



RUPANEWS

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RUPANEWS

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Editor's Notes

As the annual migration of the snowbirds occurs again, don't forget to ensure that Sec/Treas Cleve Spring has an up to date address for you. This is also the time of year when our dedicated Sec/Treas and Assistant Sec/Treas, Floyd Alfson, start preparing their files for the 2001 RUPA Directory, so be sure that you let them have updated information, if you haven't already done so. Usually, e-mail addresses are the item most likely to be out of date. In that case, a message to Webmeister Bruce McLeod at www.rupa.org might be a good idea too.

Area reps are reminded that our next (December) issue will be the last one until February 2001, so make sure to send any planned announcements in good time for inclusion.

RUPA now has two more Directors in anticipation of planned retirements from those who have long served RUPA. Thanks to Rich Bouska and Howie Jundt for volunteering (ahem!) Our deepest gratitude to Gene Tritt who plans to step down at the end of December after giving years of yeoman service to RUPA. Finally, at this particularly family-oriented time of the year, a happy Thanksgiving to all. Ed.

Ohio Northcoasters (Late submission—after deadline)

Mother Nature has been really doing her thing this fall in Ohio, and the large crowd that gathered in Wooster for our monthly RUPA meeting was treated enroute to a grand display of autumnal arboreal exuberance (for all former flight managers, T.K instructors and Tracey Aces that means "lots of brightly colored leaves") The luncheon was it's usual raucous self, fueled somewhat by \$1.00 Bloody Marys. The spirit of this group on social occasions is a joy to behold. Thank you Mr. Ferris for creating such a bond. (What ever happened to that little #@!%\$#anyway?)

Our Exalted Grand Poobah Capt. Dick Orr was congratulated on reaching the three score and ten mark (or as he likes to call it-his 31st anniversary of his 39th birthday) and joined in the exclusive club that up till now was the sole domain of our deputy Grand Poobah Capt. Don Karaiskos.

Our resident nightingale, Barber Shop Quartet singer extraordinaire, Ken Wheeler, told us of the most recent inductee ceremony for the Muskingham Country Music Hall Of Fame, of which he is vice president. Ken by the way hardly ever misses a meeting despite a tw-hour drive each way, as, faithfully, does Dick Sanders who takes his plane on a three-hour hop to our nearby municipal airport, or takes his car if he wants to get here in a shorter time.

There was a period of silence as we learned of the recent death of Capt. Denny Nelson's wife Anne. Denny is known for his excellent work in ALPA on our behalf, and for those of us privileged to know Anne, we know that we have lost a wonderful sweet lady from our midst.

The subject of recording our individual flying experiences and the related consequences was broached. Our age group has spanned some momentous times in history, and if you would like your grandchildren and their children to share the thoughts that came with that experience, then the tales must be committed to paper (or floppy disc) now. For myself this point was driven home on the 50th anniversary of WWII when I found myself high over the Cliffs of Dover taking a group of British and German passengers to Berlin from London and realizing that in this same spot, a mere 50 years before, I would have had to have been on the alert for fear of my very life. I highly recommend the exercise.

A bright note of the day was the presence of Ed and Barbara Griffith. Ed had missed the last meeting in order to have some radio active seeds implanted to fight off the effects of the "old man's disease" and reported that it was a "no sweat" procedure, and if he could only find a way to stop the damned thing glowing in the dark he'd be happy (only kidding Ed).

Present at the meeting were a few who have decided that mixing with the "geritol and prune juice crowd" in Arizona or Florida for the winter was preferable to walking around with snow up to your vitals, so perhaps for the next few months the meetings would be smaller but don't count on it! Those present to feed the kitty were; Bill Dilzell, Jack Heiszek, Rick Ogden, John Cusick, Don and Beverly Karaiskos, Ed and Barbara Griffith, Dick Sanders, JoAnne and Dick Orr, Al Cavallaro, Ken Wheeler, Len Chamberlain, John Pinter, Dorothy and Bill Christie

**PLEASE SEND ALL
POSTAGE CHECKS, MADE OUT TO RUPA , and ADDRESS CHANGES
to
CLEVE SPRING**

**CHECKS: 1104 Burke Lane, Foster City, CA 94404
ADDRESS CHANGES: 1104 Burke Ln, Foster City, CA 94404
Or Answering/FAX Machine... "1-800-787-2429
Or E-mail me at 105300.427@compuserve.com**

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 me know by one of the methods listed above and I will switch them.

Also

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

INFORMATION about Membership & Postage Fees:

One Time Membership Fee.....\$50

Annual Postage Fee.....\$20

U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

**Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr, Westchester, IL 60154-5638**

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

**Attn: Tom Angelos
7401 Martin Luther King Blvd.
Denver CO 80207
Phone 303-780-5537**

WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, CA 92649-3024

Just returned from the Capital reunion. A good time, with old friends and much camaraderie, was had by all. Had the opportunity to talk to some DCA/IAD widows, two of whom are going on the RUPA cruise in November. So happy to hear the enthusiasm from that area. They also are having luncheons.

There is a Capital website, <http://capairassociation.tripod.com/> --- their e-mail, CAPAIR@juno.com

Anyone interested in Capital and other airline memorabilia, check with Dr. Charles C. Quarles, an airline activist and collector of airline wings, insignia etc. His website is www.rfci.net/airliner

I have heard from the RUAEA (Retired United Airlines Employees Ass'n) president. Suffice it to say, they will not be appointing a counterpart to me for their group, nor helping us in our quest for companion passes. This was my second request to them and my last.

I am still pursuing widows being given companion passes. With all the revenue they generate for United, you would imagine it would be a done deal. At the present time, I am writing to another gentleman who may be of some help to us. If I am fortunate enough to obtain companion passes for the RUPA

24 FEBRUARY, 2000. Boy's Night Out --SF Clarion Hotel

For planning purposes, please mark your calendars with this date. Further details will be published in the December issue, by which time we should have finalized some outstanding issues. *BNO Committee*

widows, it will certainly benefit RUAEA widows/widowers also. Of great interest is a letter written by Beverly Goodlow in the October issue of *RUPANEWS*, page 17. Please take time to read it. It is especially of interest to those who may be affected by it in the future.

Next on the schedule is the RUPA Mexican Riviera cruise. It is sold out and has been for months, so much fun is expected.

'Til the next time, **Jackie**

DEN Good 'ole Boys

Seventeen of us were out on this beautiful fall day, almost too nice to spend inside. We had some interesting stories and we caught up on the latest news, "good day".

The roster: Frank Bennett, Bill Meston, Bill Gates, Bill Fife, George Benkendorf, Ed Riehl, Ted Wilkenson, John Holody, Russ Ward, Hal Meyer, Bob Blessin, Bill Pearce, Charles Fellows, H.W. Reid, Curly Baker, R.O. Stewart and Ricky Davidson.

Always the third Tuesday of the month at *Country Harvest*.

Curly.

GOLDCOASTERS—Southeast Florida Group

The Goldcoast group had the first meeting of the winter season on Thursday, October 12th. I didn't think anyone looked any older and they didn't think that I did either. I was really impressed. About me, not them. We had two (very rich) active duty types present, Bob Langevin and Dan Petrovich. They looked older. Ray Schlage drove over from the west coast and it was good to see him. Jamie Krapf moved over from the west coast and attended his first meeting here. I flew my first trip with Jamie as the co-pilot 36 years ago. There were 20 people present today, which was very good considering many of the SE Florida folks haven't returned to their magnificent, sun drenched, waterfront, winter homes yet. Mine is year around, not that magnificent, but it sure as hell is sun drenched in the summer.

Present today were:

Jimmy Carter,	Bob Langevin,	Bob Hein,	Jim Murphy,
Wes Paget,	Ed Petrovich,	Dan Petrovich,	Pete Granata,
Jamie Krapf,	Dave Peat,	Jerry Bradley,	Terry Lewis,
Paul Dunne,	Ed Wheeler,	Ray Schlage,	Paul Livingway,
Guy O'Rear,	Charlie Steward,	Jim Ralph,	Jack Wink.

Next lunch will be on November 9th, same time, same place. For information or transportation from local airports, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. If you would like to be on our reminder post card list, call me at 561 995-6103. See you on the cruise.

Jerry Bradley for Jimmy and Stan

LAS VEGAS HIGH ROLLERS LUNCHEON

The fall series of luncheons resumed following our summer break. We met at the PUMI oriental restaurant and were treated to an excellent and varied menu. Conversation was primarily catching up on who went where and how difficult it was to get there after the summer from H---. The consensus of opinion was that the current contract may be the best ever on United Air Lines. Made some of the attendees wish they were back flying the line "ALMOST". Everyone present signed a get-well card for Harold Marsh who is at home recovering from a heart attack and stroke. Our prayers are with you Harold; get well soon and rejoin the gang.

Our next meeting will be held on the 21st of November at a place to be named later. The following were in attendance: Andy & Dawn Anderson, William Balboni, Jerry Campbell, Barry Dixon, Larry & Mary Doyle, Barrie Folsom, Don & Betty Swirnow, Lloyd & Donna Lee Whitlow, and yours truly, *Clyde House and Marie Loquet {702} 896-8821 clydie@concentric.net*

M.J. KENDEL Change in personal telephone number

Dear family, friends and correspondents: Please note the following change to our personal home telephone number that is effective now. The new number is: (310) 541-0262 As you know, we have used 541-4011 for many years as our personal home telephone number. That phone line will be disconnected in the very near future as a consequence of the installation of "wide band" ADSL telephone service. Our other unlisted telephone number is (310) 541-0262 which has been used exclusively in the past for our computer fax modem. With the installation of ADSL service, a second telephone line will no longer be necessary and we have chosen to keep the 541-0262 number and disconnect the 541-4011 number. please make the changes to your directories at this time. Our new Personal home telephone number is now (310) 541-0262.

Also, with the installation of ADSL telephone service, we will have a new e-mail address. We will let you know when that change will become effective but for now please continue to use the current address which is <mjkendel@sprintmail.com> If you wish to make a note of the coming change, the new e-mail address will be: <lednek@mindspring.com>

Annual LAX RUPA holiday luncheon

All RUPA members, wives and widows; present and former flight office personnel and their spouses; former flight attendants and their spouses are cordially invited: even bring a friend.

December 14th, 2000 at the Hacienda Hotel, 525 north Sepulveda (just south of LAX) \$16.40 per person. No host bar at 11:00 served luncheon at 12:00 noon

Rsvp to reach me by December 12,2000. Send check to Dave Tank 3025 via la Selva p.v. pnsi, CA 90274. Your check is your reservation.

Just a word for our more recent retirees, each year more and more of our old timers reach a point in physical ability that even the trip to the luncheon is too much for them. Come visit with those who are still able attend to these functions.

PHOENIX ROADRUNNERS

Hope all of you are getting back to your Winter Homes and ready to start our Winter Luncheon's. We met at *Dillon's Restaurant* in Peoria for our first one of the year, good reports from all the people present. Lots of Laughter, and just good to be back together Thanks to all the S.F. help in getting our news out. Those Present:

Clyde Butler	Gordon & May Brown	Frenchy & Millie Bourgeois
Howard Blomstrom	Bob & Penny Grady	Phil & Betty Johnson
Mill & Mary Jo Kerr	Ken & Phyllis Killmon	Karl & Mona Runkle
Les & Doris Shea	Roy & Lois Scroggs	Don & Joan Toepen
Bob & Berynce Wagner		

Our next Luncheon will be at *Buster's Restaurant* in Scottsdale on Friday Nov. 10th. Hope to see you there. Please give us a call at 480-948-1612.

Frenchy & Millie

Seattle Gooney Birds

Meeting was well attended, including a few members who attend rather infrequently. Our senior member, Bob West, was there. Bob is 90 years old, and makes the rest of us hope that we can be in as good a shape if we can manage to live that long.

John Cordell had a "mild heart attack" last Monday. He is apparently doing well, and expects to be released from the hospital today. We wish him well.

Hal Estey died last Monday. He had been in ill health for quite some time. Still we hate to say goodbye to a longtime friend and fellow pilot.

Dean Turner, one of the founders of our group, gave us a rather humorous report on his recent physical

problems. It started with the discovery of a hernia, which took three doctors' expertise to diagnose and repair. This was followed by a bite on the hand by his pet cat which severed a tendon in his hand. This required the services of four more doctors. All told, the doctors were from five foreign countries and the U.S. This really wasn't funny, but his recounting of it had us in stitches

In attendance today were:

Dan Jessup, Jeff Roberts, Ralph Stevens, Bob Berg, Ray Hanson, Gerry Pryde, Dick Anderson, Vince Wormser, Harv Beery, Tom Smith, John Bley, Dean Turner, Webb Tallman, Alex Dunn, Ray Randall, Wes Olney, Howard Holder, Roger Baird, Chuck Podhasky, Chuck Westphal, Herb Marks, Bob West, Keith Rice, Ray Dapp, Bill Brett, Neil Johnson, Lee Biermann, Ralph Vrtacnik, Dick Wiesner, Jack Braun, Vince Evans, Ray Hull, Bob Berkey, and Don Paffrath.

ALPA Co 34 2001 Retirement Party

For date planning purposes only - no responses desired or required yet. That's why no contact info is included:

The date for next year's *Hail & Farewell* party is March 31, 2001. The price will be lowered to \$50 per person. The location is the same as last year, The *SFO Airport Westin*. Festivities commence as usual, with cocktails at 6:30 pm and dinner at 7:30. Invitations and publicity prior to the first of the year. Financial planning seminars will commence at 1:00 pm on Thursday, March 29, continuing until Saturday afternoon.

Capt. Bob Lawrence

SFO Retirement Party Chairman captndaddy1@aol.com

Seminar Coordinator: Capt Ray Waddell

Reservations: Mr. Al Cirino

Washington Area RUPA, Eddie O'Donnell Luncheon October 18, 2000

The dedication of the Washington Area group is truly inspiring. Despite the drawbridge opening and accidents on the Toll Road, the Outer Loop and Route 7, they persevered and arrived at the Belle Haven Country Club in good spirits. A special treat awaited them in the banquet room. What appeared to be errant street vendors who had come in out of the rain, turned out to be two of our finest members. John Turner and Sym Stidham are volunteers at the Dulles Mainliner Club. Recognizing that we retirees never have access to that High Fashion Shopping Outlet, they brought the Mainliner Club to us!! The response to their effort was most positive, and if they had been making commission on the sales they would have done very well for themselves. I did notice that Helen Stidham seemed to have things under control and with operations totally above board. We look forward to having the merchandise available again in April. One does have to wonder if there is design to their choice of the Coed Luncheons for their shopping display.

Our luncheon tables were graced with flower arrangements courtesy of our resident Floral Consultant, Theresa Ruddy. Her talent and the results were very much appreciated. Six of the Lucky Ladies were able to take the arrangements home. After a lunch of Caesar Salad, Flank Steak and Pecan Pie, our voluble MC, Ed Miller, reminded us of the recent deaths of Harry Anderson, Ernie Bressin, Nick LaRosa, and the Mother of Bill Conn, and the Mother of Bernie Schwartzman. A moment of silence was taken to remember them. There were reports on the condition of our sick. Chuck Wafel is in Sleepy Hollow Manor for rehab after breaking his arm, and his daughter tells me that cards would be more appropriate than visits. Carl Miller is doing OK at home. Chuck Baptie is in a nursing home after breaking his hip. It was good to have Frank McKenzie and John (Murph) Murphy in attendance.

Ed brought us up to date on events at UAL. The elimination of Pass Charges, the elimination of Cargo Service out of Anchorage, the elimination of the ORD-HNL service and the elimination of the DC10. He then introduced Mr. Dean Clancy who currently serves as a senior policy advisor to House Majority

Leader Dick Arney (R-Texas). He advises the congressional leadership on legislative, policy, and political matters, with a special emphasis on healthcare. He has served Rep. Arney since 1993. Mr. Clancy then gave us an overview of the prospects for Medicare solvency and his presentation suggested that another option for use of the 'budgetary surplus' would be to extend the solvency of the Medicare Program. He discussed the pros and cons of the candidates' Medicare Proposals. The consensus of those in attendance was that he had done a very good job of presenting both positions fairly. We appreciated very much having Mr. Clancy with us.

George Paull told the group of the efforts of the Historical Society of Western Pennsylvania to purchase the WACO 9 that is hanging in the new PIT terminal. This aircraft was one of the original three WACO 9 purchased by Clifford Ball for his airline, and was named Miss Pittsburgh. That was Clifford Ball Airlines, then Pennsylvania Central Airlines, then Capital Airlines, then United Airlines. With involvement of the OX-5 Club, it was rebuilt by the Pittsburgh Institute of Aviation and hung in the terminal.

Unless the purchase can be completed the owner will remove the aircraft from display. Should you wish to contribute to this effort contact George Paull ,who is listed in the RUPA Directory, for more information.

There were then commercials for RUPA Membership,, for the local RUAEA group, for subscription to the DC11, and for an offer of "Flying The Line Volume II. Anyone who wishes, may contact me for a replay of those commercials.

The drawing for our two door prizes was a moment of suspense and excitement. Helen Stidham drew the names in dramatic fashion, at one point exclaiming "Oh, no!". Bonnie Schwartzman was drawn first. Peg Duffy was drawn second ,but having departed early, missed out. Tch, Tch, Peg! On the third draw, Bob Miller was the lucky one. Our Wine Guru says that it is too early for the 2000 vintage so we are still working with the aged 1999 wines. It is sad to report that the hat from which the names were drawn, an orange ball cap with UAL emblem, disappeared after the drawing. Who would have thought....?

The following 47 were in attendance: Paul & Lineke Andes, Lee Boyd, Ed & Peg Duffy, Bill & Alma Eblen, George & Ginny Elliott, Jack & Jeannie Evans, Brad & Judith Fleming, Eleanor Forsythe, Jerry & Mary Ann Goebel, Bill Golemon, Bob & Betty Goodman, Jack Grooms, Jim and Delores Hoak, Earl Jackson, Roger Lemieux, Frank McKenzie, Bob Miller (mild mannered brother of Ed), Ed Miller, Murph (John) and Joan Murph, Bill and Edna Nolan, George Paull, Joe Rozic, Bud & Theresa Ruddy, Bernie & Bonnie Schwartzman, Joe & Gloria Soltis, Sym & Helen Stidham, John Teague, John Turner, E.K. & Betty Williams, Andy Yates, and our guest speaker Dean Clancy.

Gentleman, we need your help in keeping the mailing list up to date. Please send to me any changes to your address, postal or email. Also remember, that if you do not keep Jerry Goebel informed of illness and death in the group, he will not be able to give the information to the phone tree in a timely manner. Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at the *Belle Haven Country Club* south of Alexandria and we invite any of RUPA to join us. As Jim Foster says, it is easy to remember. "The third Wednesday after the Credit Union pays the dividend!" Social time begins at 1115 with lunch served at noon. Contact Bud Ruddy 703-858-1552, Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr.

SPECIAL NEWSREAL

United Says 'Thanks' to Employees by Eliminating Most Pass Travel Charges and Distributing Recognition Funds

To move United toward its goal of becoming a better place to work, and to thank employees for their efforts over a very difficult summer, Jim Goodwin and the senior officer team are eliminating most pass travel charges and creating an employee recognition fund.

Effective Oct. 15, United becomes the industry leader in pass travel benefits. For the first time in United's history, the company is eliminating pass travel charges for employees and their eligibles travel-

ing on a space-available basis throughout the entire United and United Express system for all classes of service except United First travel on international flights.

In other words, as of Oct. 15, employees and their eligibles no longer will have to pay any service charge for space-available travel in all classes of service on U.S. flights and in United Economy and United Business on international flights.

In addition, senior management has established a 20 million dollar employee recognition fund to thank employees for their hard work and dedication over the last several months. President Rono Dutta, Executive Vice President and Chief Operating Officer Andy Studdert, Executive Vice President-Finance and Planning Doug Hacker and Senior Vice President-People Bill Hobgood will work with division heads and local management to determine the best use of the funds.

Local and divisional employee input will help guide how the recognition funds are used. Details of that process currently are being developed and will be shared as soon as they are available.

"While there's no way that we can know exactly what our employees – especially those on the front line -- went through this summer, we have heard loud and clear as we've been traveling to our stations and hubs what a difficult time it was," says Goodwin. "We've been working for some time on a way to say thanks and we believe that this combination of a significant and fundamental change in pass travel benefits, along with the employee recognition fund, lets everyone know how much we appreciate everything they've done.

"As nine of us have been traveling to many of our stations over the last few weeks, we've talked to many of you about what you believed would be a suitable form of recognition," Goodwin says. "Not surprisingly, there are almost as many different ideas as there are employees. That's why we've established this fund that division and local management will be able to use in the way most relevant and appropriate for their teams."

Questions and Answers About New Pass Travel Policy

Here are answers to some of the questions employees may have about today's announcement. Other questions can be directed to the Benefits Service Center at 1-800-482-5236. Additional information also will be posted shortly on SkyNet.

Q. Who is eligible for this new pass privilege?

The new privilege applies to United employees, retirees and surviving spouses who currently receive unlimited pleasure travel passes, and their eligibles. It also applies to United Express employees and their eligibles.

Q. Will this new pass privilege apply to part-time employees? Yes, if the part-time employee is currently receiving unlimited pleasure travel passes.

Q. Will this new pass privilege apply to contract or temporary employees? No. The new privilege applies only to employees who currently receive unlimited pleasure travel passes and their eligibles.

Q. Will this new privilege apply to domestic partners of employees? Yes, to qualified domestic partners who currently receive unlimited travel benefits. The pass travel will continue to be treated as "imputed income" for qualified eligible domestic partners, but with no service charge.

Q. Will this new pass privilege apply to Star Alliance member employees or other interline employees?

No, the new privilege only applies to United and United Express employees who currently receive unlimited pleasure travel passes, and their eligibles.

Q. Does this new privilege apply to United employees traveling on United Express carriers? Yes, for United employees, retirees and surviving spouses who currently receive unlimited pleasure travel passes, and their eligibles. United employees will travel on United Express carriers as they do now, on a BP9 status. United Express employees will travel on United Express carriers as they do now, on a BP8 status.

Q. Does this new privilege apply to United or United Express employee travel on Star Alliance member carriers? No.

Q. Will boarding priority change with this new pass privilege? No. United employees will travel standby on United, as they do now, on a BP8 status. United employees will continue to travel standby on United Express on a BP9 status. Likewise, United Express employees will continue to travel standby on United as they do now, on a BP9 status.

Q. Will employees have to pay taxes on the free travel? Most U.S. employees will not have to pay any taxes other than the governmental and airport taxes they currently pay as a result of pass travel. For most international employees, as far as we know, there are no apparent issues surrounding the new pass-travel privilege. (For employees subject to German tax, pass travel will continue to be treated as "imputed income" but with no service charge.) However, governments periodically review pass-travel benefits for potential taxation. We will keep you informed of any future developments.

Q. What about eligibles? Will they have to pay taxes on the free travel? Most eligibles will not pay any taxes other than the applicable governmental and airport taxes. For qualified eligible domestic partners who currently receive unlimited travel benefits, the pass travel will continue to be treated as "imputed income," but with no service charge. This will effectively reduce the total cost to the employee.

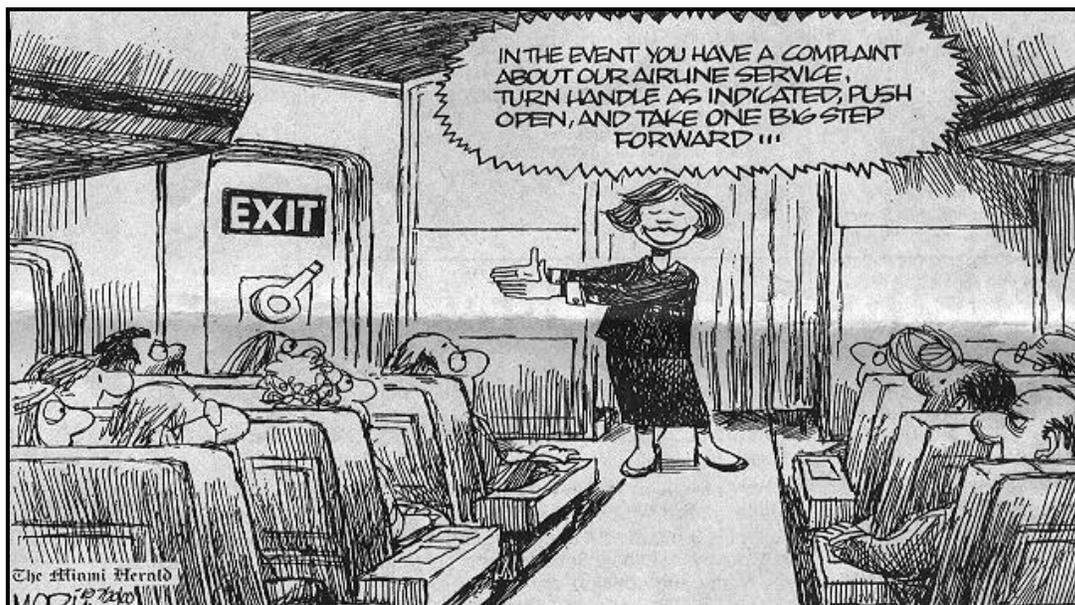
Q. How can domestic partners compute the imputed income of their space-available travel? The imputed income is equal to the companion fare.

Q. Will employees still need to fill our write-your-own tickets for space-available travel? Yes. Write-your-own tickets will be completed in the same manner as they have been in the past. This procedure is necessary for record purposes and for applying relevant international arrival/departure taxes and fees.

Q. Which other airlines offer competitive pass travel packages? Each airline offers slightly different types of travel benefit programs, so it's not always easy to make across-the-board comparisons. Broadly speaking, of the U.S. airlines, Delta's and Southwest's programs are considered competitive to United's. Delta offers its employees free pass travel in the 50 United States, Canada, Central and Latin America, as well as the Caribbean. It also offers free pass travel within the United Kingdom, Europe, the Middle East, India and Asia. However, it only offers a limited number of free trans-Atlantic and trans-Pacific travel passes per year. Also, Delta does not allow employee pass travel in first class on trans-oceanic flights.

Southwest does not charge its employees anything for pass travel. However, Southwest does not offer international service. All in all, the new program positions United as the industry leader for pass travel.

WHQ Corporate Communications



Airline Union Consolidation?

Duane Woerth's Message to the ALPA Board of Directors

This is Duane Woerth with a message to the Board of Directors on Monday, October 2.

By now, many of you have probably heard the rumor that the elected representatives of the pilots of American voted at their recently concluded meeting to form a committee to explore the benefits of re-joining ALPA. I have already scheduled a meeting with their president and vice president for tomorrow and will, of course, keep you informed.

The three largest independent unions representing American, Continental, and FedEx now all have formed exploratory committees to reconsider reaffiliation with ALPA. I believe this is a tribute to our pilots, our leadership, and our staff who continue to produce results based on our unity and our strength-from-within philosophy.

JIM & ARLETTA ADAIR 65-96 LAX,SFO, DEN,HNL

I'm always happy to see another birthday come around----someone told me that when you stop having a birthday you are automatically in the recycling business!!! I'm not ready for that yet!!! It's been a great year -- we are both doing well. Our biggest goal this year was to run United Airlines out of retiree ticket stock --- we tried but they seem to keep printing them faster than we can use them!! A great big thanks to all who keep the *RUPANEWS* coming, It is enjoyed by all.

Jim

JOHN D. BAER 1568 Vista Grande Lane Arroyo Grande, CA 93420

805-489-9418 w6sl@juno.com

Hello Jock: I just sent my renewal check directly to Cleve, so thought I'd send a quick note to you too. My thanks to you for publishing an easy read, informative bulletin. I always enjoy reading through the letters to see whose names I recognize. I want to also thank you for your stand in keeping politics out of the *RUPANEWS*. There's a place for political and social commentary but this bulletin is not that place. I'd much rather read about the post-retirement activities of my fellow pilots than someone's political bias one way or another.

At my relatively young age I should not be retired, but sometimes we don't have our way in such matters. A stubborn case of Hodgkin's lymphoma and a subsequent last-ditch experimental bone marrow transplant at City of Hope saved my life. But subsequently the FAA wasn't anxious to give me anything more than a restricted Third Class medical. Gratefully, I'm still around to smell the roses, grow my orchids, fly my Cessna 180, participate

with the San Luis Obispo Symphony and occasionally get out onto a trout stream to throw a fly line. I can't say I miss the 16-hour sits to HKG or SYD but I sure do miss the camaraderie of the nice gents that I was privileged to fly with over the years. I must say too that it was the United pilots and flight attendants who kept me alive with their many pints of donated blood after the transplant. And I now have so much pilot blood coursing through my veins that I have that constant urge to make bad investments.

Earlier in the year you published some information on Caremark which I had submitted. Since that article I continue to receive letters from retirees on their frustrating experiences in trying to use Caremark for prescription medication by mail. I would encourage retired and active pilots alike who have experienced Caremark problems to send me any information, which I will forward to R&I. Maybe with enough letters of complaint we can apply enough pressure to get a reliable company to supply without hassle at a reasonable cost the long term maintenance medications which are so important the older we get.

For those who remember me with a kind thought and a smile I would enjoy hearing from you. And for those who remember me with unkind thoughts. I'd rather not hear, life's too short. Smooth landings.

John

Thanks for your work in collating information from members about their experiences with Caremark, John. The results are sent to our ALPA and UAL liaisons for forwarding to the appropriate authorities for, hopefully, remedial action and improved service. Capt Jessup is also due thanks for doing the same thing for our members' Blue Cross & Blue Shield reimbursement problems.

Remember, both these gentlemen can act only on information received, so send whatever reports you may have, as fully documented as possible, for their action. They are both in the directory. Ed.

ALAN L. BLACK—11717 S. 228th Pl, Kent, WA 98031

Dear Cleve, My sincere thanks to you and the other volunteers, who help provide this fine newsletter.

My special thanks to Al McNutt who provided the UAL Intranet address. Please allow me to expand on his information a little.

To sign on use:

HYPERLINK "HTTPS://UNITED.INTRANET.UAL.COM"

HTTPS://UNITED.INTRANET.UAL.COM

on the first screen, fill in your file number preceded by a lower case "u". Use zeros in front of your file number to make six digits. Your first password will be your birth date in this unusual order: The two digit year, the month, and the day. Using zeros and no slashes it will look like this – YYMMDD – again there are six digits. The next screen will tell you this password has expired and ask you for a new one. Only now will you get to the screen showing items available on this site. Kathy and I both enjoy working very much. She is an aide to a city manager and I fly Lear's for a medevac outfit operating mostly in Alaska and Washington State. To quote William Langewiesche in his book *Inside the Sky*, "flights' greatest gift is to let us look around, and when we do we can find ourselves reflected within the sky." Truly life continues to be a remarkable journey. Bless you guys for making possible this most important link to the information we need to further enjoy our years on the far side of sixty.

Best regards to all the RUPA faithful, **Al**

WALTER H. BLASECK—19700 Minocqua Ct, Saratoga, CA 95070

Hey Cleve, Here is my annual check. Monday the 9th, I report to the local hospital to get a new left hip. I had my right one replaced four years ago, so I'll have two phony hips, and a bad knee to go.

Had a squadron reunion three weeks ago and we were all invited aboard the USS Stennis, one of

our newest nuclear carriers for flight operations. Breakfast and lunch aboard and then about an hour trapping and cutting F-18s. Still a thrill after all these years. Take care, **Wally**

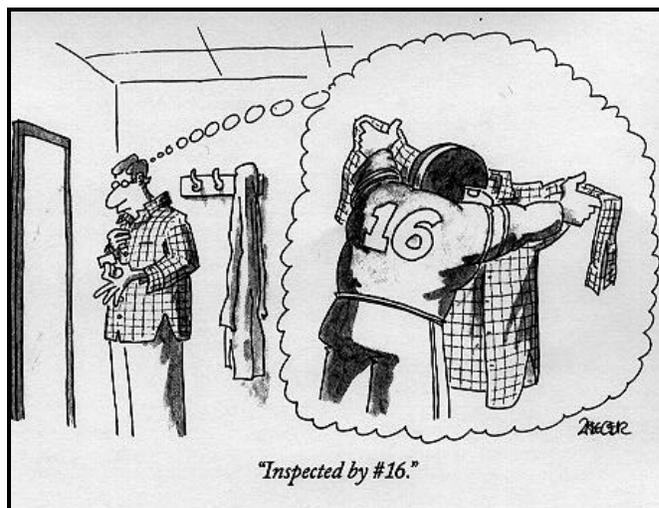
TED BOCHNIARZ 11165 Regency Drive, Westchester, IL

Hard to believe that 14 years have gone by since I flew my last trip. We seem to have no trouble finding things to occupy our time ...church and community activities and our kids and grandkids, who all live near us. Our youngest son was married in August and added a new grandchild to our familymarried a widow with a seven-year-old little girl. Nice to have them come that sizeno diapers, etc.

We took advantage of our companion passes to take two of our grandchildren to Seattle and two others to Washington, D.C. Worked out fine although having a lower boarding priority was not too great. Dolores's luggage didn't arrive with us in Seattle. In fact, we didn't get it until the night before we were to leave. It seems the destination tag came off at O'Hare, and they didn't know where to send it

Attended and enjoyed the Capital picnic. The new location is a little distance out but is really nice. Now we start all our reunionsNavy squadron in Boston, RAPA in Toronto and then the RUPA cruise in November. Then soon after Thanksgiving and Christmas. As I said when I began this, the time surely does fly by.

Ted



BONNIE BORTON Bbborton@aol.com

Dear Jock: Thanks for your efforts to keep the newsletter apolitical. As stated in the September article that is entitled *Good Fellows Get Together* the intent of the pilots was to preserve old friendships and develop new ones by forming RUPA. It worked then and still does. I enjoy reading news of the few people that are still around that Harry and I knew and hearing what travels and adventures others are making is always of interest. Keep up the good work!
Bonnie

NEIL L. BRETTHAUER—1167 S. Hidden Brook Trail, Palatine, IL 60067

Cleve: Thanks so much for the September issue of *RUPANEWS*. In it I found several names that brought back fond memories of colleagues from days gone by.

As I prepare to fly that final trip for UAL, I wonder at how 33+ years could have passed so quickly.

"Graduation" will now give me time to do some of the really fun stuff; like spending all summer on our boat on Lake Michigan, and almost all winter on Marco Island.

Why would I want to work past age 60?

Looking forward to many happy years as a RUPARIAN, I enclose my membership fee, annual postage fee, and my best wishes to all. Sincerely,
Neil (Captain 777 ORD)

GEORGE BUTZ— P.O. Box F Maarco Island, FL 34146

Dear Cleve: I am enclosing the annual postage check. On time for a change. Have been busy remodeling our kitchen and installing roll down hurricane shutters. Pleased with the results but tearing everything out of your kitchen is not for the faint of heart.. Amazing how used to a kitchen sink you get and how you miss it when you don't have it for 10 days.

I am going to a Berlin Airlift Convention in Seattle tomorrow. I liked the web address Al McNutt gave in his last letter for accessing the UAL computer. I was able to access it a few times but have not been able to get it for the last week or ten days. Any suggestions? Once again, thanks for the hard work you all do in getting out the Newsletter. It is much appreciated. Regards. **George**

HAROLD F CAMPBELL 202 KyFields, Weaverville, NC 28787 prchfc@cs.com
ORD-CLE-ORD '66-93

Hard to believe my 70th is this week; 10 years to the day that I flew my last trip as Capt. although I flew a couple more years as S/O until I could get my last one out of college!

It's been an uneventful year so far; no trips to speak of. I had another IBS upset in Jan. that I can't seem to get rid of this time. A pill and Metamucil controls the symptoms. I had a complete checkup with the barium x-rays, flexsigmoid-scope, etc. and nothing negative turned up for which I'm thankful. It's been over eight years since I had the last one. I also had my back checked by a neurosurgeon, since it's giving me more and more trouble. Nothing new, just more deterioration of the disc's from arthritis since the last x-rays and MRI's in '92.

My golf continues to deteriorate, and competition is about over other than against my age group. Now I'm a rookie again playing against the other 70 and up! I did manage to win our club Senior's championship again, this time against the 50-year-olds since they lowered the minimum age two years ago. I had eight birdies in two days and won on the second extra hole of a playoff when I sank a 40 footer for birdie! That was fun!

This is the first time I remembered to get this and my check in before my birthday. Maybe my memory is improving!

Take care. **Hal**

LOU CARSON 1319 Wilder St. Thousand Oaks, CA 91362

Dear Jock: What follows may be of interest to anyone who is still in the ESOP and/or the DAP and who hasn't given thought to what happens when the mandatory distribution age arrives. The subject is not covered in our guides. I discovered that United is more restrictive concerning the matter than is the IRS when I inquired why the ESOP distribution form is not useable after that time. Perhaps this will be news to others also.

Everyone is no doubt familiar with the requirement for mandatory distributions from retirement plans beginning at age 70 1/2. The IRS allows one to add all the plans together then take at least the minimum amount in any way desired. That flexibility can be advantageous if ever there is

reason to favor some investments over others. Our ESOP and DAP are not so generous. Each requires a minimum distribution as though each is the only plan available.

When one reaches the mandatory distribution age, the ESOP distribution options change from: lump sum or five equal annual installments, cash or stock, or rollover to: minimum required distribution computed by United according to the IRS method first chosen or that in addition to the remaining balance, cash or stock. A rollover is not listed on the 701/2 Distribution form (Form: 082099), but I was told that when one selects distribution of the balance, another having that choice is mailed.

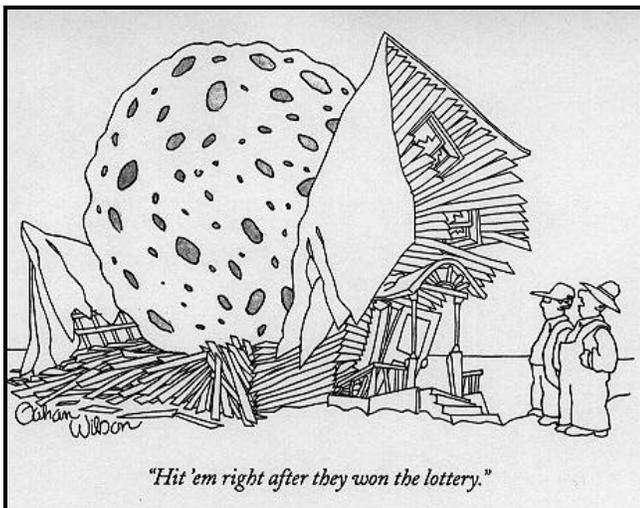
The current age 70 1/2 DAP distribution form list choices of minimum required distribution, 50% contingent annuity, and other (those available earlier). It does not appear to specifically state that the minimum must be withdrawn, but that most pleasant and helpful lady in the Pension Department said the requirement is the same as that of the ESOP.

It is obvious from this if one wishes to maintain control over from where the mandatory distributions are taken, the DAP and ESOP are not the places to be when the age arrives.

At least this once, the mail dues are going to Cleve almost on time. Thanks so much to all of you who volunteer your time to keep RUPA alive and well.

Sincerely,
Lou Carson

Thanks for the input. I'm sure those so involved will bring this to the attention of their accountants. Ed.



HAL COCKERILL - Manassas, VA.,
DCA 66 - 95.

Hi Jock: All is well here. Starting the 6th year of retirement and enjoying it just as much as the first day. The only trouble with having nothing to do is you never know when you are finished! Seriously, we never seem to have enough time to get all the things done. Check to Cleve. Keep up the good work. Thanks.

Hal.

ROSCILLE COLBURN—980 Crook Rd.,
Fallon, NV 89406

Here is my check for the *RUPANEWS*, and on time (my memory is getting better). I am glad to see Jackie Abel's column for the widows. It is helpful. I enjoy the news and particularly enjoyed the column on the Concorde. Food for thought. Thank you for the web site to list for NRSA travel. However, I found it easier to get into the site by using <https://united.intranet.ual.com> and leaving off the /cgi~ogin. The site is very useful. Now, if only the widows could get companion passes, since our husbands are no longer around to travel with us. I understand it is under discussion and hopefully it will become a reality before long. Sincerely, Roscille

MACK CONNELLEY 209 Lookout View Cr.
Golden CO 80401

Jock: I am not sure we have met however many, many years ago I did fly a one-way trip DEN SFO with a SFO crew member named Jock (Time has erased the last name) He was from Scotland and I enjoyed our conversation regarding the St. Andrew's Society, bagpipe music and the old Alec Guinness movie *Tunes of Glory*. Whether you are the same fellow or not, or if you even dislike bagpipe music, I want to say I also enjoy your version of the News Letter. In particular I admire your research and presentation of information useful to we retirees that is unlikely for us to come across elsewhere.

On our front Barbara and I are still one jump ahead of the Doctors. I still fly my Piper Arrow with a great group of fellow UAL types. We fly some place about an hour away for lunch each week. Our Sr. member is John Schoonhoven who is now 87 years old.

Good luck Mack Connelley

Mack, by a process of elimination, it would have had to have been me. I like good bagpipe music (of course one would have to be able to tell the difference.) And I always thought Sir Alec put on a good facsimile of a Glasgow accent for that part. And, of course, how many other "Jocks" are there on UAL. Thanks for the kudos. Ed.

Delta Air Possible Target at \$61-Share, Magazine Says

Atlanta, Oct. 5 (Bloomberg) -- Delta Air Lines Inc., the third-largest U.S carrier, is a possible buyout target at a price of \$61 a share in cash, *Business Week* reported in its "Inside Wall Street" column.

A buyout group and two former airline executives are preparing to make a cash bid of \$7.5 billion for Delta, the magazine said, citing unidentified "industry insiders." The buyout group has been talking with a couple of banks to secure financing for the transaction, the magazine said.

"It's a speculative story and we really can't comment on rumors," said Delta spokesman Russ Williams. The company's shares, which fell 50 cents to \$45.25 today, have fallen 14 percent over the past year.

Delta and other major airlines engaged in acquisition discussions following a May 24 announcement from UAL Corp., parent to United Airlines, that it agreed to buy US Airways Group Inc. for \$11.6 billion. Subsequently, Delta Chief Executive Leo Mullin said his airline has studied the possibility of buying Continental Airlines Inc., which it also pursued three years ago.

Meanwhile, some airline executives, including those at Continental, have suggested airline stocks are so cheap it might be the right time for taking an airline private. Most of the stocks in the group are trading at less than 8 times earnings.

UAL agreed to pay \$60 a share for US Airways, or more than twice the value of the shares on the day before the acquisition proposal was announced. US Airways shares closed at 31.38 today because of investor concerns about securing government approvals for the proposed merger. Based on earnings and assets, Delta shares could rise to \$83 in a year, *Business Week* said, citing Deutsche Banc Alex. Brown analyst Susan Donofrio. Atlanta-based Delta has a price-earnings ratio of 5.3, based on an estimated \$8 a share in

earnings in the year ending June 30, 2001, the magazine said.

Mullin told analysts last week at a breakfast meeting that Delta "is ready to be aggressive with its own merger proposals, should this prove necessary," according to a report from Donofrio. Leveraged buyouts in the airline industry have been very difficult in the past and only one at Northwest Airlines Corp. was successful because that company, unlike other airlines, had very little debt, said CIBC Oppenheimer analyst Julius Maldutis. It would be difficult to raise funds for an airline transaction of that size, he said.

HAROLD DERRICK, ORD,JFK '69-'97 harold-derrick@earthlink.net

Third year of retirement has come and gone... much too swiftly. Why anyone would want to work past age 60 is beyond me. Patty and I stay busy and are in good health. We did not make it to Ireland as planned this spring due to some foot surgery for Pat, but she is on the road to recovery. We haven't made any trips by air and probably just as well with the horror stories we have been hearing. Now that the summer storms are gone and the pilots have a contract, hopefully things will improve.

We spent most of the summer at our house on the Outer Banks of NC. Short trips back to CT to cut the grass and check on the pool. Going to have to do something about that next year. Seems like we are spending more and more time there; but still like the seasons here in New England.

Enjoy the newsletter every month. Thanks to all for their hard work.

'Till next year **Harold**

DON DILL

captndon@allover.com

Dear Jock, Cleve, and All: It's been two years now since retirement. No flying at all, except for about an hour in my uncle's plane.

For years I've been told by other retirees that they were always busy, and now I see what they meant. I don't seem to get much done, but I'm always busy. There is always something that needs fixing or Sandy wants something made for the house or the yard. All of the kids seem to have a list of things they *need* very soon. Of course I have lots of my own projects in the works.

I have been active in the local ELKS Lodge this last year. There's the Adopt-A-Highway cleanup every month or two, Rib Night, where we cook and serve a great Baby Back Rib dinner to 200 - 300 people once a month, dinners for the veterans at several VA Hospitals, and several other activities. Lots of fun and lots of work.

Of course I don't neglect the fishing. My dad or grandson are always wanting to get out on the water.

Sandy and I are going to my Army flight school class reunion in November. WOFWAC-63-1 will be on a Bahamas cruise for four days. Should be fun.

A check for this years' postage is on its way.

Don Dill

BOB & CAROL DORSEY --2216 Chatelain Way, Mt. Pleasant, SC 29464

Can hardly believe it's been a year since my last inbound 777 flight from London with the big fire department wash down salute. There were "best wishes" from all controllers out of London, Shannon, Gander, New York, and Dulles. A few weeks later we made the move from Virginia to South Carolina, just across the river from Charleston, and are camping out in an apartment while house construction is proceeding at a slow pace. First time at house building and don't think I want to do it again. There are a kazillion choices for everything out there. I guess the budget is the only limiting factor in what you can have.

This retirement thing is great. Would be great to strap on the 777 once a month for a three day, but it sure is nice not having to cut short a vacation or a fun-trip to visit family and friends just because the crew desk is expecting me to show up on Tuesday.

Travel on Atlantic Coast out of CHS has been good so far with the RJs, and all the Mainline flights have been terrific. Guess we will have additional choices if the USAir purchase proceeds. Sure enjoy the *RUPANEWS* and y'all stop in for a visit after the first of the year, when we hope to move into the new house. Charleston WX is fabulous. **Bob**



DENNY ERICKSON—1059 LaPaloma Blvd N, Ft. Myers, FL 33903

Hi Cleve, Enclosed are postage dues. I can't believe it has been five years since I have taken early retirement from the Los Angeles Flight Office. I don't really miss the office work but I do miss the Flight Office Staff and all Pilots I used to work with. We manage to keep busy playing lots of tennis and a little golf, also do quit a bit of traveling during the summer. Made it up to Halifax, Nova Scotia this year for the first time, beautiful country. I enjoy the *RUPANEWS*. Thanks for all your effort. Best regards. **Denny**

KEN EVERSON - 314 Narcissus, Corona Del Mar, CA 92625 - 52/81 -keverson@juno.com

Dear Jock: This is not my birth month but felt inspired to drop a note anyway. I won't feel bad if you don't have room for my ramblings in the *RUPANEWS*.

While going through some old issues of the RUPA Newsletter I noticed a few entries by a couple of members on which I don't recall seeing follow-up comments. Thought I would put in my two cents worth.

In *RUPANEWS* #481, Page 26, Bob Odgers asked about the *Mainliner O'Conner*. The aircraft was N73105, the fifth CV-340 delivered to United. It was being used by DENTK for training and was pretty well bent in a hard landing accident at DEN. The airplane was rebuilt but never returned to line flying. It was named *Mainliner O'Conner* after stewardess Mary O'Conner, replacing a DC-3 used by Mr. Pat Paterson for his personal transportation. Mary consistently served as stewardess whenever Mr. Paterson used either of these aircraft. I flew copilot on the aircraft a number of times with Mary serving in the cabin. United eventually sold the airplane, and it was owned and flown by the TV personality, Arthur Godfrey. In fact I believe it was in N73105 that he buzzed the Teterboro tower, resulting in an FAA certificate action for Mr. Godfrey.

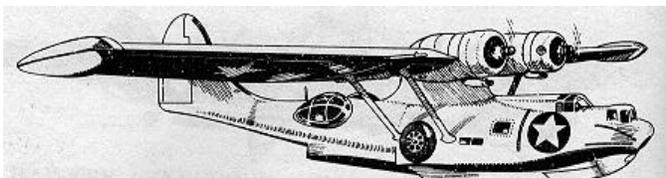
Bob also mentioned the Dexter, Iowa CV-340 accident. The flight crew was Captain Earl Anderson and First Officer Tom Boyle. They did some outstanding aviating by getting this sick bird on the ground in one piece. This aircraft was rebuilt also and was returned to line service.

Earl and Tom really earned the bonus paid them and it should have been accompanied by DFC's for each of them!

In the February, 2000 issue, Page 25, Phil Bierschenk mentioned the PBY "Catalina" flying like a DC-8 without hydraulics. I flew the PBY-3's (flying boats with no landing gear) during my advanced navy flight training at Corpus Christi in 1942. I have vivid memories of shooting night landings on Corpus Christi Bay. This was pretty darn spooky. The sky and water were the same color, pitch black! These were strictly instrument landings. After maneuvering the aircraft into position downwind from the black hole in which we were to land, the procedure was to set up a final approach at 200 feet per minute rate of descent, keep the aircraft straight, wings level and just wait to hit the water. During daytime landings we were instructed to land from a full stall, resulting in much crashing, banging and water flying about. The night landings were so smooth the that we could not feel the airplane touching down, the only clue we were down being the sound of water rushing by under the hull and the rate of descent indicator going to zero. It was all pretty impressive.

After being commissioned in the Marine Corps, I never had occasion to fly the "Catalina" again but the flying boat training served me well a couple years later while serving as a test pilot at NATC, Patuxent River. While at Patuxent I flew the Martin PBM, Curtiss SC-1 and Grumman S2F-6 aircraft, due to the lack of anyone else with seaplane experience.. This was fun and interesting flying. Best regards to all in RUPA land, **Ken**

Thanks for the historical notes, Ken. Your mention of the Consolidated PBY. Sent me to The Complete Encyclopedia of World Aircraft which informs me that, at least in British and Canadian terminology, the non-amphibian version was called the Catalina, and the amphibious one the Canso, though there seem to have been exceptions At least that's what I got from the entry. Ed.



HENRY G. FISCHER 2661 N.W. 4th Ave Pompano Beach, FL 33064

Birthday time again, October 2, (the big 80). Sally and I have had a good summer in the mountains of North Carolina. In July we took a trip to Missouri for a family reunion, then on to Portland Oregon for Sally's grandson's wedding. In September we embarked on a driving trip to the Capital reunion picnic at which we saw a lot of old friends, then on to New Jersey and Conn. to visit Sally's relatives, and then to Cape Cod for a few days.

.On our return trip we stopped at Hershey, Pa. And toured the candy factory, and then back to our beautiful mountains.

We will be returning to Florida on October 20th for the winter months.

Check enclosed for whatever.

Sincerely, **Hank**

ED FULLERTON—4457 Cycad Ln. Boynton Beach, FL 33436 Judyedf@aol.com

Hi Jock, The crew desk called at 4:30 am with a trip for me the other night. I had to tell them my revisions were 7 years out of date so I wasn't legal. Then I woke up! Reminded me of the dreams I had when I showed up for work with the wrong color shoes on or no flight bag or at the wrong airport. These dreams are gone but I understand many of us have had them.

Retirement has been a wonderful adventure for Judy and me. The kids are doing great. We look forward to two weddings next year and more grandchildren, hopefully. We have two so far with one more on the way.

We split our time between Florida and Maine where we recently purchased a summer place. We travel a great deal. I keep looking around the airports for the great guys I knew and flew with, but seldom see a familiar face. I do see a lot of twenty-eight year old Captains and eighteen year old Copilots. Must be this new -fangled glass cockpit era.

The past year we were on the first ship through the Panama Canal for the millennium as well as two other cruises. I don't know what they put in their food but it makes my mid section swell up! Also we visited France, England, Italy and Spain..

For the coming year I am hoping for straighter

golf shots, bigger fish, and longer overseas trips. My profound thanks to all who make the *RUPA NEWS* a highlight of the month.

My best regards to all. Ed

DAVE HANST Huntington Beach, CA September 30, 2000

Jock: 22 years since retiring, with only one medical problem the past year. While visiting my brother Jim in Pittsburgh in May I had a mild heart attack, ended up in University of Pittsburgh Medical Center for a five way by-pass operation. I am feeling fine now. I was feeling fine then, no indication of any problem, but had some plugged arteries and didn't know it. Am in a cardiac rehab program at a local hospital, treadmill and bicycle twice a week.

The only other activity of note, last December Marian and I went on an eleven- day cruise to the Mexican Riviera on Royal Caribbean Line. The stops were about the same as those on the RUPA cruise coming up.

Son Dave flying the 777 for American on the LAX-London nonstop, two five-day trips a month, the kind of schedule I could only dream about when I was flying.

Am sending postage check to Cleve.

Dave Hanst

WALTER HAUGHT 255 Castro St, San Francisco, Ca 94114

The past year has been uneventful. I'm completely recovered from the open-heart surgery I had last year. Still have a bit of dizziness when I walk, but there seems to be no cure for it, nor does anyone I've consulted seem to know what causes it. I think part of the problem is that dizziness is a symptom of many things and it's just plain difficult to pin it down.

Went to France with my companion and we toured the countryside for about five weeks. I must say I like that part of France far more than Paris. The people are a lot more aware of other people is the best way I can explain that. We rode first class both ways on a 777 and that is really a luxury way to travel.

I also spend about 6 months a year in Vancouver, BC. Bought a place there about 5 years ago. I enjoy just walking in the West end and stopping for coffee now and then. It's a great town for people

watching. Also go to Whistler to ski. The dizziness doesn't seem to affect me as much on skis as it does when I walk.

Life has been good.

Walter

JIM & VERA HUFF YVR, Wa. 5-1 thru 11-1, "jlhuffmt@cs.com"/ MKK, Hi. 11-1 thru 5-1 "capret89 @aloha.net

Eleven years of being "unemployed" now, and thankfully both healthy enough to still enjoy it!! Grand time had at the annual RUPA picnic in Palo Alto this year, and will look forward to being there again in 01!! Thanks as always to the many volunteer "stuffer's and folder's" really look forward to the Newsletter each month.

Regards to all, **Jim & Vera**

MILT JENSEN, miltj@bigfoot.com

Us old guys have a saying that is universal, "time sure does fly". It sure does. I can't believe I have been retired for nearly ten years and I still walk talk and breath. My senility has taken its toll. I paid my RUPA one-time dues , at least that is what my wife said, but I keep forgetting the money for postage etc. Now this week I attended one of those head honcho meetings of the board in SFO and it jogged my memory. I owe for postage. So I just mailed Cleve a check and memory is free to fail again for a year or two.

Ina and I have full lives, with 7 kids, 20 grandkids and one great grandson. I fiddle with computers and am the mayor of Beach Park, Illinois and spend some time on RUPA stuff. Us Ruparians have a good group (groups) here in Chicago. We originally had one luncheon at Itasca Country Club on a quarterly basis now another group meets in tandem at McHenry, and both bunches are full up. Several of us here have been trying to act as a go-between and help RUPA folks with problems they may have with benefits or company policy and the fellows working on it have done well. Now we have instituted a forum on the web so you can join in there and exchange your ideas, discuss your problems or seek answers online all the time. Give it a try at klik.to/rupa the password is flatspin. I dare not use more than my allotted space here or Jock will make it look like a Vmail from WW2.

Milt Jensen

I wouldn't do that to one who does his part and more for RUPA. Thanks, Milt. Ed

GEORGE F. KANE 19101 SE Sea Turtle Ct.
B 101, Tequesta, FL 33469

Dear Cleve, Thanks to all for the effort that goes into *RUPANEWS* and the web site. Just returned from our annual sojourn to Stowe, VT to escape the Florida heat for a couple of months. We'll be off to Australia/New Zealand for 18 days of golf and sightseeing next week and then hopefully spend the winter in sunny Florida. Capt Al Swanson has moved in next door so that he could be closer to my golf bankroll. The nicest part of Florida living is that as you go "brain dead" no one notices! Best to all. **George**

KIRK G. KAYNOR 17107 N.E. 152nd St.,
Woodinville, WA 98072

Dear Cleve, Thanks for all the hard work. Always enjoy the *RUPANEWS*. We continue to enjoy retirement ...moving toward six years now. Still doing a fair amount of traveling but standby is a pretty harrowing experience these days.

Would like to share a unique experience my wife, Sunny, and I had recently. Our son, who is Captain in charge of A319 training for Northwest Airlines invited us to be with him on a delivery flight from Hamburg, Germany to Orlando, Florida with fuel stops at Prestwick, Scotland and Goose Bay, Labrador. It is a pleasant way to return from Europe, with only nine people on board including the three pilots, and positive space. A taxi picked us up at the hotel door and dropped us off at the stairs to the airplane. I had always wanted to see Goose Bay, as I was almost sent there in Air Force days. Glad it didn't happen. Met a young fellow on the runway there who had just landed after ferrying a single engine Cherokee across the Atlantic for a private sale. Had a touch of engine trouble but didn't seem too concerned. Oh, to be young again. We had a great time with our son before the flight and I hope he invites us again. The "glass cockpit" is certainly a change from my flying days. **Kirk**

MICHAEL J. KENDEL 5809 Flambeau
Road, Rancho Palos Verdes, CA 90275-2154
mjkendel@sprintmail.com

Dear Jock: With a great deal of interest, I read the article in the latest *RUPANEWS* taken from *Consumer Reports* about prostate cancer. The article was well written and pretty much up to date and I

think that it was a wise choice to include it in the newsletter, since this is a medical problem that is quite common among our membership due to our age.

There are two treatment options that were *not* written about in the article which, I believe, all prostate cancer patients should be aware of before making any treatment choices.

First: there is another very modern FDA-approved external beam radiation treatment that is available *only* at the Loma Linda University Medical Center at this time. This radiation method involves the use of proton particle beams to very precisely target the malignant tumor with a sufficiently high dose of radiation to effectively destroy the tumor without causing unnecessary radiation exposure to healthy surrounding tissues. For many patients, the cure results are at least as good as surgery and that is achieved without those common unpleasant side effects from surgery or other types of radiation treatment. To get a packet of information about this treatment, Loma Linda can be called at 1-800-776-8667 and it will be mailed right away.

Second: Prostate cancer patients should also be informed that there are plenty of clinical trials around the country that they might participate in. At this time there is at least one Phase 3 Clinical Trial in many locations around the country for a vaccine that may prove to cure prostate cancer, even if it has spread beyond the prostate into other parts of the body. This vaccine is being developed by Dendreon Corporation of Seattle. And there are other vaccines and medicines to treat prostate cancer currently being developed and tested by other companies in the U.S. and abroad. Much of that type of information can be found in the Internet, and patients may ask their doctors about such clinical trials, especially when other standard medical treatments have not proven to be effective.

Thanks again for including that article in the *RUPANEWS*. Keep up the very good work.

Mike

RUPANEWS is happy to help in the spread of information about prostate cancer developments and to act as a clearing house for our members.
Ed.

SAVE MONEY ON MOVING COSTS ??

By Michael J. Kendel

The June 2000 issue of *RUPANEWS* included information about retired pilots being eligible for saving money on moving costs if the move is arranged through *Allied Van Lines* who have a contract with UAL. I will not make a judgment about how good a deal that may turn out to be for others, but I thought that I would describe my own experience in dealing with that agent and company in Illinois.

I had some things in a self-storage unit in LAS that I needed to move to an apartment in SBA. When I called agent Kim (Kim Stevens at *Hassett Storage and Moving Corp.* in Elmhurst, IL.), she seemed a bit surprised that I was proposing such a move and that I was going to pay for the move myself rather than have it paid by UAL. I explained to her that I was a retiree and, after checking on my eligibility, she told me that they would grant me a 62% discount. However, she told me that a local Allied agent in LAS would first have to meet with me in person to view the things that were to be moved. After that she would give me an estimate of the cost.

I made a special trip to LAS and met the agent and, after about a 5 second inspection in the storage unit contents, he wrote a "Guaranteed Price Pledge" of \$1,750.00 for the move. I sent that document to Kim Stevens. She called me later and told me that the estimate she computed was \$915.00 (about a 48% reduction from the local LAS agent's price.) In the meantime, I contacted several other moving companies in LAS and received other bids ranging from about \$800.00 to \$950.00 *without any special reductions*. So, it seemed to me that the Allied bid, through Hassett, was really not much of a discount when compared to other "market" bids. In other words, for me to go through the Hassett agent with a "UAL airline discount", was not going to be such a *big deal* after all.

Because of a critical timing problem that the none of the movers could satisfy, I went back to LAS, rented a U-Haul van, had a professional moving company employee load the van, and I drove it to SBA myself where help was available for unloading and carrying the stuff into the apartment. The total cost was about \$300.00 including tax, fuel,

and labor (plus my own time and trouble for a couple of days.)

My only advise to my fellow RUPA members who are contemplating a move is to check around and get more than one bid, even if dealing with the Allied agent at *Hassett Storage and Moving Corp.* in Illinois.

Mike

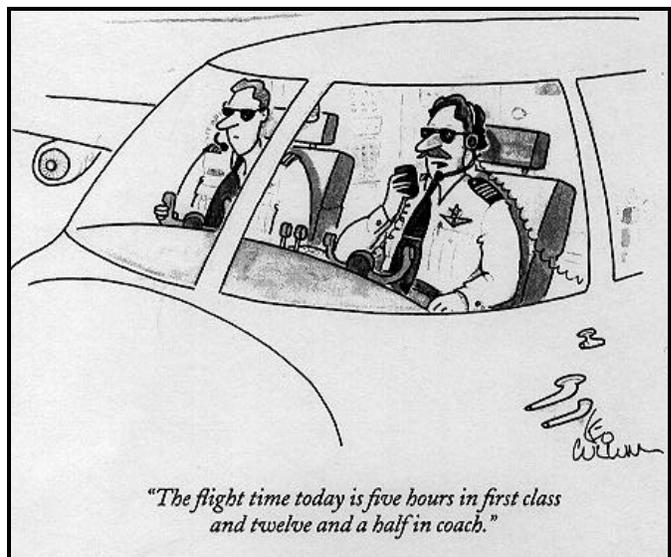
BILL KNIGHT, 7777 Beltane Dr., San Jose, CA 95135; OAK, SEA, EWR/LGA/JFK, SFO; bknight741@aol.com, '39-'77.

Hi, Jock. It's that time again. Sent check to Cleve. I like your alphabetical inserts of the letters. You do a great job! Our travels since last letter consisted of a car trip to Yosemite on our 59th wedding anniversary in May, a trip to Tampa (during the "slow-down" in July--one delay and one re-routing) to see my brother, who is recuperating from a colon operation. We drove down the west coast of Florida to see cousins in Clearwater, Sarasota and Englewood. And spent time with UAL friends in Naples. (Sorry to miss the RUPA Clearwater luncheon.)

We used Delta from Miami through Orlando to MacArthur Field on Long Island to see our twin grandsons in Locust Valley NY, before they left for their second year in Princeton. Returned JFK-SFO on an early-morning non-stop, First Class! Treated royally! Maybe a cruise for our 60th.

For now, 'til next time,

Regards, **Bill**



Editor's note: The following piece was originally printed in the UAL ALPA Boyle's forum as part of an ongoing discussion on the subject. I thought that it might be of interest to Ruparians.

Cause for Concern?

Majority holdings in United

AXA Financial, Inc. 11,825,740 \$453,812,772

Primecap Management Company 3,849,420
\$147,721,492

Maverick Capital Ltd. 2,502,000 \$96,014,250

Capital International Limited 1,585,869
\$60,857,723

TIAA Cref Investment Management, LLC
928,702 \$35,638,939

Franklin Resources, Inc 900,000 \$34,537,500

Barclays Bank Plc 768,596 \$29,494,872

Westpeak Investment Advisors, L.P. 723,900
\$27,779,662

Capital International, S.A. 714,321 \$27,412,068

Russell (Frank) Company Inc 705,45 \$27,071,682

A quick and dirty calculation would indicate that about 48% of UAL is controlled by 10 large entities. The ESOP controls about 50% and decreasing, leaving only about 2% of the stock in public float.

This list illustrates that UAL is typically owned by large institutional investors and is highly vulnerable to both huge market swings due to the mood of one or a few fund managers, and to the manipulations of corporate raiders such as the Coniston Partnership who fired Ferris. I know a number of us feel that was a good thing, but don't forget Lorenzo was in a similar line of work and I doubt many of us agree that was a good thing.

A recent example of the large block phenomenon was about the end of 1997 or early 1998 (don't have time to look up the details just now but you can find them in the SEC Edgar database) just after Jerry Greenwald and a number of other senior managers sold large blocks of their stock appreciation rights in the mid \$90 range. Janus fund began to liquidate their approximately 8 to 10% position in UAL and the stock price began its now 50% plus "correction".

Why should we *all* care? The junior troops need to worry about their career first. The retired, and about to retire need to worry about their future retirement benefits.

The comment about the junior pilot should be

pretty much self-evident, so why the retired or nearly retired? Once a pilot retires he is stuck with the benefit plan of the contract he she or it retired under, and there is, for all intents and purposes, nothing the retiree can do about it except sue the company in civil court, the retiree cannot vote for ALPA leadership, cannot vote on T/A's, cannot file grievances etc. I won't berate you here with the travesty of what the EFLOP [sic] did to the pilots who retired under the EFLOP retirement plan, but it should be noted they will pay for the boondoggle the rest of their lives, talk about a permanent pay cut!!

Example: I am due to retire in about 22 months without the USAir debacle, and maybe 6 months or so with the debacle. I calculate that about 70% to 75% of my A fund benefit will be little more than an IOU from UAL Corp. About 20% to 25% is insured by a US government backed corporation, the Pension Benefit Guarantee Corporation. Yes, I also know the A plan is fully funded right now, but I also know that virtually every US corporation that has failed has done so with an essentially bankrupt fixed benefit plan due to waivers of funding standards by the US government. Examples in our industry: Pan Am, Braniff. An aside, Braniff went belly up shortly after granting huge fixed benefit increases to its union workers; they were empty promises they probably knew they would never have to keep. Makes me just a bit concerned about our new and improved A plan benefits, did they just Master Charge them? Ain't worried about the next few years, but the pilots who plan to beat the actuarial tables had better think about it.

The IRS actuarial table used to calculate distributions from retirement plans say I should live another 19.6 years, some of my fellow retirees will probably beat those odds by double or more. I could go on and on, but I hope you get the picture. We're all in this together and all our futures depend on the survival of "The Golden Goose". It should be obvious to even the dimmest among us that history has taught us we cannot trust management to the care and feeding of the Goose because they get their reward when they start working here, we get ours when we leave here. They are only temporary help, we work here forever! I have worked for 7 or so CEO's in my tenure here

at UAL, that works out to an average of five years each, like I said temporary employees.

Hank Kyser

CEOs Then and Now

Ray Lahr

Here is an interesting historical footnote. According to Clive Irving in his book, *Wide Body - The Triumph of the 747* William Morrow and Company, Inc., the B-720 that some of us flew was really a B-707 with a number change because William Patterson was superstitious about the number 707.

"Even when 707 sales surged on beyond the three hundred mark, the break-even line kept slipping away like a mirage. But taking the long view rather than one shaped by quarterly earnings, all the chopping and tailoring and tuning did buy Boeing world supremacy. Qantas, for example, went on to buy twenty-one later-model 707s. And Boeing was able to relish the day when Pat Patterson of United finally capitulated to reason and bought twenty-nine 707s, though his peculiar superstition was respected - Boeing renumbered these aircraft the 720."

But I think Pat was loved and respected by most of us. Not so well loved and respected was a later president, Stephen Wolf. Here is a note about his latest caper reported in today's Wall Street Journal..

US Airways Shareholders Expected to Approve UAL's \$60-a-share Offer -Thursday, October 12, 2000

NEW YORK -(Dow Jones)- US Airways Group Inc. shareholders are expected to vote in favor of UAL Corp.'s \$60-a-share cash offer for their stock, a plan approved by both companies' boards in late May, Thursday's Wall Street Journal reported.

Investors are expected to approve the deal, which entails a \$4.3 billion cash payment and the assumption of \$7.3 billion of debt and lease obligations, by a wide margin because US Air's stock currently is trading at little more than half that price.

What is less certain is whether the acquisition will close. Even if it doesn't, **the expected shareholder approval today will set in motion certain financial rewards for US Airways Chairman Stephen Wolf and other top US Air execu-**

tives. *Emphasis added Ed.*

Mr. Wolf has made a career of sprucing up laggard airlines and selling them to other carriers at a substantial profit for himself and other shareholders. Now the longtime airline executive is making his fourth reach for the brass ring -- by selling his company to UAL the parent company of United Airlines.

Mr. Wolf previously ran United, Republic and Flying Tiger airlines, and arranged for the sale of all three.

The combination of UAL, the nation's largest carrier, and No. 6 US Air is sure to raise Justice Department concerns about market consolidation. Indeed, Justice already is moving against a less-sweeping industry deal: Its suit to block Northwest Airlines' purchase of a 14% stake -- and majority voting control -- in Continental Airlines is set to go to trial Oct. 24.

A new twist arose earlier this week when Continental offered to buy some US Air assets in Washington, D.C., that UAL had planned to sell to a new entity called DC Air. Continental's \$215 million bid represents a 52% premium over the \$141.2 million DC Air agreed to pay for slots and facilities at Reagan National Airport. UAL and US Air, currently the largest carriers at Washington's two airports, agreed to sell the assets to allay antitrust concerns.

Potential opposition to the deal also resides with United's 10,500 pilots. As a result, UAL has offered its pilots a package of inducements and the pilots union is examining the offer. UAL has pledged not to lay off employees of either company [for two years] if the acquisition goes forward.

Even if it doesn't, Mr. Wolf and other senior US Air executives stand to gain. According to US Air's proxy filed Sept. 20 with the Securities and Exchange Commission, payment of severance packages and supplemental pension benefits and vesting of stock options and some restricted shares depends merely on US Air shareholder approval of the UAL deal. A US Air spokesman said such change-of-control provisions -- shareholder consent rather than consummation of the deal -- "are common in corporate America."

At layout time, UAL shares closed at \$36.44 after hitting \$35.50 (a five-year low). Ed.

KEN LEDWITH kledwithsfo@yahoo.com
Hi Jock, It's that time of year again. Same car, truck, airplane and with a wonderful family I have a lot to be thankful for. Still spending summers in BKK but finding that it is near impossible to get out, as the one flight per day is always over-booked.

The *RUPANEWS* is much appreciated, and my thanks to all who make this possible. **Ken**

ART LITTLEFIELD Box 10 Wicomico Church VA 22579

Dear Jock: It's the time of year to check in with friends of RUPA.

September saw my 80th birthday come and go. My mind says 25, but my body answers with 80: Over all, life is very good at our house.

I ran across this old page of the *New York Times*. The crew pictured is a UAL crew. I believe the 1st. officer is Ralph Barksdale. I can't put a name on the Captain or Stewardess.

The engines are Pratt & Whitney's. TWA used Wrights. Nice of McDonnell Douglas to use UAL personnel and equipment in a TWA Ad.

The *RUPA NEWS* seems to get better with each issue. My compliments and thanks to the folks that put it together and to the 'folders and stuffers: Sincerely,

Art

Check to Cleve.

You sent me a full-page newspaper ad, Art. It will not reproduce properly, but I will try to get the important bit in so that it is at least recognizable. Ed.

AL MALECHA:azflyer@theriver.com

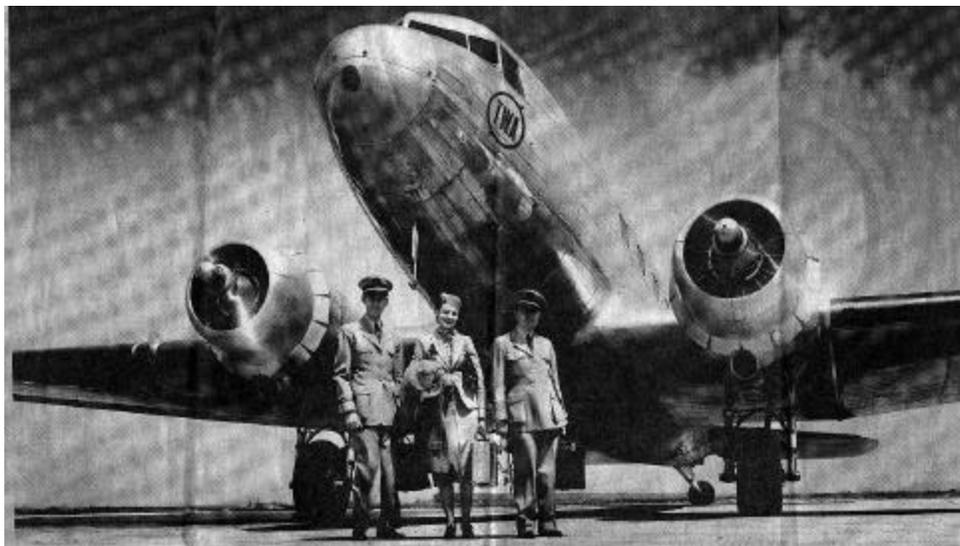
Hi Jock: Eight years retired at the end of this year. After living in Tucson for 10 years, we moved, last February, to Sierra Vista, a small city 60 miles SE of TUS. 5,000' elevation makes for much cooler temps in the summer, and we get quite a bit of rain during the monsoon season, not to mention the crowds and traffic in Tucson caused by a doubling of the population in the last 10 years. Still messing with airplanes. Completed another Stearman and sold it last spring, and finished my RV6A this year and have flown it more than 100 hours. Still fly the MATS Connie that is based in Tucson, and this makes the 7th season flying the EAA's B-17. I'm FAA designated pilot and flight engineer examiner for all four-engine reciprocating powered aircraft, so all my airplane stuff keeps me busy.

I "commute" quite a bit on the airline, going back and forth to my flying commitments, and I can tell you that I see a lot of illegal boarding done by PA's who don't like retiree's with their seniority. I recently got a coach seat and the PA boarded his girl-friend, traveling alone, on a buddy pass in first class. I happen to know them both so this isn't just a maybe, it is fact.

Keep up the good work, thanks to all that keep RUPA going. I'll send check to Cleve.

Best regards, **AL Malecha**

Al: If you (or anyone else in a similar case) have proof positive, with documentation, of your allegation of improper boarding procedure, please send it to President Bill Smith. RUPA is trying to pursue such cases as best it can. Ed.



L.D. "MAC" McCROSKEY 0205 SW Montgomery #404, Portland OR 97201 '55-'91, SFO. Jock: I just returned from a one-week geology field-trip exploring the ice-age floods of the north west. The trip leader, Dr. Waitt is a field geologist from the Vancouver WA USGS Survey office. He is writing a book on the Mt. St Helens' eruption, based on eyewitness accounts. He interviewed Joe Mathis about 10 years ago. Joe was the captain of the northbound UAL flight that went by the mountain as it blew. Dr Waitt would like to interview Joe Mathis again. Also, he would like to talk to the first officer of that flight, whoever he was. If anyone knows the whereabouts of Joe, or who and where the first officer is, would they have them contact Dr Waitt or relay information to him. His address is: Richard Waitt, USGS, 5400 Macarthur Blvd., Vancouver WA 98661 – tel 360-993-8947.

Mac

Joe Mathis is a non-member, so we have no record of him, but if anyone can help, please do so. Ed.

PAUL A. MILLER 1001 E. Lisburn Rd. Mechanicsburg, PA 17055 1946/1979
In October 1979, I retired from DC-8s and United Airlines after 33 1/2 continuous years of employment. It entitled me to a very attractive retirement pin to wear on my coat lapel. I have made very good use of the pin and am glad I took the opportunity to purchase it at the end of my career. The retirement pin represents all of the good things about United Airlines and how much I enjoyed my flying career. During these 21 years of retirement, that pin has been on my coat lapel no matter which coat I wore and no matter what event I attended. It was changed from coat to coat probably several hundred times with never a miss. Then came Sunday, September 10, 2000 and a miss. The day before, Saturday, September 9, I wore the pin on my United Airlines Historical Museum T shirt while attending an air show at the Harrisburg Capital City Airport. I am a founding member of the Historical Museum. The next morning I moved the pin to my suit coat to go to church. Apparently for the first time, I did not properly fasten the needle of the pin into the clip and it must have come loose. Unfortunately I never noticed when the pin fell off. Sunday eve-

ning a visitor noticed light reflecting off something on the floor of my doorway. It was the clip to my retirement pin. I immediately checked my coat and discovered the pin was missing. Of course I looked for it in the car, garage, driveway and the house but to no avail. I was quite disappointed.

That evening I mentally reviewed all my movements on Sunday morning. I remembered that since it was warm I had put my folded coat on the front passenger seat of the car. After driving the six miles to church, I found a parking space on the street next to the church parking lot. After getting out of the car, I put on my coat and attended church. I decided to begin my search there. Early Monday morning, before dawn, I drove to that parking space, left my headlights on and got out of the car. Walking only a few steps I saw a bright reflection, like a little beacon, and bent down to pick up my retirement pin. It proved to be a very worthwhile trip.

Every year I am asked by many people, "What is the beautiful pin?" I am always proud to tell them it is my United Airlines retirement pin. Usually this will bring more questions and, if he or she is a stranger, chances are good for a nice conversation, resulting in a new acquaintance and a new friend. Such an occurrence never wears out.

The jeweler straightened the needle on the pin and checked the diamond. Everything is okay and the clip still holds well which saves me from purchasing a new one. Also, there is nothing like the original pin for all of its meaning and history. A new pin costs \$102.45 today. My good fortune of finding the pin gives me the inspiration to donate \$102.45 to the United Airlines Retired Pilots Foundation, Inc.

Best regards, **Paul**



BILL MEYER 5011 Seashore Dr. Virginia Beach, CA 92663

Dear Jock: Better fax this to you for deadline purposes and, yes, one check in the mail.

Big event this year was the annual Bucker fly-in at Santa Paula in June. Has a huge turnout again. We probably made history, as we had five! Jungmeisters in the sky together - hopefully in a vee ! I am sure that this has never been done in the USA; the only previous times previously would, perhaps, have been in the late 1930's in Deutschland. There probably will be photos in magazines/calendars in the future.

Really liked Bob Kelly's letter in the October issue. Best to all the F & S ers. **Bill**

STU & CHRIS MITTS Honolulu, HI

Chris and I are both in school and working harder than ever (the check was on time, but the letter is late). I'm working toward a double major (Culinary Arts and Patisserie), so I can put an AS in front of my BA. Chris is working toward an MFA (Photography).

We're moving my mom into a nursing facility. I'm lucky to still have her. She is about to turn 91. Stephen Martin sure had it right, "growing old is not for sissies". I just turned 64 and can already feel that "stuff".

We spent July in Paris. We traded apartments with friends. We got to see the American Cemetery, Omaha Beach and Memorial in Normandy.

WOW! Very emotional. It had so much more impact than the scenes in Saving Private Ryan.

My youngest daughter got married last year and now I have grand daughter #3. Life is good.

Stu & Chris

ORRIN MOEN—5635 Cascade Dr, Lisle, IL 60532

Cleve, Here is my overdue postage plus a little extra. My first year of retirement went a lot faster than my last year of work. Thank God for the age 60 rule or a dummy like me would still be working. **Orrin**

DICK NEWMAN Palm Harbor FL

Jock: Re your HMO sheet and in reply to Kendall W Everson I flunked retirement. I couldn't get the ball to answer me when I hit into the water.

So I went back to selling life and health insurance and annuities as I did when I was a flight engineer, 40 years ago. I am licensed in Florida only so can only speak with authority concerning the laws here. However, much of health insurance concepts are pretty applicable nationwide.

The concern Kendall W. Everson has about the HMOs is correctly placed. We had 13 HMOs in Pasco county last year, this year we have eight and next year we will have three. The value of an HMO is to provide coverage for a person who is uninsurable and/or can't afford the prescriptions. With our prescriptions from Caremark we are adequately covered on the prescriptions front and we are nicely covered in the hospital for our major causes. But you can see even the presidential nominees are trying to give away more prescription coverage. The other alternative we have is to get a regular Medigap policy available from many different sources. Some will take you even if you are otherwise uninsurable They are expensive. There are some that require you to pass some physical questions and be free from Parkinson's, AIDS, Alzheimer's, severe diabetes etc. These are less expensive and let you go to any doctor or hospital but no prescriptions coverage. Many people each year go into bankruptcy because of long term health care costs. We are not covered (which is the greatest theft of our CDs, stocks, bonds, IRAs and assets in a revocable trust)(In Florida, Annuities can be attacked only marginally to cover LTC costs) when we have a problem that puts us into a nursing home for our last remaining years. These expenses are in the category of *custodial costs*. In Florida the custodial care costs (being bathed, getting put into and out of bed, being fed, etc.) runs about \$40,000 per year in a nursing home. And for home care it is approximately \$25,000 I guess that Calif. Is more per year. Our UAL insurance nor does Medicare or any HMO cover these custodial costs in nursing homes or home health care. There are policies available in Florida, and I understand throughout the US, that covers this need. I have one from a nationwide firm that is about

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1/3 less than any of the others even if sold by mail. And it can cover both you and wife. The price is low for a 60 year old and starts to rise quickly after age 70. The best coverage is for three years. In Florida we use \$100 per day for older people and the cost for husband and wife (both age 70) is \$1,890 per year. This is assuming that you are insurable.

I would suggest that all of you look into this as a means of protecting your estate and also getting good health care, and you can keep your spouse as a pet.

Sincerely, Dick Newman

PIERRE NEY 815 "I" Ave. Anacortes, WA
98221 (360) 299-8802

pierreney@compuserve.com

Hi Jock: Another birthday month has rolled around, what a relief. Since my philosophy regarding long range planning prohibits even buying green bananas, to see October 2000 is rewarding in itself.

Traveled to Miami Florida for a wedding with a cast of thousands and continued on to the Sun 'N Fun air show in Lakeland. Both great events although vastly different lifestyles.

Have pared some belongings due to excess maintenance requirements. Down to one leak-free American big iron motorcycle, having fulfilled my nostalgia trip with the British bike and celebrated till the cows came home when the check from the buyer of the trawler cleared. The life-long dream of a diesel powered, adventuresome vessel metamorphosed into a cesspool-like vortex of money and energy-draining ether, the likes of which I never imagined.

By the way, when I was in the Coast Guard in 1959 saw an 8 mm film, shot with a hand-held camera of the period, by a sailor on board the Pontchartrain, documenting the actual ditching of Pan Am 943. Great footage. The original film was transferred to 16 mm and was available throughout the service. I would guess it is still around. Well worth searching for if one is interested..

All in all I'd rather be here than in Philadelphia,
Pierre



JIM & JAN NOBLE, 507 Park Barrington Way,
Barrington, IL 60010

jimjannoble@compuserve.com

Retired six years - - - - where has the time gone?
To celebrate our 50th wedding anniversary, Jan and I went on a 7-continent 4-month around the world cruise from Nov. 18, 1999 to Mar. 20, 2000. We had a wonderful time and made many lasting friendships. There were 480 passengers on a 600-foot cruise ship that started and ended in Athens. We traveled west-bound and visited Antarctica, spent New Year's Eve in Buenos Aires, stopped at Easter Island, New Zealand, Australia (4 stops), Bali, Singapore, the Seychelles, Mombassa, Egypt, Israel, and through both canals, just to mention a few of the places that we visited. We took Spanish, dancing, bridge and aerobics classes, plus had many great lectures and evening entertainment. With so much to do, the time at sea went by very quickly. I had a large world map on our cabin wall and early every morning I would take a position fix with a hand-held GPS, then plotted our progress on the map. I thought that I'd be one of a few passengers to have a GPS when actually there were more than two dozen of us! We formed a GPS Club! We kept a daily diary of our trip, took 35 rolls of film and 30 hours of video tape. I'm still trying to edit the video which will be guaranteed to put one to sleep. In August we took our children and grandchildren (eleven of us in all) on an Alaskan cruise. My brother (best man at our wedding on 9-9-50) and his wife joined us on the cruise. When we boarded the new *Ocean Princess*, our cabin door was decorated with balloons, hearts, and a large golden "50". Iced champagne was in the room with a note from the Captain to make an appointment with him for our "Renewal of Vows" ceremony. This was a surprise arranged by our children. On the next formal night before dinner we went to the Captain's private boardroom with our family, where the Captain, in dress whites, performed a very touching ceremony for us. There was a baby orchid bouquet for Jan and a boutonniere for my tux. It was very emotional and we could hardly repeat the vows, but somehow we managed it!

Since we sold our C & C 41 sailboat last summer, we have been looking for a trawler in the Great

Lakes, Canada, Providence, R.I., Annapolis, South Carolina and Daytona Beach. Thank God for passes!

We have just returned from the Annapolis Power Boat Show and as yet haven't found the right boat unless it costs \$2.4 million.

Jan and I are keeping busy with tennis, working out at the health club, grandchildren and travel. We are in good health and are enjoying the good life.

Thanks to all who make the newsletter possible and Jock, to you, a special thanks for a better publication.

This is our first attempt at emailing - - hope it's okay. **Jan and Jim Noble**

It came through just fine. Ed.

HARRY & ELLEN ORLADY,

16188 Escobar Ave, Los Gatos, CA 95032.
408/356-6807 or Horlady@aol.com

Both of us have been reasonably well with no complaints that anyone would take very seriously. Harry reached 80 years but still hasn't been able to figure out a way to keep from growing old and is now essentially retired except for a fairly short consultation with ,a major foreign airline
The book *Human Factors in Multi-Crew Flight Operations*, which was written by Harry and daughter, Linda, who is an A-320 captain out of Dulles for United and living in Annapolis , has gotten good reviews and seems about ready to really takeoff, At the moment it is being translated into Japanese by Akira Ishibashi. A just-retired All Nippon Airways Captain. He has taken on a big job.

Big events for Ellen during the past year, as a part of her two-year term as President of the Valley Heritage Questers, were her attendance at the California Questers State Convention at Jackson , California and her attendance at the International Questers Convention in Colorado Springs. Qu-ster activities, plus her continuing work with the San Jose Symphony Auxiliary makes it seem reasonably sure that we will have a fair number of TV dinners during the next Year.

We have not done much traveling during the past year because of our busy schedules and because of all the turmoil that has been a part of the industry and particularly of our airline. I still remember when United was an international airline because

we flew from Seattle to Vancouver. Hopefully, 2001 will be better for space-available pass users than was 2000.

Members of our family are well scattered around the country and we miss seeing them as much as we'd like

I have been concerned about the bad reputation, and apparent unsatisfactory performance, in some instances, of the *Caremark Prescription Program* that we get through ALPA's contract with United. While I am fully aware that our family is a sample of one, the availability of the of the *Caremark* service means a great deal to us and the service we have achieved since the drug prescription service became available has been completely satisfactory, and in fact, very, very good.

Like so many, we really appreciate the *RU-PANEWS* and all the work continuing to be done by Jock Savage, Cleve Spring, Bill Bartel and Bill Richards. In the past that same work was done by many other aviation professionals, most of whom were fellow pilots. A great many of them are or were personal friends. Listing them all without making several completely inadvertent omissions would be a virtual impossibility, especially for one with poor records and a faulty memory; but we do owe them many, many thanks.

Harry & Ellen



RICHARD N. ORR: Wooster, OH 44691,
jndorr@sssnet.com

Greetings to all the staff and workers involved in RUPA and the *RUPANEWS*! JoAnne thinks the new format is great, and I concur. Who is JoAnne? She is my helpmate and bride of 43 years. And she hails from the cabins of U.A.L. when she was known as stewardess. This month is a double "first". It is my birth month, and I am on time for a change. And, it is also my "official" passage into being an old fart, since Father Time has delivered my 70th birthday. Actually, I prefer to call it the 31st anniversary of my 39th birthday. It sure sounds better and Jack Benny would have approved!

Wow! Just think----- there are pilots out there who don't know who he was.

The big event was observed by having all the immediate family and grandkids in attendance for the weekend. In spite of the advancing age, I am blessed with relatively good health and still enjoy a ride on the Gold Wing motorcycle and taking a few flights with a friend in his Cessna 172. It was great fun in July when I was given a ride in a 1947 Stampe biplane. The pilot took us through the whole bag of aerobatics and also gave me the controls for a few maneuvers. Loops, spins, wing-overs, inverted flight, rolls, etc.

It had been many years since I was in an aircraft capable of such fun! Sure brought back memories, and also proved that lack of practice takes away the keen edge of performance. Still---it was a great kick. My friends on the ground said I was grinning from ear-to-ear after climbing out of the plane.

Also still herding the RUPA North Coasters as the default leader of the pack. For those who don't know about the friendliest group in RUPA, get out your computer and have a look at the RUPA Web. We are there. The web master is doing a great job! And all of this at no pay.. JoAnne and I were disappointed this Fall. Our usual Western trip to Wyoming to visit our son was canceled because of the threat of smoke from the fires that were burning.

This month the U.S. Navy (finally) delivered my training records that I asked for in 1996. They cover the flights from start to commissioning. Sure brought back memories! Also, while look-

ing at the Naval Aviation Museum web (www.naval-air.org) I discovered that I have log time in two of the aircraft they have on display! This means another visit to Pensacola is in the planning stages now.

"Till next time,

Dick

I didn't know that there was an official starting date for "old fartdom", my kids have been calling me one for years. I'll have to tell them to hold off for a couple more years. Thanks for your time and effort with RUPA, Dick. I hope more area groups follow your example and go online on the RUPA.org website. Ed

INGE P. PEATE—8748 Skyland Dr, Niwot, CO 80503

Dear Cleve, I am enclosing my yearly dues, and glad I will be able to continue Russ' membership. He always looked forward to reading the RUPANEWS each month. Now, I will enjoy keeping in touch through the publication.

As you know, Russ passed away on August 26, 2000, after an extended illness. I miss him dearly. Day by day I am picking up the pieces and slowly moving forward.

I so appreciate the support from RUPA members and friends. Sincerely, **Inga**

TIMES ARE A 'CHANGIN'

Time was when military pilots made up the hiring pool for airlines. Things are different now. An Air Inc. survey of 2,000 pilots who were hired by major airlines in the 12-month period ending June 1 showed 66 % of them were trained in the civil sector and 54% in the military. The Atlanta-based firm provides career information to pilots. The survey indicates the average hiring age for pilots from the military is 33.5 years, and that their hiring age ranges from 21-52 years. The average hiring age is 37 for civilian-trained pilots, whose average hiring age range is slightly older, 25-54 years. Military-trained pilots had an average of 5,554 total flying hours at the time of hiring, and civilian pilots, 3,710. Ninety-three percent of civilian-trained pilots came to the hiring table with an ATP license and 98% with a four-year degree or higher; figures for the military pilots are 78% and 83%, respectively.

Avnet 10/1/20

THOMAS L. PLEGER 370 Fox Hunt Trail Barrington IL 60010

Dear Jock: I celebrated number 76 on the 4th of July listening to "Happy Birthday" played by granddaughters, Hanna and Heidi on violins, and grandson Gareth on the recorder.

The spring was very difficult for Frances. She lived for several weeks on the end of a 50' oxygen hose. We thought she had lung cancer. It turned out to be some kind of infection instead. The scare, however, was enough to induce her to smoke her last cigarette on June 27th. That's great for me too...I don't smoke!

This week, fellow Ruperian Jim Enright was glowing with news of his landing of a 36" northern pike. Our subdivision's 46 acre Lake Louise is stocked, and we have a catch and release plan. Now Jim is a long-time fisherman who has spent many hours fishing, and we've all seen him landing a number of, what shall I say, fish that haven't required a landing net. Of course, when he landed this whopper it was after dark with no witness to see just one last cast that paid off! Now this could be just one more fish story, but Jim did show me the actual tape measure he used to measure it with!

Best regards to all, and remember: People who have the most birthdays live the longest.

Jim & Frances Pleger

P.S. Sent stamp money to Cleve.

DOROTHY J. RATCLIFFE—2227 Cherry Ln, Northbrook, IL 60062

Dear Cleve, Only ten days late this year – not too bad. I bet you enjoy getting all this mail from people you don't know. It's fun reading about old friends and their whereabouts. I have daughters in New Hampshire, Baltimore, St. Louis and Colorado, so enjoy our wonderful privileges. Thanks for all you work to make this a great newsletter.

Sincerely, **Dorothy**

THOMAS E. REIDT—4935 Delacroix Rd, Rancho Palos Verdes, CA 90275 EWR, LAX 65-99

Dear Cleve: Enclosed is my annual check for the newsletter. Can't believe one year ago I retired. In between the honey do list and settling into retirement, Helena and I have been traveling quite a bit. We plan on staying in Palos Verdes and look forward to spending more time at our vacation

home at Lake Tahoe.

Enjoy reading the *RUPANEWS* and appreciate all your efforts. **Tom**

BRUCE L. RICHARDS—271 Whistler Rd, Highland Park, IL 60035

Dear Cleve, Lost or misplaced the membership form this Summer. Love getting the *RU-PANEWS*. Here is my membership fee and postage. Sorry it's late, but don't know when I had time to go to work. Retirement is so busy. Just got a '56 Chevy Belair to play with, plus the five grandkids. Thanks again, **Bruce**

FRED RODGERS tworodgers@earthlink.net

Hi Jock: Well, today is my birthday, so I am right on time with this letter---first time all summer that I've been on time.

Retirement is just great! I'm starting my fourth year and there are just not enough hours in the day. Our family is spread out across the country, so we spent some time visiting each of them, and returned home just in time for some of them to visit us. Added one new granddaughter, that makes a total of six grandchildren. Our son, Brian, is a pilot for United and commutes to ORD from Minneapolis. He upgraded to captain on the B-737-300 this summer and that was exciting for all of us. Since we still live in the Chicago area, he uses our house as a commuter pad and we see him quite often now that he is on reserve.

About six months after I retired, my heart began skipping a beat. Naturally, I went to my doctor. My doctor said, "I don't think there is a problem, but just in case, I'm sending you to a heart specialist." The heart specialist said, "I don't think there is a problem, but just in case,

I'm sending you to the hospital for some tests.

When the results of the tests were in I went in and the specialist said, "there is nothing wrong with your heart, it isn't skipping a beat, you just have palpitations.

Everyone has palpitations, but most people never notice it, so get out and do something--do some flight instructing--buy an airplane, but stop sitting around listening to your heart beat." When I got home, Dixie said, "What did the doctor say?" I said, "He said we have to buy an airplane." Not a bad prescription, huh? So we did, and my heart has been beating smoothly ever since.

We are planning a trip to East Africa in February, 2001. Friends we have known for many years invited us to go with them to on a three week photo safari. This will be our second trip to Kenya and Tanzania and we are looking forward to going back.

I enjoy the *RUPANEWS*, keep up the good work. Check to Cleve.

Regards, Fred

FELIPE SANCHEZ, felipsan@olypen.com
Esteemed Retirees: While commuting sometime before I retired in '95, I had the good fortune to meet Mike McGrath who served at that time as S/O on a 727. If memory serves, he had been a resident of the *Hanoi Hilton* for more than six years as a result of being shot down while flying over the North Viet Nam in a Navy fighter. I found him extremely open and willing to share his experiences with me during lapses in panel duties.

During his internment he had learned several click and tap modes of communication, absorbed a detailed history of the Civil War from another prisoner and had nobly reproduced such a fluency in Spanish from Naval Officer Alvarez that, after his liberation, Lt. Commander McGrath was able to serve as a Diplomatic Emissary in Ecuador, the natal land of my wife. We spoke briefly of torture and then the flight terminated.

I have never seen Lt. Com. McGrath since, but have obtained a book of pen and ink drawings with accompanying text in which he delineates the various aspects of the brutality to which he was exposed. Those of you who have war experience or who suffer PTSD may desire *not* to peruse this tome. For the rest you may acquire a greater respect and admiration for the resilience and hardness of mind demonstrated by the Author. *Prisoner of War* by John M. McGrath can be obtained from The Naval Institute Press, 118 Maryland Ave., Annapolis, Maryland, 21402-5035 or you may call 800-233-USNI. A catalog of Press books is also available.

I found myself inspired to share this data with you, for during 1999 the magazine, "Air Line Pilot," presented a photo and announcement of Commander McGrath's retirement from UAL. The text also mentioned a film with which he had been involved: *Return With Honor*. Surprisingly, while idling through a PBS catalogue of videos I

discovered that the one-and-three- quarter hour documentary will be available on or after November 13. The production also involves Tom Hanks. I am not apprised in what capacity either Hanks or McGrath is involved, but if you are interested in obtaining the film you may call PBS at 800-645-4727. In addition to the name you may find the identifying number of utility: A4262. The price is \$20.

Please, I am 65 y.o.a and on medication. If I have erred in fact, committed a gaffe, or embedded a solecism in this text, forgive me but please so advise posthaste.

Felipe Aue-Sanchez

To avoid confusion, I take it that you are the Ronald P. Aue who shares the same e-mail. Ed

LEON SCARBROUGH, SFO, '67-'98

Check is in the mail, and a couple of items of note - I hope.

First, EPCOT. Flew to MCO with my DBSIL (that is dead-beat son-in-law—his description) to just get away, as he was going there for a golf lesson. Third lesson in about two years. Think he would figure it out by now. I had truly forgotten how bad a 32-hour layover could be, especially when you spend 10 hours running around Epcot and Magic Kingdom with a 31 year old, that is in shape. But I did manage to keep up. Bottom line is that on Fri and Sat night at Epcot, at nine PM, there is a fireworks display that is one of the best that I have ever seen. That is the recommendation. Supposedly the fireworks are to stop on the 31st of DEC. Or until GE runs out of money. Well worth the big \$ they charge to get into Epcot.

Second is the Guppy Gathering. Held September 30 in Sonoma. Slightly less turn out than last year, but the weather was warmer than last year, and, just like last year, a lot of fun. Again we had two of the three legends show up. Harley Brown did not make it this year, and although not for sure, heard that he was ill. Pat Carnohan, erstwhile known as Capt Crunch - maybe the original, maybe not, returned again from Abilene. Lee Wood came this year, three months after back surgery, and held court as he did not/could not move about the grounds freely. Rumor was that if he did not come, his wife was coming without him,

so he managed, and bravely he did. One of the 80's version of the guppy group was asking who the legends were. And when pointed out, could understand. Can you remember the people you flew with that you might consider legends? And we are not talking about the bad pilots. To me, they were the characters, the ones that you loved flying with, the ones that you remember flying with. After the party was over, one friend came up and patted me on the back for having such a good party, and I said I did not do a thing. I truly did not. Yes, it was my idea, yes, it was me that got it going, but it was Larry and Bob that helped, it was Dee and Vicky who thoughtfully put out food, and very nicely at that (so much so that Doug decided not to bring a sandwich because of the good food last year. And other spouses/flight attendants that brought food. Certainly no pilots brought food-beverages of course.) For me the joy was seeing the pilots/stews from years ago, and the smiles on their faces at seeing someone from the past. It was just great, and those of you who have missed one of these, we hope that at a future date when we have another Guppy Gathering, you will show up to see your friends from days past. And Get Well Cort, and be careful, you might become a legend. I was told that there was a DC-8 mainland-Hawaii reunion in LAS in August. Have asked my source to get a write-up about their gathering for RUPA. We'll see what shows up in the mail. Thanks for listening.
Leon

ROBERT E. SCHERMAN— 11450 E. Aster Dr, Scottsdale, AZ 85259
rschermansprint@earthlink.net
Well, another year gone by. Don't have too much to tell. We have been real busy but I don't know what we've done. Haven't done any traveling. Last UAL aircraft I was in was the 737 that took me to my niece's funeral 2 years ago. Have a motorcycle but don't ride it much. We have been pretty active in our church, helping with religious education and other doings. Rita and I are enjoying relatively good health. Life has been good to us here in Scottsdale. I miss the camaraderie I enjoyed while working for UAL, but I have to say that I don't miss the

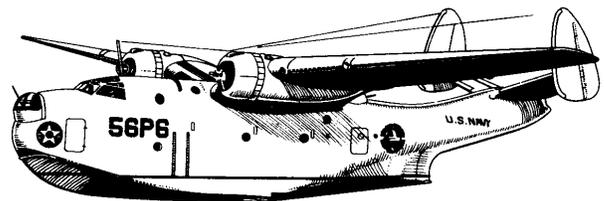
flying. The jet lag was really doing me in. We would love to hear from any of the retired pilots. We are in the phone book.
Best Regards, **Bob & Rita** LAX, SFO, DEN, CLE, PIT

ROBERT & DOROTHY SCHILD—1183 Rocky Pt. Way, Escondido, CA 92026
Dear Cleve, Enclosed find annual check for RUPANEWS. Bob is now living in an Alzheimer's care facility, as his mental capabilities deteriorated greatly.
Thanks for a great job on the newsletter.
Dorothy

RAY SHAPP rayshapp@erols.com
Jock: The item in the September RUPANEWS by H. Joe Anderson reminds me of a test I conducted with my three German Shepherds when we first got the mini meals. I offered pieces of those soy bean and sawdust concoctions to each of my dogs in turn. I can accurately report that two out of three German Shepherds tested refused to taste mini meals. I would also point out that these were the same three dogs that seemed to enjoy sampling their own excrement!
Ray Shapp

DAVID & PATRICIA SICA skip747@gte.net
Hi Jock: Hope this isn't too early, but wanted to be sure to get it done before getting caught up in the RUPA Cruise preparations! Attaching my contribution to the News, hoping it's formatted OK for your convenience.
Dave Sica

Thanks for the early contribution. The days of having to format anything for our needs stopped when we no longer had to cut-and-paste. The electronic age gives me the ability to reformat all submission to my needs. Enjoy the cruise. Ed.



MARTIN PBM-3 "MARINER" Four 1,600-h.p. Wright Cyclones. Like the "Catalina," this large Navy patrol boat was a pre-1941 design.

JOHN A. SIMMONS The Woodlands, TX
1955-1986

It hardly seems I've reached 14 years in retirement, but the calendar tells no lies. My traveling this past year included a trip to Florida for my 55th High School reunion. On the way I stopped off in Pensacola for a Mariner/Marlin Association convention and a visit to the Museum of Naval Aviation. It's a fine museum and would be enjoyed by anyone who found themselves in the Pensacola area. While in Florida I also visited a sister near Orlando and then to Georgia to visit my other sister. A couple of trips to California to visit children and grandchildren completed my travel for the year.

Was in the Bay area during the hot weather and thought I had made some mistake and only dreamed I left Texas. We had a very hot and dry summer in the Houston area and are just now enjoying some cooler and wetter weather. My thanks to all who work on the newsletter. Please remove Coco from the records, she has moved on to seek greener pastures and perhaps found them as she married a former member of my golf foursome.

John

ROBERT SMITH rlsmith e@bossig.com

The past year has indeed gone by rapidly, as well as being eventful.

In Jan., attending the Cowboy Poet Gathering in Elko was fun and a change of pace.

On May 10th our eldest son and daughter-in-law presented us with our 2nd grandchild, a boy. On May 10th our daughter was married in So. Calif. In the middle of July we closed on the sale of our Hobart, WA. homestead of 30 years. We packed up and set up camp in the "garage" we had completed at the first of the year near Electric City, WA near Grand Coulee Dam). There is a fair chance we will be in our new "down-sized" home by year end. So life has been fun.

Robert Smith SEA '66 - '99.



DONALD TOEPPEN

dtoeppen@worldnet.att.net

Hi All! Got the e-mail machine fired up again after a stay in Henry and Ruth Ebbets house in Prescott. Had quite a backlog of messages waiting on arrival. Temperatures here in the Valley of the Sun have started to moderate, but still warmer than Prescott. However, it is always good to be home.

Joan had another Glaucoma operation last week, and it looks like it is working, as the early pressure checks give a figure of 13. She still has only one point on the other eye, so that will be next. Parkinson's seems to be stabilizing, which is a good sign and does not require as much caregiving as at Prescott.

Thought you might like the following from Dave Stricker, a past President of EAA Chapter 128 here in the Valley.

"This was written by an 83 year old woman to her friend:

"I'm reading more and dusting less. I'm sitting in the yard and admiring the view without fussing about the weeds in the garden. I'm spending more time with my family and friends and less time working. Whenever possible, life should be a pattern of experiences to savor, not to endure. I'm trying to recognize these moments now and cherish them.

I'm not "saving" anything; we use our good China and crystal for every special event such as losing a pound, getting the sink unstopped, or the first Amaryllis blossom. I wear my good blazer to the market. My theory is if I look prosperous, I can shell out \$28.49 for one small bag of groceries. I'm not saving my good perfume for special parties, but wearing it for clerks in the hardware store and tellers at the bank. "Someday" and "one of these days" are losing their grip on my vocabulary. If it's worth seeing or hearing or doing, I want to see and hear and do it now. I'm not sure what others would've done had they known that they wouldn't be here for the tomorrow that we all take for granted. I think they would have called family members and a few close friends. They might have called a few former friends to apologize and mend fences for past squabbles. I like to think they would have gone out for a Chinese dinner, or for whatever their favorite food was. I'm

guessing; I'll never know.

It's those little things left undone that would make me angry if I knew my hours were limited. Angry because I hadn't written certain letters that I intended to write one of these days. Angry and sorry that I didn't tell my husband and parents often enough how much I truly love them. I'm trying very hard not to put off, hold back, or save anything that would add laughter and luster to our lives. And every morning when I open my eyes, tell myself that it is special. Every day, every minute, every breath truly is a gift from God. I don't believe in miracles. I rely on them."

Hugs, Love and Kisses, **Don & Joan**

STOKES TOMLIN—17446 Madison Ave,
Hamilton, Va 20158 cygnet@mediasoft.net
Cleve, I don't know what one year of retirement gets me, but here is the check to keep the News coming my way. Much appreciation to everyone responsible for putting it out.

I've kept busy at the local AM radio station as an announcer and in the local theatre group as an actor and producer *Taming of The Shrew* played to SRO! As a result of all of this activity, my sail boating suffered.

Great to hear from all of the wonderful people I flew with over the years.

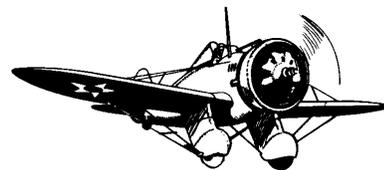
Best to all! **Stokes**

DON TRUNICK MDW-LAX 1951-1984 ,
dltesc@home.com

Sixteen months retired and other than usual age problems, health is OK for Lois and me. Only travel this year is two Elder hostels and a couple of trips to Spokane and back. Made most trips as SA.

Am in my 10th year at the *San Diego Aero/space* museum as docent. The museum has a cover over the center Pavilion, which protects the mounted aircraft, Ford Tri-motor, Mig 17, PVY, F4 and Apache helicopter. The SBD, F4F are completed and on display on the main floor. The restoration department (basement) is working on a crashed Cessna L19 Bird dog. Also starting from scratch a Boeing P26A. We believe only two originals exist (one at Chino). They are working on plans to build a replica GEE BEE R1 racer.

At Gillespie Field the museum has two hangars



BOEING P-26 550-h.p. P. & W. radial. With a top speed of 215 m.p.h. this was one of the fastest single-seat fighters of the period and long the standard U.S. pursuit plane.

full of interesting aircraft, Stinson Reliant, F4F, American Eagle, Early Waco biplane, Morane Saulnier that was used in the film BLUE MAX, P-51 which will be moved to the main museum soon. And various other aircraft, including a row of Navy and AF jet fighters on outside ramps. The Gillespie hangars are open to the public free Mon. Wed. & Fri. 1000-1600

We are looking forward to the Nov. cruise.

Don

JOHN R. WADE jrwade@mc.net

Hi Cleve and Jock: You may use this in your next Newsletter or not, as you desire and space dictates. I'd like to reply to, and ask about, a couple of articles in the September 2000 edition of the *RUPANEWS*.

There was a mention of an "illegal out of seniority boarding" that had apparently been observed along with proof to back up the assertion...Does anyone know how to ascertain that the "standby" passengers are boarded in the proper order...I'm aware that we get a DMS card, (usually without asking), with the boarding priority & seniority date imprinted on it, but I don't know if the proper procedure is followed by the CSR to put people on correctly...Without causing a last minute "scene", what can be done to ensure proper boarding?? On a recent flight from DCA-ORD, a pilot from another airline, and a UAL F/A were boarded in F/C, and myself and a retired UAL pilot with more seniority than I (mine is 1960) were "squeezed" in the dreaded middle seats. We did all arrive in ORD at the same time, though!! There was also an article on United's Intranet... My experience with that is, more often than not, it is agonizingly slow. I've called the UAL Computer Department several times and gotten a different "excuse" each time, varying from too many people trying to use it, too much Java Script??, to my slow (56k) modem, etc...Even when it is going

well, I think the UAL-LIST phone service is just as good, if not better, although neither compares for speed & information delivery as well as *CompuServe*, with the ability to look up meal service data & the list of "standby" names, if one is interested in that.. For the edification of anyone not using *CompuServe*, the 2000 version has unlimited usage for \$9.95 monthly, if accessed through an Internet Service Provider.

On a more personal note, some time ago, someone who identified himself as a retired UA Pilot, called the CHIDD office, and inquired about my health. Please bear in mind that over the years, from BWIOO to IADDD to ORDDD to CHIDD to RETDD, I have maintained an Extremely Very Low Profile. Needless to say, the person answering the phone was a newly hired Dispatcher, who not only didn't know about how I was feeling, but also didn't know who I was. I'm thankful to say that, although I experienced two non-cancerous Colon operations, I'm just a real "regular" guy again, and thanks to whoever it was who asked... Although I don't know many Pilots on a personal basis, I do remember many of the names that I see and often can put a face to them.

John R. Wade

Boarding out of seniority is a matter of great concern not only to retirees, but to active pilots, because it is a violation of their contract. There are indications that UAL/ALPA will take action to do whatever it can to stop the practise. As to ascertaining that passengers were boarded in the proper order, by seniority, I know of no means of discreetly checking. Some stations post a list of standbys near the podium so that their honesty can be checked—but I fear that is not required and will not be done by less scrupulous agents. Sometimes, of course, age disparities make it pretty obvious when the agent is playing games with our hard-earned seniority. Other than that, any suggestions out there? Ed.

DON WEBER—33203 6th Ave. SW, Federal Way, WA 98023 lawair@aol.com

Dear Cleve; Another year gone by. This makes four since turning the "magic" 60. My address label says that I'm paid till 2001 but don't think I sent you a check yet for this year. Anyhow, thanks for the free year but I don't deserve it. I'm

still working for FightSafety Boeing in Seattle as a B747-400 & B777 flight instructor. If anyone is interested in doing something in their spare time, we are hiring people part time for instruction. It's a good deal for retired folks, as you can only work up to 1000 hours a year maximum. We have lots of retired pilots and some displaced by airline upheavals. Air Canada, United, Pan Am, Eastern, American all have people working here. If anyone is interested, please drop me an Email or a phone call.

Vicki is coming up on her 34th year as a UAL flight attendant and is seriously thinking about retirement. We are still boating in the beautiful San Juan Islands in our spare time and enjoying each and every day.

Thanks again for the great newsletter and kudos to all those wonderful people who make it possible.
Don

JOSEPH A. WILDBERGER—33 Harper St., San Francisco, CA 94131

Hi Cleve: Enclosed is my annual dues/postage fees for RUPA. It doesn't seem possible that a year has already passed but I guess my mother was right; they don't go any slower as you get older. It's been a busy year. Bought a house up near Cazadero in the Russian River area, where I've been spending a few days a week all summer. It's a nice break from city life, but I wouldn't want to live up there full time. I guess I'm still a city boy at heart. Spending a few weeks in Europe in October and then cruising back across the Atlantic to San Juan should keep me busy for the rest of the year. You guys do a great job with the RUPA newsletter and I do appreciate it.

Sincerely, **Joe**

CRAIG WILLIS—214 Sleep Hollow Dr, Newport, NC 28570

Dear Cleve, You will soon receive my check for Membership Fee RUPA.

Since my retirement effective August 1, 2000, I have very much enjoyed the *RUPANEWS* and I will look forward to receiving each and every one. I am keeping very busy boating, flying my Twin Comanche, and giving check rides as a FAA Designated Pilot Examiner. My brother flies a Beech-Jet and I fill in occasionally when he or the other pilot are sick or on vacation. Sincerely, **Craig**

PAUL NORDSTROM 2342 Frances Drive,
Loveland, CO 80537

Greetings: I actually did something on time once, a long time ago, but I can't remember what it was. Not much of a thrill though, so I see no reason to mend my ways. My check is on it's way to Cleve and this epistle to you, so my conscience is clear. Retired for four years and I'm just now becoming resigned to the fact that I'll probably never fly one of those magnificent Boeing creations again. It was a great way to live my life and, incidentally, earn a living. But I still get off the ground in my Cessna 180. Actually, getting off the ground is easy. It's getting back down that's tough with that springy landing gear. For each takeoff I can log two or three landings.

Maggie and I have made a few trips this year, unfortunately two were to the D.C. area to attend funerals. But we did go to Sweden and Norway in August to visit and to attend a wedding. Great trip, great fun. Also we attended the International Barbershop convention in Kansas City in July. (that involves singing, not hair) I was not a competitor, just a spectator. And singing with my chorus and quartet has kept me busy through the year also.

Enough drivel for now. Keep up the good work.
Paul

WILLIAM "Bill" OLIVER 4303 Gull Cove,
New Smyrna Beach, Florida 32169
SFO-PIT-DCA-DEN

Dear Jock & Cleve: Enclosed is my annual check for postage. I have been retired since 1978, and it has been great. My health is also OK. Mary and I just returned from a auto trip. Our first stop was at Beaufort., S.C., a very beautiful town. The next stop was Kitty Hawk, N.C. where., as you know, flying started. From there we went to Richmond, VA to see friends and then on to Charlottesville, VA to see Jefferson's Monticello. Just down the road from Monticello is President James Monroe's home, Ash Lawn Highland, which we also visited. In 1982 I started a book called *The Inner Seven*. It is the true story of the seven fighter pilots who were "Aces" in World War II and also Jet "Aces" in the Korean conflict. I interviewed Jack Bolt in New Smyrna Beach, Florida. While there I noticed New Smyrna Beach to be a really nice, quiet, small. town, population about 18,000. I am a na-

tive of San Jose, California, but it just got too large for us. We moved to New Smyrna Beach, Florida on May 1, 1998 and have enjoyed every day of it. I do get back to San Jose on book signings at Barnes & Noble and have had many signings at Barnes & Noble in Daytona Beach and Bookland in New Smyrna Beach. If anyone is interested in the book, drop me a line. We are in our second printing.

I can still remember 8-9-46 when I hired on with United Airlines after my stint with the United States Army Air Corps in Europe. It was nice to read Chappie's letter. I hit 78 next month. I attend the N.E. Florida UAL'ers that meet at the Spruce Creek Golf Course restaurant. It is a great group, led by Lowell Johnston. Do keep *RUPANEWS* going; it is a first-class News Letter from a first-class group.

Cheers,
Bill

BILL TAYLOR, PIT-EWR- JFK-ORD
100 Vinita Lane, Loudon, TN 37774

No exotic travels in Y2K, except for a couple of short line, tourist train trips. Major events included the birth of our third grandchild, baby Luke, who, although arriving several weeks early, has subsequently put on plenty of muscle and weight; and the wedding of our older son, Chris, who married his soul mate, Christi, in an outdoor gazebo ceremony near Stafford, VA. As they moved into their new townhouse, west of Manassas, dear old dad put together a new dining table with chairs, ("some assembly required" is one of the language's most deceptive and inaccurate phrases), while dear old mom, Terry, stocked the new refrigerator with potables other than beer and Cheese Whiz.

One of *RUPANEWS'* many pleasant features is when members write accounts of how it was in "the old days". I can't offer much in this department, but one of my first United flights stands out in my fading memory bank.

I was a newly-minted second officer (flight engineer was still the preferred title), based in Pittsburgh. As my mentors reminded me frequently, "You may be United hired, Taylor, but you're being Capital trained!" I was called out to cover an evening flight, from PIT-BUF- ROC, and return. Leave at 7 PM, home by midnight. What a deal!

As we skirted the eastern end of Lake Erie on our approach into Buffalo, magnificent fireworks lit up the sky to our left. "Somebody's going to have fun tonight," observed the captain, offhandedly. The landing at Buffalo, with a short ground time, was routine. Same for the hop over to Rochester, with an equally short ground time. In those days, two mechanics met every flight and stayed with the aircraft until it was on its way again. That airplane was "their baby". Any comments by a neophyte second officer, like myself, were generally met with bemused tolerance. Of course, having been a navy jet pilot only six months before, I was still becoming acquainted with terms like BMEP and METO power. To me an R 2800 was a collection of 10,000 parts, whirling in close proximity, all trying to induce the engine to self destruct! On departing ROC, as we turned west, we faced a solid line of thunderheads and continuous lightning. It was the fast moving front we had seen earlier. Now, it lay between us and BUF. The captain told the girls (sorry: flight attendants "hostess" was not an unfamiliar term then, either) to sit down and hold on. Then he told me to go "full rich" on the mixtures, and "hang on". We had no choice but to penetrate the line at the thinnest point.

We hit the line, head on, and in an instant there was a fire hose trained on the windshield. The old DC-6B bucked and snorted, and when I could see clearly, I noticed the first officer and the captain were both on the yoke together, just trying to keep her right side up. The VSI was pegging out in both directions. There was no way I could read the engine instruments; I was happy just to see that all the needles were still pointing in the same general direction! All at once, there was a tremendous flash and a simultaneous BANG that sounded as if a shotgun had gone off alongside my head!

I regained my vision in a few seconds, and noticed that the radar screen, which had been a comforting green, was now black. "Everyone OK?" the captain asked, in what I thought was an odd, nonchalant voice. I didn't even try to find my voice. In what was probably another minute or so, although it seemed longer, our plane was tossed out of the maelstrom into a smooth, black sky, with stars shining above and the lights of the

greater Buffalo area dead ahead. "Tell 'em we lost our radar, but we see the airport" the captain commanded the first officer. And in just a few more minutes, we kissed the BUF runway. I did my usual dance with the mixture knobs as the captain reversed, and luckily, didn't lose any engines. As we taxied in, the captain told me, "Better look things over at the gate, Bill." I think I said something cool, like, "Uh, OK."

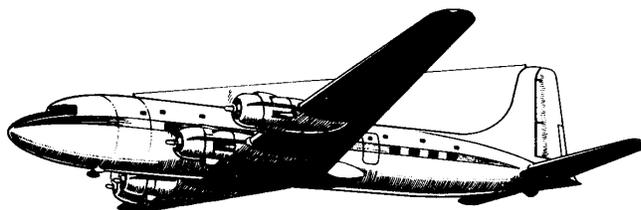
Before I could exit the cockpit, one of the station mechanics came in and said to the captain, "Cap'n, you might want to leave this one with us for the night, and take the one next door back to Pittsburgh." When I finally got outside and shone my flashlight on the plane, there was a basketball-sized hole in the radome; and the tail light assembly was just a couple of wires hanging out! As I rushed to preflight the new aircraft, the first officer passed me on the ramp, and said, "That, my friend, is the difference between a real lightning strike and just a static discharge!"

I got back into the cockpit of the new plane just in time to hear, "Start number three!" We taxied out, only a few minutes over the scheduled ground time. While still taxiing, the "A" flight attendant came up, and leaning over me with the most feminine part of her anatomy, (to her, I was just part of the radio rack), she asked, "You through foolin' around now, Cap'n? I gotta get back home by midnight. Freddy's bringing in the trip from Washington at 11:45, and he's promised to take me over to the "Skyway Lane" in Coraopolis." "No problem, darlin'", came the calm and steady reply; "Piece o' cake."

It was then I thought, "You know, Taylor, this airline job may not be too bad, after all."

Bill

Thanks for the memoir, Bill. You have a nice writing style, I hope that you're planning on doing something more with it. Ed



Airline Humor

We were on a training flight to practice touch and go landings at a particularly windy airport, but the student was having a hard time.

While on a crosswind leg, the student kept fighting for control of the plane's direction. Finally, the exasperated instructor asked, "Where's the crab, where's the crab?"

The frustrated student answered, "Sounds like he is right next to me."

A 747 captain nearing retirement, on approach to Hong Kong said to his First Officer "I'll take her in today First".

There was a nasty cross wind and the Captain, who hadn't done many manual landings lately, made a heavy job of it, and, after the third bounce and savage deceleration, said to the First Officer "Not too good eh? In a scale of ten, what would you give me for that?"

The First Officer said "I would say about 7, sir. "Seven" said the Captain, "I would have thought about 3 would have been nearer the mark".

To which the First Officer replied "With respect Sir, on the Richter Scale"

Recently my three-year-old son and I went to ride with a friend in our 182 while he practiced his landings. After seven or eight landings we decided to make a full stop and get a bite to eat at the airport diner.

Over dinner my son asked, "Why were we taking off and landing so many times?"

I replied, "John was practicing his landings."

My son then inquired, "Why was he practicing BUMPY landings?"

An airliner was suffering through a severe thunderstorm. As the passengers were being bounced around by the turbulence a young woman turned to a priest sitting next to her and with a nervous laugh asked, "Father, you're a man of God, can't you do something about this storm?" To which he replied, "Lady, I'm in sales, not management."



OBITUARIES

ERNEST A. BRESSIN

Ernest A. Bressin of Lake Monticello died Oct. 10, 2000, at Martha Jefferson Hospital.

He was born May 18, 1921, in Allegan, Mich., son of the late Louie Joseph Bressin and Elsie Bond Bressin. He also was preceded in death by his first wife, Catherine M. Bressin in 1987.

Mr. Bressin served in the Army Air Force in World War II. He retired from United Airlines after 46 years of service.

Surviving are his wife, Ruth A. Bressin; three daughters, Elaine Perachi of Burlington, Mass., Patricia Gilbert of Oak Hill, and Kathryn Rowland of Sterling; two sons, Joseph Bressin of Hartford, Conn., and Michael Bressin of Gloucester; one stepson, Gene Anderson of Montclair, N.J.; two sisters, Virtue Gerrish of Sedona, Ariz., and Bernice Minich of Deltona, Fla.; 13 grandchildren and two great-grandchildren.

Memorial services will be conducted at 2 p.m. Saturday in the Teague Chapel. Entombment will be in Monticello Memory Gardens at a later date. In lieu of flowers, the family suggests memorial contributions be made to the Lake Monticello Rescue Squad, 10 Slice Court, Palmyra, Va. 22963.

Charlottesville Daily-Progress

ERNIE BRESSIN

Ladies and Gentlemen,

I regret to inform you that Ernest A. (Ernie) Bressin died on October 10, 2000 of complications related to heart problems. His body is to be cremated. There will be no public services. No other information is available. Ernie is survived by his wife, Ruth. Cards may be sent to:

Mrs. Ruth Bressin, 4 Campbell Court, Palmyra, VA 22963-3237 804-589-2155

Ernie began his aviation career in December 1937, while still in high school, when he was hired by Pennsylvania Central. Of course, he worked for Capital and United Airlines. He was based in Washington (Dulles) until the dispatch functions were consolidated at Ohare. He retired in July 1984 as the Dispatcher Manager.

Fraternally, *Jerry Goebel, DCA Area*

JOHN HOFFMAN

"Goodbye and have a good flight!" . . . Thus concluded the services for Captain John Hoffman's last flight. Captain Hoffman passed away at the age of 84 March 6, 2000, of complications of multiple sclerosis and pneumonia. He'd been a resident of Brighton Care Center nursing home for almost 10 years.

Captain Hoffman's intense love of aviation began way back when he was just a youngster in McCook, NE. He would carry heavy cans of gasoline from town out to the airport for the barnstormers, in the hopes of getting a ride with them. In the late 30's, John enrolled in the Civil Pilot Training Program in Laramie, WY. After this training, he got a job with Ray Wilson at his flying school in Denver as a line boy. He, then, received flight instructions from Mr. Wilson and became a flight instructor.

During WW II, he moved his family to Chicasaw, OK, where he became a civilian instructor at the Cadet Training School. There he worked with and instructed many great aviators who went on to lead long and successful aviation careers. He eventually took the advice of his commander, Major Twyman, and applied for work at United Airlines in Denver, CO, where he was hired in 1942. In 1944, the family moved to Millbrae, CA, where John, through UAL, volunteered for the "MATS" program, flying cargo and hospital aircraft in the Pacific. One of his missions is of note: He was the first to land a cargo aircraft on Guadalcanal after the United States took over the island!

After the war, the Hoffman family moved back to the Denver area to remain for life. Captain Hoffman spent 33 years at UAL, beginning with the DC-3 and retiring as a Captain (based out of LAX) on the DC

10. From propellers to jets, he flew eight different airplanes for UAL.

Captain Hoffman was preceded in death by Gertrude, his wife of 46 years, who passed away in 1984. He is survived by his two children: Judy Hogan of Boulder, CO, and John S. Hoffman of Platteville, CO, as well as seven grandchildren and eight great-grandchildren. His family and friends will truly miss his sparkling blue eyes, his infectious smile, and his fun "flying stories"!

A true tribute to Captain Hoffman's distinguished

career comes from the words of E.B. Jeppsen:

"And let's get one thing straight. There's a difference between a pilot and an aviator. One is a technician, the other is an artist in the love of flight!"

Captain John Hoffman definitely was an aviator!!

Submitted by Judy Hogan, daughter 11919 Highway 93, Boulder, CO 80303

EVERETT DAWSON "DAWS" WARTENBERG

Capt. Wartenberg passed away peacefully at home early Saturday morning September 2. By his side was his loving wife of almost 53 years, Mary Len, his daughter, Judy Wills, and his son-in-law, Tom Wills.

Daws was born August 19, 1921 in La Grange, Illinois and moved to Pebble Beach in 1975. He retired from United Airlines in 1981 after a 35 year career that began with DC-3's and ended with the Hawaii run on a DC-8.

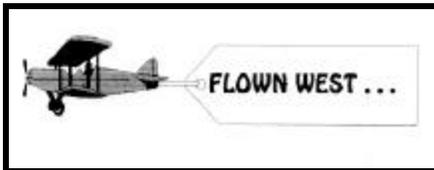
Daws' fascination with aircraft began at an early age, as evidenced by his meticulous model building of a variety of airplanes. He received his pilot's license while an engineering student at Lyons Township Junior College in La Grange. He joined the Navy on December 1, 1941, just 6 days before the bombing of Pearl Harbor. As a Lt. in the Navy he ferried military aircraft across the country. During his Navy I years he flew Hellcats, Helldivers and Corsairs. One month after leaving the Navy, Daws was hired by United Air Lines. He was honorably discharged from the Navy reserve in 1955. Those who knew him will always remember his great sense of humor.

Daws is survived by his wife, Mary Len; his brother, Gene, his children, Judy Wills, Chris, Mike, Matt, Lisa, Garza, and Mink; 8 grandchildren and one great grandchild.

The family wishes to thank the VNA of Monterey and the Hospice of Salinas for their excellent care during Daws' final days. Their gentleness and thoughtfulness is greatly appreciated. The family requests that any memorial contributions be sent to either of these fine organizations.

VNA of Monterey, P.O. Box 2480, Monterey, CA 93942

VNA & Hospice of Salinas, 957 Suite A Blanco Circle, Salinas CA 93901



J.BURL KERLEY		JAN 2000
JOHN HOFFMAN	DEN	6 MAR 2000
JOHN QUAINÉ *	ORD	
EVERETT DAWSON WARTENBERG	SFO	2 SEP 2000
ERNEST A. BRESSIN	ORDDD	10 OCT 2000
HAL ESTEY * *nonmember	SEA	16 OCT 2000



HIGH FLIGHT

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the tum-
bling 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 windswept 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.

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 2nd Mon. SW FL Outlaws – *Summer Break* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Miles Grant CC* – 561-747-2796
2nd Tue. LAS High Rollers – *Location to be advised* – 702-658-6168
2nd Thu. SE FL Gold Coast – *Resuming 12 Oct* – 561-272-1860
2nd Fri. PHX Roadrunners – *Buster's Restaurant Scottsdale*– 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet (Dec is ladies day)*- 303-279-4348
3rd Tue NE FL—*Resuming 18 Oct* - 904-760-9736
3rd Thu Dana Point — *Wind & Sea* - Contact number TBA
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283
N.B. Xmas Lunch on 14th Dec. See notices section
3rd Thu. Ohio Northcoasters – *TJ's Wooster (Always coed.)*. 330-262-5811
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242
3rd Thu. TPA Sundowners – *Countryside CC. (odd mths. Stag)* 727-785-5971

Other Events

- 17 JAN DCA Eddie O'Donnell Lunch
24 FEB Boy's Night Out - Clarion Hotel SFO
RUPA Biennial Convention, Hurrah's Hotel, Las Vegas, 24—28 Sep, 2001

Deadline: Always the second last Wednesday of the month.

Mailing AKA Folders & Stuffers: Always the first Wednesday of the month

Dec Deadline – 22 Nov

Folder's & Stuffer's – 6 Dec



PERIODICALS

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