill was an accomplished trap and skeet shooter.

He is survived by a son, Christopher, and two granddaughters.

In lieu of flowers, memorial contributions, in his name, may be directed to the PKD Foundation, 8330 Ward Parkway, Suite 510, Kansas City, MO 64114-2000.

YOUNG D. CAGE

Dad to Kelly and Matt, husband to Cheryl, brother to Jennifer and Phil, uncle to Joanna and Crystal, granddad of six and friend to many passed away on Memorial Day, May 28,



2012.

When Young made the decision to enter hospice, friends went into action. A party was planned and 70 friends and admirers came to share Mexican food and margaritas. It was a day filled with memories, joy and love. The following week the Tucson Herpetological Society held a tribute to Young and for two hours friends spoke about their love of Young. It was an amazing evening.

With a B.S. in Aeronautical Engineering from the University of Colorado, Young was hired as a pilot for United Airlines at the age of 22. Young retired after 35 years as a captain on the Boeing 777.

At United, Young was the driving force behind priority hiring for displaced pilots, beginning with Eastern Air Line pilots. Because of Young's tenacity many pilots who lost their jobs due to airline bankruptcies made a seamless transition to employment at United. Young was a new captain mentor and helped United to develop programs to make the pilot workforce more gender and diversity friendly.

After retirement he grew as a photographer and his pictures are displayed in many homes and restaurants around Tucson. Nature, herpetology and photography were his passions. Matt turned out to be a clone of his dad and the two traveled the world in pursuit of snakes, frogs and lizards. Kelly was always a willing companion to wander about nature with her dad.

Young served as both the President of the Colorado and Tucson Herpetological Societies and on the Board for Friends of Ironwood Forest. Young sparked several young people to pursue their natural history passions as professions.

Young and Cheryl married in 1981 and immediately built a loving family with Matt and Kelly. Matt lives with his wife, Sheila and children, Samantha and Brandon and is a Sergeant with the Longmont Police Department. Kelly is a nutritionist and lives in Connecticut with her husband, Lou and children, Abigail, Tigist, Molly and David.

In lieu of flowers Young requested donations to Friends of Ironwood Forest or the Tucson Herpetological Society.

RICHARD (DICK) HAMPTON

Richard (Dick) Hampton, 79, passed away on April 12th at home after a short battle with lung cancer.

Dick was born September 26, 1932 in Long Beach, CA. After high school graduation he enlisted in the United States Marine Corps, where he began his flying career starting with the SNJ4.

Dick began his career with United Airlines August 26, 1957. He wore his uniform proudly for 35 years, and ended his career with his final flight on the 747-100 out of San Francisco.

After retirement in 1992, he pursued his passions, which included woodworking, skiing and traveling with his wife Marilyn. They traveled around the world to places such as Prague, Germany, France, Turkey, Australia, and New Zealand, just to name a few. Most recently, they spent a week at an organic cooking school in picturesque Tuscany with friends. They also took many memorable trips on their boat the "Island Flyer" taking them through the San Juan Islands, Canadian waters and a 3 month trip up the Inland Passage to Alaska.

Dick is survived by his loving wife Marilyn of 37 years, a son, a daughter, 2 stepsons, 8 grandchildren and one great grandson all of who were the pride of his life. He is now at peace, our captain of the clouds and of the seas.

TRUMAN W. MILLER II

Truman W. Miller II died May 28, 2012. He was born in Raleigh N.C. on May 19, 1942. He earned his undergraduate degree from East Carolina University in Greenville, NC, where he was a member of Pi Kappa Alpha Fraternity.

Truman's interest in flying became evident at 7 years young. Instead of a tree fort, his father transported a real B13 airplane, once used to train pilots during WWII, to the back yard of their family's home where Truman and his buddies played endlessly.

By the age of 19, Truman had become one of the youngest commercial pilots. He fulfilled his military



obligation and was hired by United Airlines in 1964. During the course of his career he piloted almost every model of plane used by United Airlines at that time. He had the privilege of flying an inaugural flight of the B777. The last 8 years of his career he flew B747-400 to Asia. After traveling the world, he retired in 2002.

He and his wife, Kathleen (Kathy) Torrance Miller moved to Annapolis, MD in 1977 to satisfy Truman's want of a waterfront home on the water and Labrador retrievers. Truman was high on life, always smiling, he didn't know a stranger, talked to everyone, and was the first to laugh at his own jokes. His labs, Buddy and Scarlett, were always by his side. When Truman wasn't flying, Kathy and he traveled to many exotic places.

Walking the Appalachian Trail was one of Truman's many achievements. He was an avid sportsman, enjoying small and big game hunting, and fishing, as well as an accomplished boater and sailor. He was a long standing member of the Bellefonte Hunt Club, Blackstone, VA, also member of Safari Club International, Ducks Unlimited, Miles River Yacht Club, NRA, and the Chatterbox Club in D.C.

In lieu of flowers the family has requested that memorial gifts be directed to Dr. Nilo Azad's colorectal research at the Johns Hopkins Kimmel Cancer Center. Please make checks payable to The Johns Hopkins University with a memo indicating that this gift is in memory of Truman W. Miller, II, and mail to the Johns Hopkins Kimmel Cancer Center, 100 North Charles St., Baltimore, Md. 21201. It was Truman's desire to donate his body to science in an effort to help with cancer research.

RONALD E. WEBER

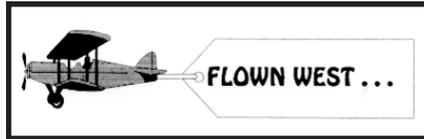
Ronald E. Weber, 73, passed away unexpectedly on June 6, 2012. Ron was born June 17, 1938.

He was a graduate of the University of Colorado, had served in the US Navy and retired in 2001 as a captain with United Airlines.

He is survived by his wife, Madelon, a son, a daughter and a grandson.

Ron will be remembered for being a man of integrity, kind and gentle, yet strong in his convictions and Christian faith.

A celebration of his life was held at Menlo Park Presbyterian Church in Menlo Park, CA. Donations can be made on his behalf to World Vision, PO Box 70102, Tacoma WA 98481



*Raymond J. Gilboyne	Feb. 22, 2012
Richard D. "Dick" Hampton	Apr. 12, 2012
Edward A. Ernst	Apr. 17, 2012
Leland D. Holcomb	Apr. 27, 2012
Young D. Cage	May 28, 2012
Truman W. Miller	May 28, 2012
*Henry A. Dyson	May 30, 2012
William R. Burns	Jun. 01, 2012
Ronald E. Weber	Jun. 06, 2012
Richard B. Rogers	Jun. 11, 2011
Alfred H. "Al" Bernard	Jun. 15, 2012
*Mike Lepanto	?
<i>*denotes non-member</i>	



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. Bernard "Bernie" Sterner, Treasurer
 839 Euclid Avenue, Villa Park, IL 60181-3328, 630-832-3002

\$25 Subscription—**Check Renewal Date on Label**



From:

RUPA
P.O. Box 400

RUPANEWS Deadline: 15th of Each Month

RUPA's MONTHLY SOCIAL CALENDAR

Arizona

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

Tucson Toros (Jan. 24, 2012)—*Tucson Country Club* - Randy Ryan, 520-797-3912, randyryan40@msn.com

California

Dana Point CA (2nd 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 Wednesday)—*Edgar's at Quail Lodge*—*Please RSVP* - 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, 650-349-6590

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) - 561-756-4829

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)—31 N. Banquets & Conference Center - 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)—*Sparky's Sports Bar* - 775-787-9669

New York

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

New York Skyscrapers (October)—*The Assembly Steak House, Englewood Cliffs, NJ* - 203-322-0724

Ohio

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

Oregon

The Columbia River Geezers (2nd Wed. of every odd month)—*Macaroni Grill, Clackamas, OR*

Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com

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 Thursday, Jan, Apr, Jul, Oct)—*Marco Polo Rest, Vienna, VA* - 540-338-4574