



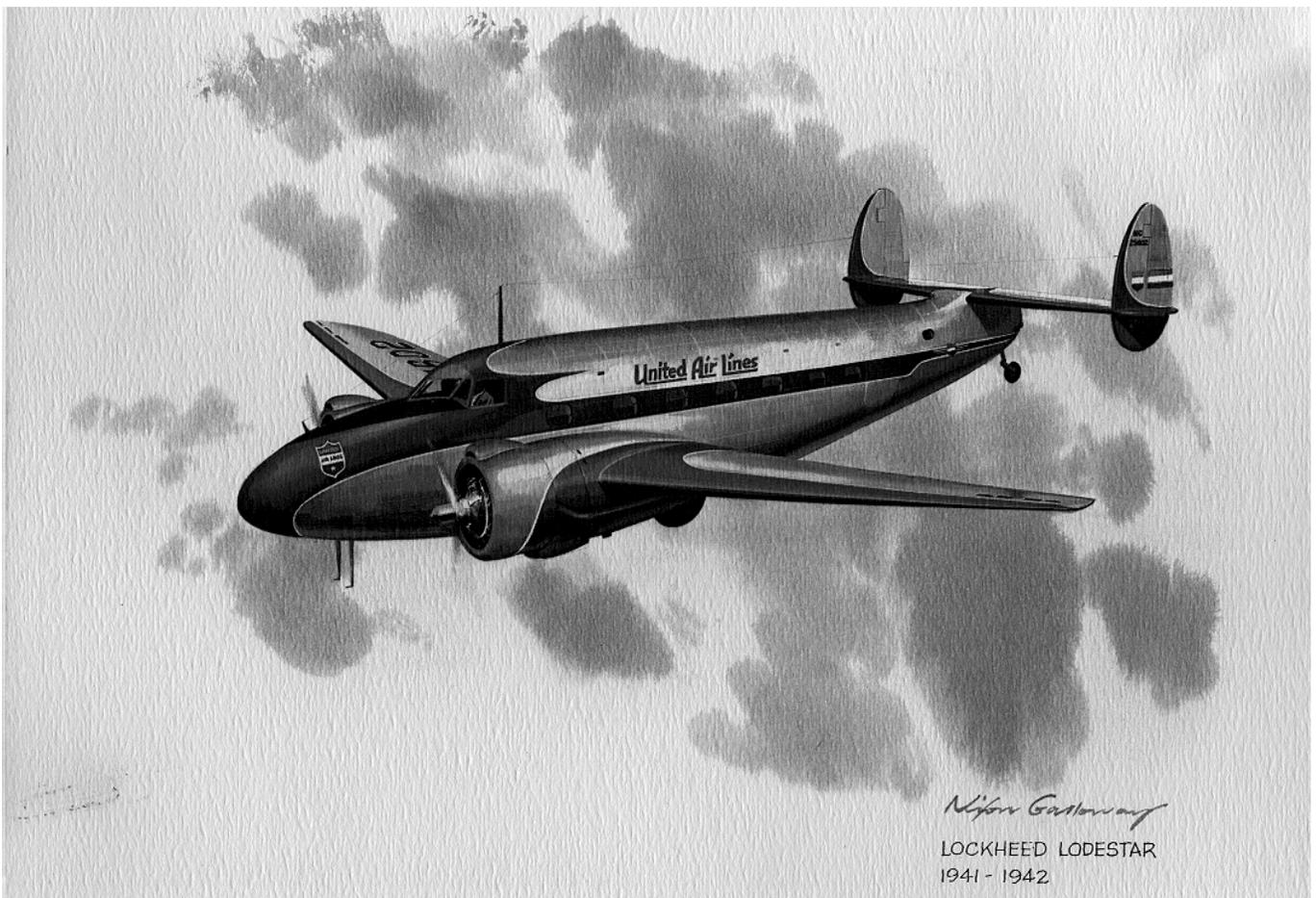
RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 2

(Journal 499)

February, 2001



LOCKHEED LODESTAR
1941 - 1942

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RUPANEWS

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Editor's Notes

The start of a new year and a new millennium is an auspicious occasion. It is a time when even jaded old guys like me feel that perhaps even I can be reinvigorated. We'll see. Certainly our *RUPANEWS* editorial staff (me) is rested after the December layoff. Of course, the time off had to be caught-up, resulting in the 60-pager you have before you. And not all had a rest, for the Directory had to be produced and mailed. So thanks to Cleve Spring who does the tedious and everlasting task of keeping our database current, to Floyd Alfson, who keeps our mailing software up to date with the assistance of Larry Wright who liaises with the Post Office, (together they produce and sort labels by zipcode) and of course our merry band of folders and stuffers (directed by Cleve) who are now so practiced in their arcane art that they can now regularly sort and bag about 3300 *RUPANEWS* in just over an hour. I note that we are now accruing more tales from the past and can but applaud such input and hope for more. Ed

**PLEASE SEND ALL
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to

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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

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Send all donations for the United Pilots Foundation to:

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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

ABOUT THE COVER The Lockheed L-18 Lodestar entered UAL service in 1940. It was an enlarged and improved Model -14, the civilian version of the Hudson. Featuring Fowler flaps and Wright R-2800 engines, it cruised at 200 m.p.h. (240 max). With a useful load of 6330 pounds and 644 gals. of fuel the Lodestar flew the shorter routes on the Mainline It carried 14 plus a crew of three. At the outbreak of WWII, UAL's Lodestar joined the rest of the fleet in U.S. Army service where they were adapted for glider towing, use as a hospital plane and troop transport. They never returned to UAL service.

Rupa Lunch Dana Point Harbor

Ted Simmons tsimmons@home.com

Wind and Sea at the Dana Point Harbor. Third Thursday at 1200

Another fine lunch and conversation . No talk of Xmas, but lots of talk of airplanes , places and people. Wx great for outside seating.

Enclosed is a picture of some of us (names below) Don't know if you can use it , but at any rate it's a great picture of a few of us "Harbor Pilots" Mark Kerce had a new camera and sent me an e-mail with this picture of our grinning

The Roster in the picture L-R Mark Kerce, Pete Hansen, Ted Simmons, Bill Rollins, shown was Joe Udovch.

David Young, a friend of the "Do-X". A 12- en-Dornier.

David lived in St Johns, Newfoundland when this flying boat landed in Conception Johns. This was in May when the Do-X was on it's

"Boat" must have made quite an impression on young David he was nine at the time. David was with the Fleet Air Arm of Canada and then went on with a Marketing career with Air Canada. David also remembers when Lindberg flew over St Johns.. He got to hear the aircraft . ..when it flew over, but it was overcast, so didn't get to see the plane.

Till next time

Ted



group.

David Youg, Tony Testa, Park Ames, Jerry Myer, Rick Hoffer, Ken Dey. Not

Tony Testa brought a pic-gined flying boat by

foundland when this flying Bay ,about 40 miles from St 1932. This must have been return to Europe. This

Early Convention News

Early news regarding the Thunderbird tour. Don Swirnow has arranged for a tour on each of two days, of the Thunderbird accommodations at Nellis. September 25/26 at 1000 hours at the base. Transportation arrangements still to be done, as well as lunch arrangements. The costs are not known yet, but will include lunch if it can be arranged, as well as bus fare.

The names of all visitors have to be provided to the USAF prior to the visit, so we will have a cutoff date still to be determined. Each tour will have a maximum number of 105 due to accommodations at the base.

This year we will require advance payment to list on the tour. This should simplify the no-show problem for the name list we provide to the USAF.

It helps to have a retired Field Grade officer do the negotiating, rather than some poor bloke like me!!!!

Unfortunately the team will NOT be in town for the tour dates

Barry Dixon , LAS Coordinator

CAREMARK PRESCRIPTION DRUGS

UAL-MEC Retirement & Insurance Committee

Caremark is a Prescription Benefit Management (PBM) company with \$3.3 billion annual revenues.

They deliver long-term medications to employees of large companies at very attractive prices, guide them towards less expensive generics, protect them from potential conflicting medications, and advise busy physicians about advances in pharmacology.

To serve a company the size of United Airlines, you need a very large drugstore. And from ALPA's point of view, you want high quality as well. Caremark is certainly large. The company fills 13 million prescriptions annually from three processing facilities. They also have a network arrangement with over

50,000 retail pharmacies for retail sales.

In the last few years the UAL-MEC R&I Committee has heard a few complaints about Caremark delivering generic drugs instead of the brand name prescribed by the employee's physician. Then we were surprised by a poor review in *Fortune Magazine's* February 2000 article "America's Most Admired Companies." In response to these issues, the MEC R&I Committee visited the Ft. Lauderdale facility, which services United employees.

We found a large, ultra-modern prescription processing factory with about 300 employees, 70 of them pharmacists. They fill an average of 14,000 prescriptions a day using an impressive level of automation. When a new prescription arrives, it is entered into the computer by a Customer Service Representative (CSR). The employee's or dependent's eligibility is validated, and the prescription reviewed. If a brand name is specified and the "Do-Not-Substitute" box is not checked, a generic equivalent will be substituted, if available. Physicians are not pharmacologists. A Caremark pharmacist looks for duplicate or conflicting prescriptions, inappropriate or missing dosages, and other conflicts with state-of-the-art pharmacology. Senior pharmacists are available to follow up directly with the employee's physician, if necessary. Once any problems are resolved, the computer prints a bar code for the order which is then placed in a "shopping basket."

The baskets run on conveyor belts around a shop floor the size of a football field. Optical scanners track the bar codes. Baskets are routed automatically, pausing where appropriate under spigots which deposit bottles and boxes of machine-counted drugs. When the conveyor delivers a basket to the end of its run, attendants carefully set its contents on a countertop, precisely turning each item for easy label reading. The original prescription is placed upside-down next to the order. A licensed pharmacist moves along the counter, at first reviewing each drug, finally turning over the prescription to confirm that what has been delivered was ordered.

Caremark uses volume, automation and aggressive use of generics to deliver drugs at attractive prices. Under the recently approved contract, pilots' co-pays are \$10 for generic drugs and \$20 for brand names for up to a 90-day supply. Caremark's relationship with over 50,000 retail drugstores provides UAL employees an outlet for non-maintenance prescriptions as well. Notably absent from this network are Walgreen's and CVS. The mail-order option offers better prices, but not immediate access or short-term medications. Several pilots have complained that the retail network does not deliver enough value to justify going out of your way to its drugstores. Caremark acknowledged that this sometimes occurs on an individual drug at a particular location, but pointed out that overall, United employees obtained average savings of 13.5% over Average Wholesale Price through the retail network in 1999.

We mentioned our concerns about the *Fortune Magazine* article. Our hosts were clearly aware of it and had a ready answer. Caremark, not unlike many US companies these days, has undergone several changes in management in recent years. Some time ago, Caremark was acquired by MedPartners, a Physician Practice Management company. MedPartners subsequently discontinued their PPM business in order to concentrate on the PBM business. They took over the Caremark name for the holding company. *Fortune Magazine* evaluated Caremark based on revenues and services of the discontinued PPM division. Caremark's PBM business was not evaluated.

In Caremark's opinion, a better evaluation was made in the 1999 survey by Prescription Benefit Management Institute Inc. which evaluates large employers' satisfaction with their PBM companies. Caremark ranked 1st in 7 of 15 categories including Account Management, Plan Implementation, MailService Pharmacy, and Utilization and Benefit Consulting Services. According to the survey, these categories correlate well with overall satisfaction with a PBM.

We were pleased with what we saw. There is a certain de-humanizing element in a huge, automated factory floor that fills 14,000 prescriptions a day. But Caremark has an impressive program to maintain quality, and statistics confirm it is succeeding. Second quarter revenues grew 35% and client retention rate was 97% year to year. Prescription accuracy for 1999 was 99.999%. 90% of prescriptions were dispensed within an average of 1.44 days from receipt. Average speed of answering the phone was 30 seconds. Less than 5% of calls were abandoned.

There are several things it is helpful to understand about Caremark:

1. Caremark will substitute generic drugs for brand names unless the employee and physician specifically state otherwise. Caremark will call the doctor's office and attempt to get this permission. It is unusual for them to speak to the physician directly. If a staff member speaks for the doctor and gives permission, the generic will be substituted. Give very specific instructions to your doctor if you won't accept substitutes.
2. The greatest value using Caremark is obtaining a 90-day supply of your prescription. A prescription costs the same co-pay (\$10 generic, \$20 brand name under the new agreement) whether it is written for 30, 60 or 90 days. Get your doctor to prescribe for 90 days if appropriate.
3. United employees are identified by file number rather than social security number, as is Caremark's usual practice. United has taken this position in response to employee sensitivity about social security number disclosure. If you use the Caremark website to order, enter your file number with leading zeros to fill all the boxes.
4. You can call Caremark at 800-213-0879 (24 hours, 7 days) or visit www.rxrequest.com to:
 - Order refills and transfer from retail to mail order
 - Receive proactive notification of prescriptions expiring or limited refills remaining
 - Utilize or change credit card number
 - Receive refill confirmation number
 - Check order status
 - Locate a nearby network pharmacy
 - Print/fax order forms or claims forms

Fraternally

UAL MEC R & I Committee

Jerry Terstiege, Chairman

Barry Wilson

Marty Torres

JOBS AVAILABLE

I have recently become involved with FlightSafety in Vero Beach Fl. Many of you know of the mission of FlightSafety and of their dedication to excellence. They have recently begun a program in cooperation with ASA (Atlantic Southeast Airlines) that takes pilots completing their Seneca training into a six-week transitional program where they get introduced to regional jet operations, using a SAAB 2000 simulator for flight training.

FlightSafety is looking for recently retired airline pilots preferably with glass and instructor experience to share their knowledge and experience in this program. If you are living in the Treasure Coast area of Florida and are interested in this part time position, feel free to contact me at 561-595-8981 or rozndoug@aol.com. Dick Skovgaard, a graduate of USAF pilot training class 59D, is Center Manager and can be reached at skovgaard@fsi050.flightsafety.com or 561-564-7600.

Roz and I are enjoying the 6th year of retirement, and she is equally happy to be relieved of her adult supervision with me out of the house instructing at FlightSafety. Thanks to all those who put this publication out for our enjoyment. Keep up the good work.

Doug Johnson



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

Flying the Line II

Jock: Another retiree and I were pondering what happened to our \$10 checks we sent last October to ALPA for *Flying the Line II* so I called Pat Rider. Her response is included, but basically they were way behind, and they are catching up, so if anyone is wondering about their book it should be on the way in the near term.

George Mathes

Hello:

When the news of the *FTL # 2* was placed in the UAL Retired Pilots newsletter, we were not prepared for the large demand, and subsequently did not have the supply of books needed. We have also had a large quantity of requests for *FTL # 2* from our active members whose addresses were incorrect in the database and we had to process them quickly. Our supply has been replenished and I am now in the process of mailing out the requests for the retired members who sent in payments. I apologize for the delay.

Thank you for your patience.

Pat Rider, ALPA National, Herndon

VAPOR TRAILS

Recently had a request from a fellow pilot. A neighbour had asked if he knew of a United Pilot who had passed away in '90 or '91. His name Clarence Schell.

He passed away just after he retired. This person was a childhood friend who knew he had passed away, but nothing else. He lived in the Bay area. Would you know how this person might find any information.

Thanks

Claude Nickell buddyclaude@voyager.net

How may I find retired UAL pilot-Jim Thomsen? Hugh Van Voorst vanvoorsthe@worldnet.att.net

George Tatalovich, the director of the Baron/Bonanza Pilot Proficiency Program (BPPP) is trying to find Capt. Dave Wickersham(sp?). George taught Capt. Wickersham's son to fly, and has lost contact with both of them.

I have searched the RUPA membership list and cannot find him. Can you help?

Best Regards, Larry B. Mason (UALRet.) lbmason@myhome.net (360)985-2776

If any members can assist with the above queries, please contact the questioners directly. Ed

Avcad/Navcad/Marcad Roster

I just got back from the Oct 2000 Reunion, in Corpus Christi, and there were 203 pilots and wives There. It was a very nostalgic time, and we all had a ball.

Visited Kingsville NAS, and CC NAS. for lunch at the O. Club. There was a touching Memorial Ceremony aboard the Carrier *Lexington*.

R.L. "Bob" Campbell. Ret '91 Navcad class 24-52

If any UAL out there would like to be listed in the roster for coming reunions; Please send Name, Class , Training Base, Wife's Name, Address, phone # and first Squadron to the following email or snail mail address. GOB8282086@cs.com or Joe O'Brien 4130 Pompano Pl., Corpus Christi, TX 78411 Ph. 361-853-3910

Retirement Medical Insurance Elections

Jock: Your letter, *Understanding your Blue-Cross, Blue Shield Billing Statement*, in the December *RUPANEWS* was helpful to me, but did raise a concern. When I retired about a year and a half ago, I was certain that I had had no paper work indicating that I was to make a medical coverage decision at that time that would be effective when I became 65 years old; that is until I read in your article that you made this choice "before retirement, as was and still is required."

I was concerned enough about this retirement decision to check the information. Both Lisa Kwilas and the UAL Retirement Center confirmed that this procedure ended sometime in 1998. Since then retirees make the choice of Comprehensive or Supplemental coverage when they are sent a packet of paper work 3 months before their 65th birthday.

Jock, I find *RUPANEWS* very valuable to me. I enjoy reading about the lives of other retirees, and I find the information about dealing with retirement issues very helpful. Thank you, and the other volunteers, for all the work you do.

Ron Berkowitz ronberkowitz@compuserve.com

Ron, thank you for bringing to light a bit of sloppy writing . "What the captain meant to say..." Actually what I meant to emphasize was the importance of making the proper election . You are quite correct that retirees can now wait until three months before their 65th birthday and now have more choice of medical insurance coverage – including the right to change back and forth once per year – in November. Ed.

STAN SMILAN Hospitalized

My father, Stan Smilan, asked that I write to you in order to give you his address in Baltimore. He currently is undergoing comprehensive treatment for cancer at Johns Hopkins University Hospital and would like the following address and telephone number posted on the website:

100 Harbor View Drive, Unit 404, Baltimore, Maryland 21230 (410) 837-5847

He wishes to thank all the good guys he flew with for all the good times and would like to correspond or talk with friends who wish to call or write.

Thank you and best regards,

Lisa Smilan

Problem with ALPA MasterCard

Just a note to ask if you have heard of anyone having a problem with Household Finance which handles the ALPA MasterCard? I had the card, and due to unfortunate circumstances I had to use the card up to almost the limit. When I received my last statement, they had "tacked" on a \$29.00 "over limit" fee which put me over the limit. My limit was \$6000.00 and my balance was \$6012.44 with the \$29.00 added on. It is plain to see that it was the "over limit" fee that put me over the top. I talked to the supervisor at Household Finance but they refused to do anything about it. I then told them to cancel my account as I refused to do business with a company that practiced such things as gouging the customers. This is not a pity call but I just thought you should know such things as this. *Larry D. Wright, Sonora.*



Guest Speaker
John L. Martin
Director, San Francisco Intl. Airport

Clarion Hotel - Burlingame, CA
Happy Hour 3 PM - Dinner At 6:15 PM
Hotel Reservations Call 1 800 223 7111
Mention you're coming for Boy's Nite Out
Mail Check (\$40) to
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Specify "Beef" or "Chicken"

What a Happy Hour!



All your friends will be there!!



**Please Join Us for a
Great Time - - -**

**MILLBURY TRAVEL SERVICE
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1 800 966 600**

SPECIAL RUPA SPRING CRUISE

From: Jerry Poulin, Millbury Travel Consultant

Cruise Line: Holland America

Ship: SS. Maasdam

7- Day Cruise

Date: May 6, 2001-May 13, 2001

Itinerary :Eastern Caribbean- Nassau, San Juan, St. Thomas, Half Moon Cay

From: Fort Lauderdale

The following prices are PER PERSON and include all port charges, and taxes.

Inside Cabins:

Category N \$ 749.

Category M \$ 769.

Categories L, K, J and I add \$20. per category.

Outside Cabins:

Category H \$ 899. A Deck and Main Deck

Category G \$ 919. Main Deck

Category FF \$ 939. A Deck _

Category F \$ 959. A Deck

Category E \$ 979. A Deck

Category D \$ 999. Main Deck

Category C \$ 1019. (mostly promenade deck) few on Verandah Deck

Category B \$ 1187(w/verandah)

Category A \$ 1227. (w/verandah)

Suite \$ 1899. (w/verandah)

**BOOKING CONFIRMATION
MS MAASDAM
MAY 6, 2001
EASTERN CARIBBEAN**

NAME (S)

ADDRESS

TELEPHONE (H) (W)

CREDIT CARD VI MC AX DIS exp

CATEGORY BOOKED

CABIN NUMBER

BOOKING NUMBER

DINING REQUESTED MAIN _____ LATE _____

PRICE PER PERSON _____ Includes all taxes, fees and port charges.

TOTAL PRICE _____ FULL PAYMENT DUE AT TIME OF BOOKING

There are Cancellation penalties per person

PLEASE CONSIDER INSURANCE NO EXCEPTIONS ARE MADE TO THESE PENALTIES

Cruise Survey—Report to BOD

Gentlemen: An update on the cruise survey:

On question # 6 concerning a Spring cruise,

Out of 300 surveys sent out to date, there are 175 returns, of these-

76 no or no interest

92 showed interest

8 maybes

42 mentioned the Panama Canal

28 Caribbean

13 Bermuda

34 others, mainly Europe or the Mediterranean

Obviously more would be interested in the Canal. There is enough interest, it seems, to propose a Caribbean cruise. My estimate is we would book 50 cabins or more. I don't believe that a Spring cruise would interfere with the Fall convention.

I propose, in addition to the Caribbean this Spring that we announce a Panama Canal cruise for the Fall of 2002, from the West Coast. This at Floyd's suggestion that we announce ahead so that people can plan.

Questions 1 and 2 concerning length of cruise:

7 Da	10 Da	12 Da	More
43 yes 8 no	58 yes 7 no	16 yes 9 no	14 yes 4 no

High acceptance 7 to 10 days with an accent on a lengthier cruise if the destination is desirable. The Panama Canal would be 12 days and fits in well

Question 3 concerning choice of cruise line:

- overwhelming for Holland with an emphasis for upscale ships. This preference ties in with question # 7 concerning upscale cruises:

No answer	no	yes	maybe
37	+ 55 = 92	57	+ 23 = 80

The group is split almost evenly on the more costly cruises. My feeling is to go with the likes of Holland or Celebrity for the major cruise in the alternate year from the convention (In the Fall). We might consider an upscale cruise if we can get a reasonable rate in the Spring (2002) A good topic for discussion.

Question 5 concerning frequency of cruises:

93 once every two years, 45 once a year, 5 twice a year

Another topic of discussion, whether to offer a cruise in the Spring of 2002 - maybe an upscale to Europe (with air fare), a cheaper cruise (Bermuda) or none at all.

I was surprised to see the interest in upscale cruises. We effectively have two cruise groups, and we could offer cruises to each group periodically, but to get the largest turnout, I guess we will have to pitch in between.

I was gratified by the response to the survey and I will have the final tally for BNO. Of course there was some dissention, ... to be expected.

Regards, and Happy New Year to all.....Joe

Denver Good Ole Boys

Dick Wagner Golden, Co 19 Dec 2000

We had a very successful Christmas luncheon with 48 "Good Ole Boys and Ladies" attending today. Maybe we should have coed more often. The back room is booked for the January luncheon, but we will meet in the south end of the main restaurant. We meet the 3rd Tuesday of every month: 16 Jan; 20 Feb; 1130 hrs at the *Country Buffet*, 7200 West Alameda (Villa Italia). Guests are always welcome. Those attending were:

Ted Wilkinson,	Bill & Eve Hoygaard,	Jim & Peggy Cox,
Charles & Sandy Fellows,	Dick & Ilene Wagner,	Bill & Mitzi Fife,
Ralph & Shirley Barksdale,	Fritz & Judy Meyer,	Curly & Opal Baker,
Jack & Shirley Turner,	Casey & Gail Walker,	Bill & Jean Bates,
Bob & Ann Blessin,	Bob & Jim-Clair Clipson,	Dave & Jo Johnson,
Ray & Barb Bowman,	Dick & Carole Bennett,	John & Barbara Miller,
Jerry & Peg Kennedy,	Gary & Marian Gore,	Bill & Luci Pearce,
Tom Johnston,	Howard & Doris Reid,	Howard & Patti Morgan,

Dick Wagner, Golden, CO 16 January 2001

We had a grand total of 8 "Good Ole Boys" on this very snowy and slippery day. I'm sure the weather was a factor in our low attendance. Curly Baker and I scouted another meeting place at the American Legion at I-25 & Yale. The lunch would be a buffet with a varied menu at \$10.00 complete. The only drawback is they require a minimum of 18 guests. We will discuss this more at our next luncheon with a larger turnout. We presently meet the 3rd Tuesday of the month; 1130 hrs at the *Country Buffet*, 7200 West Alameda (Villa Italia Shopping Center). Next meeting February 20.

Those braving the storm were: Tom Hess, John Thielen, F. W. James, Bill Fife, Dick Wagner, Pat Murphy, R.O. Stewart and Jim Harris.

LAS VEGAS HIGHROLLERS LUNCHEON

Clyde House 702- 896-8821 clydie@concentric.net

The pre-Christmas luncheon of the HighRollers took place on 12/12 and was attended by 28 members. We met at *Buca di Beppo* Italian restaurant and enjoyed a family style lunch from which no one could have left hungry. This being our Christmas lunch, everyone brought toys for the toys-for-tots collection. All together about eight large sacks of toys were delivered to channel 8 for distribution.

Everyone signed a card for Harold Marsh who is still having more than his share of medical problems.

We added two new couples to our gathering, Jim and Joan Sieger and Jerry and Susanna Johnson, Welcome aboard to all of you.

Barry Dixon gave a short note of the 2001 RUPA gathering which will again be held here in Las Vegas. I think it would be appropriate to send suggestions to the "Head Shed" on what we could do to improve on last year's convention. The following were in attendance:

Andy and Dawn Anderson	George Atteberry
Harry and Georgia Arcamuzi	Bill Balboni
Barry and Ruth Dixon	John Drommond
Jerry and Susanne Johnson [NEW]	Hugh and Kathy Mattern
Harold and Shirley Morris	Gerry and Barb Metzgar
Bob Roland	James and Joan Sieger [NEW]
Gene Lamski [Welcome back]	Don and Betty Swirnow

Lloyd and Donna Lee Whitlow

And yours truly Clyde House and Marie Loquet

All suggestions for improvements to the convention gratefully accepted, but it might make things a bit easier if they were coordinated through Barry Dixon for onward transmission. Ed.

LAX CHRISTMAS PARTY

Sixty-four RUPA members, wives, and friends showed up at *Hacienda Restaurant* near LAX for the Christmas party. Some who attend regularly couldn't make it, but some newer people dropped in for their second or third time. Dave Tank introduced LAX Chief Pilot Gary Meermans, who in turn introduced his "flight office gang of three", and also Arvid (Arvie) von Nordynflycht and his wife, Sue. Arvie is chairman of the 20th annual LAX/ALPA retirement party held January 20. He has been chairman of the committee since 1982. The "Ex-LAX Players" will present a skit on the history of UAL. Last year's theme was "Y2K".

Mel Heflinger re-introduced Arvie (R-V?) as newest retiree attending. Arvie's family emigrated from Lapland in 1957 to Vancouver, Canada, where he flew Austers with Gipsy [*Major 7*] engines - [*that would have been an Auster AOP 6 – essentially a Taylorcraft built in the U.K. under license, of which the RCAF ordered 36. Ed*], and other Royal Canadian Aero Club aircraft. In 1958 he got his private license, and was hired by United in 1964, later flew 727s as first officer for ten years, then ten years as captain. Arvie is sort of leader of the troops at Torrance Airport and has served as vice chairman and treasurer of the Air Fair for several years. He says, "I will continue flying, albeit with much smaller planes. Otherwise, I am opening a new chapter of life. The possibilities and opportunities seem endless."

The most senior pilot in attendance, Lee Cameron, told of being a station agent for American Airways before going to work for United in 1933 in the same capacity, then being promoted to co-pilot. Lee remembered meeting Amelia Earhart at Cleveland Hopkins in 1932. She was on a flight out of Pittsburgh in her Vega and didn't exactly know where she was, but she could see Lake Erie. She told Lee that she needed a nickel for a phone call because she had left her purse in the operations office at Pittsburgh. But all she really needed was a lift into town, so Lee said, "Well jump into my car!", and he delivered AE to her hotel.

Lee and Jack Hanson had been talking over old times, and Lee remembered the toughest flight he ever had. He recalled one year on December 24th, at 4 p.m., everybody in dispatch was celebrating. But Lee was supposed to fly a DC-3 from Chicago to Moline, Iowa City, Des Moines, Omaha, Lincoln, Grand Island, and North Platte, stay three hours and return to Chicago. "This meant that the morning sun would be coming straight into my eyes, which was pretty miserable when I had been up and flying all night." All new, older, and returning RUPA members are invited to join the group at Billingsley's in the Valley

LAX LUNCHEON AT BILLINGSLEY'S - JANUARY 18, 2001

We had a very small group for happy hour and lunch, this month there were only 16 of us. However there were two new faces attending but more about that later.

Jack Moore	Bob Kohler	Jim Day	Tom McQueen
Bob Clough	Bill Lints	Meredith Hanover	Ken Williams
Ben Harper	Judy Spizer	Bob Mosher	Mike Herriott
Doug Rankin	Dave Tank	Herb Goodrich	Dave Kirkendall

Herb Goodrich told of talking with Clay Lacy about the DC-3 he has painted in the circa 1940's color scheme of United Air Lines. Herb went on to say he hoped it could be set up that in conjunction with our Billingsley's luncheon on March 15th, we could travel the short distance to Clay's facility at Van Nuys airport and go thru the airplane. Jack Moore said that instead of a phone tree he is sending E-mail to those whose address he has, to remind them of the upcoming luncheons. He will be sending the notice out the Sunday or Monday prior to the Thursday luncheon.

For those of you with computers who would like this information, you can E-mail Jack your address. Jack's E-mail address is in the RUPA Directory. Also if you know of someone who does not have a computer give them a call, for the more people who attend, then more stories out of the past and the present are told.

Dave Kirkendall told of the Merle Norman Museum that is located in Sylmar, California. Dave said if you are into old cars it is a must-see museum.

The new attendee this month was Bill Lints. Bill retired in 1979 and was accompanied by a very lovely chauffeur, his daughter Meredith Hanover.
That's all till March 15th.

MC HENRY LUNCH

The McHenry CO. Branch of the Chicago Area RUPA gathered at the Warsaw Inn in McHenry IL

In Attendance:

John Anderson	Willy & Lois Anderson	Muriel Bergsma
Dale & Glenys Bird	Robert Blackwell	Richard Blundell
Thaddeus Bochniarz	G.R. Bradley	Duane Bucksath
Phyllis & Phil Capuzelo	Joseph Carnes	Dale & Pam Dopkins
Roger Ehm	George Foxe	Thomas Franklin Jr.
Martin Gallagher	Robert & Sherry Gore	Edward Gunderson
Joseph Hart	Bob Helfferich	Mike Hepperlen
Buck & Dorothy Hilbert	Milt & Ina Jensen	George Keller
Pete Kidera	Jim Kirkman	Robert Leonard
George & Jacquie Mathes	Ollie & Barbara Mayes	R. Mccutcheon
Millie Mcdaniel	Ralph Mikulich	John & Debbie Miron
Robert & Shirley Moncur	Richard Murdock	Bill & Ceil Myers
Claude Nickell	James & Jan Noble	Robert Olson
Glen Peterson	Ray Potsic	Fred Rodgers
Ole Sindberg	John Thomas	James & Mary Trosky
John Wade	Thomas Wedel	Paul & Linda Wember
L.C Wiedenfeld	Frank Zackary	Bob & Carol Kelly

We were very lucky to have Linda Rafii and Lisa Kwilas of the UAL MEC to attend and give us a brief rundown of the new contract and a few items that effect retirees. Would have to say that the pilots still working are very lucky also. Impressive contract.

Buck Hilbert and Roger Ehm talked briefly about the United Historical Foundation. Buck is looking for help getting a permanent home for the displays and artifacts belonging to the foundation.

Milt Jensen again did his outstanding job as M.C. and talked briefly about the recent Board of Directors meeting.

Will see you at Itasca in February.

The next meeting in McHenry is planned for the Second Wednesday in April.

Claude Nickell

NORTH COASTERS CLEVELAND LUNCHEON

Today was the first day of winter, so the weather was no surprise - snow showers and the temperature in the 20's - good old Cleveland in December weather! Still a goodly number took advantage of the warm hospitality that always prevails at T.J.'s, not to mention the \$0.99 vodka and cranberry juice special! There were 15 hardy souls gathered for a little pre-Christmas celebration including four lovely women wearing various Christmas sweaters to set the mood. We were honored to have new retiree, Rich McMakin, attend his first lunch since his last trip. As usual we tried to get him to pick up the tab as the jr. newby - but he, as so many before him, respectfully declined! Among the many topics of discussion were the proposed merger of USAir and United. Most felt it would never happen, but a few were willing to bet Wolf has enough clout in DC to get it done, and with W in there anything is possible. Several voiced concern about the fate of the pension plan and supplemental medical coverage IF United should go belly up! No one there had a definitive answer - does anyone?

The lighter side of the various conversations included several jokes and references to the e-mail humor that prevails on the internet! Our snowbirds have almost all departed and we miss them, especially our

First Scribe and resident author, Don K. who will show up at the AZ lunch, I'm sure, you know what they say about 'bad pennies, etc.! Our Fearless Leader and Grand Poobah, Dick Orr, presented our monetary gift, collected at last month's meeting, along with a Christmas card, to our faithful and favorite serving lady, Miss Vickie. We then retreated early as the room had to be vacated by 3 p.m. for another Christmas party. But as Gen. McA said when he left the Philippines, 'we shall return!' Those attending were: Rick & Ronnie Ogden, Gene White, Dick & Joanne Orr, Bill Dilzell (and for an all too brief visit his wife, Nancy. Evan Miller, Jack Heiszek, Ken Wheeler, Jim & Monica Burrell, Rich McMakin and Barb and me. Filling in for Dick and Don as best I can, *Ed Griffith*.

Ohio North Coasters (a.k.a. Cleveland Crazyies) Wooster, Ohio Jan. 18, 2001

The Library Room was again set aside by *TJ's Restaurant* for the North Coasters' luncheon. Ten of the faithful members showed up for the occasion. Our favorite waitress, Vickie, did her usual fine job of serving the group. Most of us passed the "special" Vodka drink by, and ordered otherwise. Once again, the ladies weren't in attendance and they were missed. However, the noise level in the room was loud, as usual. Lunch was served and the noise level dropped. This allowed Rich McMakin to tell about last year's freedom flight for the Make-A-Wish Foundation. He asked for volunteers for the repeat function scheduled for Feb. 10th. The Cleveland-based workers and retirees can pat themselves on the back for an outstanding performance last year that was well received. As a result, there is increasing support from the community. United is providing a B-767 for the flight, thus increasing the number of children and families that can be accommodated. Rich is the spark-plug who is responsible for the resounding success of this activity. This will be covered by TV, the press, and will be featured in a future issue of the United Times. The RUPA North Coasters are proud to count Rich as a new member of the group. Ken Wheeler provided more laughter with his collection of jokes, plus information of a very reasonably priced benefit dinner that he hopes we will attend. Other regulars attending: Ed Griffith, E.T. Miller, Jack Heiszek, Bill Clerico, Gene White, Jim Burrill, working pilot Vic Poplars, and yours truly, Dick Orr.

NY SKYSCRAPERS

With the holiday festivities behind us, and looking forward to the new millennium, this note will update the northern tier of pilots as to what transpired when last we gathered at Greenwich, CT. The Fall get-together totaled twenty four souls, and from the reports received it is more than apparent a good time was had by all.

The customary 'U' shaped table arrangement was not used this time, and, with smaller seated groups, the ability to converse beyond just your immediate elbow-rubbing partners was an improvement. Ted Garrity, Hal Storey and George Schnell were the guiding forces behind the great success of this meeting. George Schnell guided the selling of the 50-50 tickets and, with such finesse, sold the tickets at 3 for \$5.00. The amount of monies collected was beyond our wildest dreams! By acclamation, Capt. George will be in charge of this event. On second thought, anyone wishing to try and outperform his record can be pressed into service.

Ron Denk was the first winner of the 50-50 drawing and because he has the system of fixing the outcome in his favor, donated his winning to our treasury. The second drawing was in favor of Ted Garrity, not to be outdone, he too made the contribution to the Skyscrapers. Thanks Captains!

Captain Bob Speilman, New York Area Chief Pilot, was a featured speaker at the luncheon. Filling in many recent events in and about the JFK operations and recent United happenings made the time pass too quickly. Did you know?...."no more den mothers"! ... just a chief pilot now, with help from check airmen...how times change.

Attending

Howard Aronson

Franklin Decker

Ted Garrity

John Clifford

Ron Denk

Stu Gibbons

Vince Daley

Robert Duckwoath

Ed Gorman

John Hansen
John Hill
Eugene Mongan
George Schnell
Fred Terhaar

Andy Harmatiuk
Matti Kosonen
David Redfield
Peter Sofman
Watson Waddell

Bill Hedden
Augie Miller
Ray Salamanca
Harold Storey
Capt. Bob Speilman*

For those who had called intending to attend, and for reasons not yet known, didn't, we wish you good health and will excuse those senior moments. Friends are always precious, but are especially treasured to help over the bumps in the road when the going gets rough. These tarnished "Golden Years" seem to need a little polishing at times.

Ray Bernosky

New Meeting Site

Ray Bernosky- 41 Fairview Drive, Flemington, NJ 08822 (908) 782-3612 RayandPat1@juno.com

I am trying to expand the number of meetings held by The *NY Skyscrapers* from the present two. I hope this plan of action will increase the number of pilots who attend the gatherings. This is not an easy dilemma to deal with. I would like to hear from anyone, old or new retiree, about the selection of an area that best suits a large portion of the NY Skyscraper pilots. Keep in mind, the area of choice should be easily accessible from Connecticut, New York, New Jersey and Pennsylvania.

I've looked at several restaurants in the northeast section of NJ and believe a Ramsey / Allendale, NJ location may be suitable. Look at a map of New Jersey and find Route 17 sandwiched between the Parkway and Interstate-287 and you will find the area I have outlined. I have visited several restaurants and for a fee of \$16.00 we can arrange to meet more than twice a year as presently observed. With high hopes, if I plan this, "they will come".

Mindful that Pat and I will be in the sunny south for February, a note would be appreciated. My present plans would have the Skyscrapers rendezvous in mid-late April. Drop me a note or by electronic mail c/o the above address. A positive response by a representative number of our group is necessary for my action to proceed.

Fraternally, *Ray Bernosky*

PHOENIX ROADRUNNER'S

The Phoenix Roadrunner's met for the first Luncheon of the New Year at the Cottonwood. C.C. in Sun Lakes, on Friday Jan. 12th. Despite the bad weather forecast, we had 30. Get Well Cards were sent to Joan Toeppen & Phil Johnson, sure hope they will be able to get out again in the very near future. After a brief report on our RUPA group & the visitors attending, we were all entertained by Don Eiken with his "Compassionate Laughter Jest For your Health." highlight's from the Johnny Carson Show. Everyone commented on how great it was to have thirty to forty min. of Healthy Laughter.

Our next Luncheon will be at *Anzio Landing Restaurant* at Falcon Field in Mesa. on Feb. 9th. Those of you airplane people are invited to fly in and park next to the restaurant.

Frenchy Bourgeois

Ray & Lucille Courtney

Jim & Ginny Dopp

Don & Jan Eiken

Bob & Bev. Gerdes

Ralph & Ruth Johnson

Don Kariskos

John & Shirley Prestegaard & Guest

Karl & Mona Runkle

Dave & Cheryl Swanbec

Jim & Nancy Staib

Bob Steeneck

Bill Pratt

Don Toeppen

Tom & Bev. Workinger(Tucson)

Bob & Berynce Wagner

Jerry Smith

Wayne & Bev. Hughes

Hope to see you in Mesa. Please give us a call 480=948-1612 or Email fbourgeois@earthlink.net

Frenchy & Millie

SEATTLE GOONEY BIRDS

I was unable to attend, but Jeff Roberts did the honors of taking the roll and presiding over the meeting. One bit of sad news--Glyn Bryan passed away on December 18th. It was a surprise to most of us. He leaves behind a wife, Betty, and a son Michael.

Attending were:

Jeff Roberts,	John Cordell,	Dave Carver,
R. S. Berg,	Chuck Podhasky,	Harv Beery,
Ivory Brummett,	Al Teel,	Bob Berkey,
John Bley,	Tom Smith,	Eric Malm,
Bud Granley,	Bill Brett,	Bill Stoneman,
Herb Marks,	Tony Dunlap,	Ken Case,
Gerry Pryde,	Clair Lilley,	Dick Anderson,
Vince Wormser,	Chuck Westpfahl,	Jack Brown,
Ray Hull,	Vince Evans,	Roland Schmidt.

Happy New Year everybody! *Dick Wiesner*

The Seattle Gooney Bird meeting was well attended today. We not only had several members who don't attend regularly, but we also welcomed four new members. Ivory Brummett brought three new members who are also now living in Sequim, WA. Sequim is located on the Olympic Peninsula, and involves either a 100+ mile drive or a shorter drive and a long ferry ride. We appreciate their effort to attend the meetings. Our new members from there are: Al Schmidt, Rod Hofman, and John Etherington. The fourth new member retired the 4th of this month. We are happy to welcome Brent Revert.

We mentioned again the deaths in December of Glyn Bryan and Hank Berwald. Both had not been well for some time. It is always sad to lose one of our friends.

Attending today were:

Jeff Roberts,	Chuck Podhasky,	Ray Randall,
Mark Gilkey,	Norm Richards,	Donn Forsman,
Lloyd Cooley,	Ralph Vrtacnik,	Bill Brett,
Garry Dunn,	Bob Wulff,	Bob Berkey,
Chuck Westpfahl,	Brent Revert,	Howard Holder,
Dave Carver,	R.S. Berg,	Dan Jessup,
Ivory Brummett,	Al Schmidt,	Rod Hofman,
John Etherington,	Jack Brown, Neil Johnson,	Dick Wiesner,
Don Anderson,	Herb Breivik,	Norm Buethe,
Lee Biermann,	Don Paffrath	

SUNDOWNERS CHRISTMAS LUNCHEON 14 December 2000

Congregating in the Lake Room of the *Countryside Country Club* were:

Ms Lillian Borneman	Bud and Jessie Huffman	Ray and Rhodell Schlage
Stan and Phyliss Crosier	Bob Van Housen	Jim and Hilda Feneley
Ballard and Mary Leins	Paul and Nell Fidler	Ray and Twila White
Woody and Diane Lynn	John and Edna Papadakis	Jim and Suzan Goodson
Jim Gates and Judith Adams		

Poinsettias were in abundance and were given to each of the ladies in attendance.

Next meeting in January is stag, come on down and enjoy. Remember the third Thursday of each month.

Ray Schlage for Jim Feneley.

Washington Area RUPA, Eddie O'Donnell Luncheon, January 17, 2001

Amid the High Social Season Surrounding The Inaugural, 66 of the Washington Area Retirees and friends gathered on Wednesday January, 17th at the *Belle Haven Country Club*. Our plan was to have President Clinton stop by for a brief Hail & Farewell. President-Elect Bush was to have made a short visit to say Hail & Hello. Our carefully laid plans fell apart when the Secret Service was provided with the list of persons with reservation for the luncheon. Under no circumstances would the Secret Service allow either gentleman to enter a crowd of such characters. Indeed, we were left to momentary regrets for what could have been, and then we moved on to matters and persons of greater import and interest. There were several first timers at the luncheon and we welcome them. In particular, a loss for Florida and a gain for us brought Al Buff into the fold. Retirees of the Year 2000, Michael Bennett, Doug Diedrick and Jerry Shuts brought new blood and by their presence made us junior members less junior. Our Luncheon Master of Ceremonial Observance, Ed Miller, reminded us of those Flown West since our last meeting. *Ernie Bressin, Arlyne Hettermann, Harry Platzer, Dooley Dillard and Gilly (Patrick) Guifoile*. A moment of silence was observed in their memory.

Ed noted that Anne Snyder had cataract surgery, Bill McBride is involved in radiation therapy, Hank McBride is home from the hospital recuperating from double pneumonia, Earle Worley is recovering from apparently successful cancer surgery and Stokes Tomlin is involved in an intravenous antibiotic treatment for a serious infection in the hip joint. Best wishes for successful treatment and full recovery was extended to each.

Don Mainwaring introduced his friend, Gustavus A. McLeod, who had flown to and landed at the Geographic North Pole on April 17, 2000 in an open cockpit aircraft. Mr. McLeod, "Gus", told us of his preparations for the flight and of the things he experienced as he reached his goal. The aircraft was a refurbished 1939 Boeing PT17 Stearman biplane that had served as an Army trainer in World War II, and a crop-duster later. Powered by a 220-horsepower Continental radial engine, it had a top speed of about 90 mph. Its registration number, painted in yellow on the sky-blue fuselage, was N8NP. He told us of the cold, and of its effect on him physically and mentally during the long legs he flew. His GPS units froze up for the last leg of flight to the Geographic Pole and he used a makeshift manner of sun navigation to get to the Pole, where the *National Geographic* chase plane was waiting. There were slides to accompany the narration and your writer was charged with the duty of operating the projector. The tale as told by Gus was so engrossing that yours truly was startled back to the present each time Gus asked for the next slide.

Certainly, I would not attempt to retell his story, but should you have an interest, you can check out the web site, www.northpole2000.com and in particular the Washington Post link. It was an outstanding program and we extend our appreciation to Mr. McLeod for the presentation and to Don Mainwaring for suggesting and arranging for Mr. McLeod to be present.

Predators having made off with the hat used for the Door Prize Drawing in October, the Brass Vessel of Saloon Heritage reappeared. Bob Engl consented to draw and our winners were Martha Lane and Bill Salisbury. Bob's table mate, Andy Yates, had assumed the drawing would be his winning ticket and was heard to mumble something about Bob not expecting to ever get another leg with him.

The Wine Steward of our group had personally visited with the Local Vintner for a selection this month. A nice young Rose. Wonderful choice I'm sure.

Our 66 attendees were:

Charlie Ake	Bob Aldridge	Chuck Beatley
Michael Bennett	Bud Boyd	Bob Buck
Al Buff	John Cantrell	Bill Carrigg
Chet Cassel	Tom Coffee	Tom Cosgrove
Dub Crawford	Allen Davis	Bill Davis
Dick Davis	Doug Diedrick	Bill Eblen
Dick Edwards	Roy Ellis	Bob Engl

Jack Evans
Tom Flynn
Jack Grooms
Frank Lamm
Roger Lemieux
Don Mainwaring
Frank McKenzie
Carl Miller
Russ Morse
Edna Nolan
Bud Ruddy
Charlie Schwab
Chuck Smith
John Teague
Tom Williamson
Andy Yates

Brad Fleming
Jerry Goebel
Tom Herman
John Lane
John Linderman
Dave Malone
Gus McLeod
Ed Miller
Murph Murphy
Pat Nolan
Bill Salisbury
Jan. Scott
Lloyd Smithy
Betty Williams
Cliff Wolff

Judith Fleming
Tex Goppert
Tony Keffer
Martha Lane
Joe Lubozynski
Eugene McDaniel
Lew Meyer
Henry Morgan
Bill Nolan
Joe Nuccetelli
David Salisbury
Jerry Shuts
Fred Streb
E.K. Williams

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. Social time begins at 1115 with lunch served at noon. Next luncheon is Coed on April 18th with the Widows of our Friends Flown West as our guests.

Captain Roy Liggett, DCAFO Chief Pilot, and Mr. Herb Petitt, Administrative Manager, have been invited to be our guests and to bring us up to date on developments in the Washington Domicile and 'current' plans for this year.

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.

Washington Area Representative



BRUCE ALEXANDER BAlex321@aol.com

Hello All:

Wanda and I just moved to a smaller home in Gallatin in lieu of 5 bedrooms, 5 baths, 5 acres and two old, sick caretakers. Hope we never have to move again. New address is 196 Tupper Drive, Gallatin, TN 37066... e-mail the same: balex321@aol.com... Phone and fax 615 452 1906. No extra rooms for guests now, but plenty of close motels.

My Pulmonary Fibrosis is continuing. Last checkup Dec 12th, the MD said " I can't say you are any better but I can't say you are any worse... that will be \$70.00. Still shooting up Interferon three times a week and am still optimistic and hopeful. Have a good year.

Bruce and Wanda

WILLIAM T. ANDREWS—1187 Merrill Rd,
San Juan Bautista, CA 95045
Dear Cleve, Birthday (#69) and check to RUPA.
Nine years into retirement and all is fine. My
health and that of my wife, Penny, is very good,
and we are really enjoying our retirement.
Enclosed find my check to cover annual dues
plus. Really look forward to *RUPANEWS*.
Sincerely, **Bill**

MEL F. ATHERTON—15500 73rd Ave. SE,
Snohomish, WA 98296
Dear Cleve: Enclosed is my annual fee. Hard to
believe a year has gone by since last setting the
brakes. It has been a very eventful year. My
wife, Marion, came down with cancer. Three sur-
geries and a month of radiation appears to have
got it all.
Enjoy the newsletter, nice to hear from the past,
which is now the future.
Have a Happy Holiday.

Mel

MILO BACON
Enclosed check for annual renewal dues. Nothing
much to write about except to say that all of you
officers of RUPA do a great job! Retired 31 yrs.
How about that?

Milo B

LEROY BAIR evalbair@aol.com
Two years into retirement. Where has the time
gone? I think I've heard that said before. It's
great - wouldn't trade it!
Since I didn't write last year, thought I'd catch up
with the highlights of the last two years. Eighteen
days into retirement I got the news that I joined
the large fraternity of prostate cancer victims.
That was a bummer! Went to Mayo for a second
opinion. Don't mess around with small, local fa-
cilities. Found out that my tests the year before
had been misread - and my PSA was never higher
than 5.9. My initial visit at Mayo was cheaper
than the consultation with the local doctor. Don't
walk, run to a larger facility where they see this
10-15 times a day. Thank God that mine was still
encapsulated and I was able to have the surgery,
and looks clear sailing from here on.
So, after a six-month delay in enjoying retirement,
I jumped in with both feet. Went to the North-

west Territories for a caribou hunt. Got two - one
may be in the top 30 in the world taken with fire-
arms. Went bear hunting in Alberta - got two.
Went fishing in Manitoba - catch and release. Eva
and I traveled to the RUPA Convention in '99, a
cruise in January with a class I instructed flying in
the Air Force, a cruise in March through the Pa-
nama Canal (the tanker in the second lock went
aground - someone forgot to change the calcula-
tions to fresh water from sea water - draw your
own conclusions), and the RUPA cruise last
month. Took the whole family (four generations
from my mother (83) to the grandson (2)) to Dis-
ney World in June for 12 days.
Manage to stay busy with the 40-acre Boy Scout
Camp that I'm the liaison for the Council. My list
of home projects seems to add three for every one
that is completed. Is this common? Ha!
For you warm weather folks, O'Hare just got 12-
14 inches of snow a couple of days ago and can-
celled most of it's flights. Bitter cold knocking at
0. Do I really miss going to work? NO! And es-
pecially when the weather does this kind of thing.
Really enjoy the *RUPANEWS*. Eva usually
latches on to it before I do.

Thanks for all the work by everyone to keeping
this group going. Enjoy going to both luncheons
in the Chicago area. Until next time....

Lee

GORDON BARLOW 1246 Downieville Dr. El
Dorado Hills CA 995762 '65 - '97
Really enjoy each issue of *RUPANEWS* ... such
varied recollections from our talented members.
While smiling at Barry Edward's annual missile, I
realized in December that I, too, was late for my
October birth month.
I have been bolstered by many members' longev-
ity ... remember reading that average airline pi-
lot's live after retirement as being 3 - 5 years. As
a member starting four years of retirement, it's
been reassuring to read that other pilots still have
occasional airline operational dreams, yet are ac-
tive well into late 70s.
Christine and I have had some fantastic driving
adventures all over western Canada/US. Looking
forward to next year and as much time as He gives
us - 18 great years so far.
All our members appreciate everyone involved in

RUPANEWS.

Sincerely, **Gordy**

I doubt if those pilot longevity statistics were ever true. The latest word is that we're no different from the general population. If you've made it to age 60, then you should live to age 84 (87 for women) – always remembering the cautionary tale of the statistician who drowned in a river the average depth of which was six inches. Ed

KEN BARMORE 3581, Coyote Cyn., Soquel CA 95073-3034

Dear Jock: I have a December birthday, so the check is in the mail, and a happy Christmas to all. The RUPANEWS is great to read, but like so many others, there aren't many names I know. I was interested in Jim Irwin's comments about Ernie Gann's books and videos. I'll make him drool, because I have both the books – *High and the Mighty*, autographed to me, and a copy of *Island in the Sky* – both hard cover.

When I was looking for a copy of *Island in the Sky* in 1944 on a SFO layover, I went into a book store and was told I'd just missed Gann's wife, who was also looking for copies.

The Florida hand count made me think of the day in LAX when we hand counted the pilot's' line bids and tried to figure out "intent". Things don't seem to get better, do they?

Regards to all. **Ken**

HARLIN E. BELL 1288 Kasey Lakeview Dr. Moneta, VA. 24121

I've waited almost 50 years to tell this story. 1953: DC-3 flight, Newark, Cleveland, Milwaukee, RON.

Earl Bach and I got up the next morning (we shared the room), went out to the field, filed VFR to CLE, made out a weather analysis, and did a preflight. Earl gave me the takeoff, to the north, left climbing turn over the city, leveling off at 2500' or so. Earl unhooked his belt, looked over and said, "I'll be back in a bit.", stepped back, unhooked the cargo net, reached in and pulled out a rod and reel, put on his hat and disappeared into the cabin. (The next part the Stew told me after landing at CLE.)

She'd just started serving coffee when the cockpit door opened and Earl stepped into the cabin with a rod and reel in his hand., walked down the aisle,

nodding and greeting the passengers, got. to the back and opened the small door in the aft bulkhead (to the tail compartment) Stuck the rod and reel in, then went leg, head, shoulder, leg into the compartment – and closed the door from the inside

A short period of time elapsed – the door opened, the rod and reel came out, then a leg, head, shoulder, and leg came out. Earl reached back in and pulled out a 15-18 lb Lake Trout, picked up the rod and reel, walked back up the aisle and disappeared into the cockpit.

I glanced back, and there was Earl, pulling the cargo net open, putting the rod and reel back – along with a monstrous Lake Trout. He got back in his seat, buckled up, and never said a word. I'd have given anything to have heard some of the stories the passengers told about "trolling over Lake Erie."

If the relevant Stew reads this PLEASE write me. Throttle – Feather – Mixture - Firewall – Heat source – Cowl flap – Fuel valve – CB switch – (gave it away with the Heat source).

Fill in the numbers EWR PHL LRP HAR PIT CAK CLE TOL FWA GSH SBN MDW BDF PSB IPT SEG ABE . Remember calling Bradford ramp to see where the deer were?

What was the Minimum Altitude over the "low cone" at TOL? O.K., what was the outbound heading?

Harlin

Most all pilots who soloed in the military between WWII and the sixties should know this one. What aircraft was this the pre-take-off mnemonic for, HTMPFFGGS? Ed.



GERALD BEYER

We had a very busy year. Our flight schedule was LAX-IAD-BOS-LON-EDI-LON-PAR-MUN-surface to Salzburg and back to MUN-IAD-LAX. Then a month later LAX-BOS-LAX. Needless to say we admitted we overdid it but we wanted to see a few things in London that we hadn't seen, had opening night tix to the Edinburgh Tattoo, spent a few days in Paris, then we had tickets to the Salzburg festival. This is to be our last hurrah to Europe, maybe. Had driven all over Europe 25 years ago and drove 3000 miles in the British Isles (on the proper side of the road) with no problem. This time, within 5 minutes we were stopped asking for directions. I guess a whole bunch of people joined this planet in the last 25 years. You have asked for stories about the past, and I would like to share this one. I can't remember the exact date but it was in the '60s, as I was a 727 Capt then.

My favorite of all. We were landing in LAX about midnight. F/O Gerry Hittle was making the landing and decided to use the optional 40 degree flap setting. We were cleared to land on 25 R at LAX following a Twin Beech on short final. We never did see the Beech, partly because a line-up of departing aircraft were trying out their landing lights, causing a rather black hole effect on the runway. The F/O made a very smooth landing and when the nose lowered we saw the hulk of the Twin Beech. His nose gear had collapsed. I slammed the throttles full forward and pulled full back on the yoke and basically waited for the impact but, amazingly, I cleared the Beech. Now we are hanging in a ridiculous attitude with the 2nd officer, Bruce Gibbs, yelling some airspeeds that seemed unreal, but the bird was still flying so all I had to do was lower the nose and land again. We rolled off the runway about 3/4 of the way down. I called the tower and asked why they didn't warn me, but they had not seen the mishap from their tower position, but they also said it was up to the pilot to determine if the runway was safe. Capt Ray Lahr and F/O Don McDermott had just arrived at the UAL cargo ramp for their 727 QC flight and saw the Beech screech to a stop. Ray ran to the cockpit to try to get on the radio to warn the approaching airplane but it was too late. Don witnessed the whole thing from his position. I

credit the 40 flap landing for us not hitting the Beech, because of the slower speed and flatter approach angle allowing an earlier view of the runway.

One last quick note. My Blue Cross/Blue Shield rates went from \$106.54 to \$176.58. That is over 50% hike. Is there anything we can do about it?? Merry Christmas everyone. Gerry

In answer to your last question, not much Gerry. If you live in California, the increase in utility bills will make that pale in comparison and look good. What's the old military saying – BOHICA? Ed.

BILL BICKERT PIT,ORD, EWR,CLE,JFK.

Now that the election is finally over we are all friends ha!

It is with sorrow I learned of the passing of Capt, J.J. "Jack" Marten JFK retired. I don't know the details as Lou and I were vacationing in Austria at the time. Consequently this message isn't an obituary but rather a few fond reminiscences. Jack was a living legend with both Capital and United. United's rapid growth and resulting complexities mandated a more uniform regulated environment hardly friendly to individuality. This had a somewhat curbing effect on Jack, but only somewhat. Jack had several nick names, Smilin' Jack, Clacker Jack, J.J., and if you ever flew with him, one other.

I met Jack in 1955 on my second trip as a DC-3 PIT-based first officer. I was assigned an ATL trip with Capt. Gordon Speer, a reticent polite gentleman. On returning to PIT we were to fly the HLG (Wheeling) shuttle. Gordon, being high on time, was replaced by Marten. Shortly after take off and gear retraction, Jack tossed the airplane log in my lap with the exhortation "don't just sit on your ass, fill out the damned log!" Now I had just left active duty and fancied my self a "hot" carrier jet pilot. Further I had just received notification I had been approved for regular navy with the rank of LT. If I decided to return to active duty. I was at this point in no frame of mind to be chewed out by some gooney bird driver. I tossed the log back and told him to stick it where the sun never shines, I quit! Needless to say, co pilots let alone those on probation never, but NEVER addressed captains in that tone or content. Jack looked at me with utter disbelief then broke into a big grin, reached over and

patted my shoulder, told me to cool off and relax that he didn't mean any thing. After returning he offered to buy me a beer. I of course ended up paying the bill Jack said Liz had only allowed him a couple bucks and he was low on gas. Thus began a lasting friendship.

Some thought Jack was tight with the buck. He relished this distinction and amplified it by incessantly bumming cigarettes. I've seen him have a hostess (Flt. Attendant) ask passengers if they might have a few extra smokes, preferably Camels, as the captain is out! Jack liked to haggle over who owed what on restaurant and bar bills, even cab tips. These performances were really an act put on in the manner of the Jack Benny tightwad. His idea of a fun game of wits. The real man was the exact opposite. Faced with important or dire matters he was completely selfless and dependable.

Jack was an excellent pilot, sharp and smooth, a natural. If, on occasion, he stretched the rules a bit, it was done for the benefit of the passengers, crew and operations and always well within the bounds of safety and sound judgment. On a Viscount trip to ATL, we arrived over Hartsfield at about 2 am. The gear wouldn't extend, so we began the long emergency extension. Vi Barkovich, the hostess, told us the passengers were awake and concerned. Jack got on the PA " Folks you've read about it seen it in movies and TV, now your in it. The landing gear won't extend, but don't worry, we're fixin' it". The entire cabin roared with laughter. Upon landing, we got loud applause and offers for drinks and dinner for the entire crew.

If any of these remarks seem too informal, too flippant under the circumstances, then regretfully you just never really knew Smilin' Jack. So Jack, wherever you are, keep a cold one waiting - yeah, I know it'll be my turn to buy.

Bill

As of our deadline we have received no notification of member Marten's demise. If anyone has a date and or obit, please send it. Ed.



JAMES BIESTEK 1559 Kerr Gulch Rd., Evergreen, CO 80439 (303) 526-1166

biestek@compuserve.com

Dear Jock, I am about to depart from a long standing family tradition and pay a bill early. The annual check is in the mail.

Many thanks and kudos to all who help put out the *RUPANEWS*. Besides helping us keep up with the comings and goings of our compatriots of years gone by, it is a valuable information resource. Not just the official stuff, but also the input from the well-informed membership, via their letters. That is a resource I would like now to tap. Does anyone out there know where I can find a directory of aviation museums? The only one I have been able to find was on Amazon.com and that one was published in 1967! There's got to be a more recent one somewhere.

Since retiring, we have put thousands of miles on our motorhome and have occasionally stumbled on aviation/aerospace museums in places not generally known for them. I'd like to start finding those lesser known museums on purpose. Some of the gems we have found are in Alamogordo, NM, Eugene, OR and Hutchinson, KS.

Keep up the good work.

Jim Biestek

LEON (FRENCHY) & MILLIE BOURGEOIS

5457 E. Oakhurst Way, Scottsdale, Az. 85254-5718

Thirteen years retired. Keep busy with Az. R.U. P.A. from Oct. thru April. Have a very enjoyable group that meets for Lunch once a month from Oct. thru April. In the Summer, while we are up in Prescott, we meet with our RUAEA Group, Tall Pines Chapter. So we do keep up on our United Families.

Haven't done any travel by Air for the last three yrs. Due to Millie's Chronic Pulmonary problems. Found out we have some beautiful country since driving everywhere we go. Visited friends in S.F. Bay Area in Aug., and a long auto trip to Branson in Sept.

Our son and I flew our Cessna 182 from Scottsdale to Whidbey Island in Sept. visiting friends along the way. The highlight of the trip was a visit to Museum Of Flight at Paine Field in Everett. Sat in left seat in the 727 donated to Museum by UAL

It was parked next to a B-247 that was being checked prior to flying to the Reno Air Races. It had recently returned from Oshkosh. Keep up the Good Work, both of us enjoy the Newsletter very much.

Frenchy

L. BUD BOYD—PO Box 14, Mount Vernon, VA 22121

[Letter to our Prez] Dear Capt Smith, I would like to reinforce the comments made by John Wade and Al Malecha in the November newsletter, about improper boarding.

My most 'recent' experience occurred last month in Austin, Texas. As usual the "young things" were boarded in first class and my wife and I were shuttled to coach. And if I hadn't gone up to the podium as they were closing out, we would still be sitting there. One tries to follow the rules, but that will get you nowhere. You ask proof ----that is impossible when they hold all of the cards. I would hope that many more members would write letters about their experiences.

I resent very much being robbed of my seniority by some "Johnnie come lately". My date of hire is 4-5-49.

On another matter, I have not had any problem with Caremark

Thank you very much for your time and effort.

Bud

TOM AND KATIE BRANCH—4700 W. Lak-
eridge Rd, Denver, CO 80219 Tomkatski@aol.
com

Cleve: Seven decades and counting. Don't do lots of things as well as I used to (no need to list); but do some things better, like be slower to anger, quicker to forgive and be more grateful for our many blessings. Katie and I spend lots of time visiting kids and grandkids and are happy to still be welcome at all their homes.

On time for a change with the check for mailings, and pass on my thanks to all who are responsible for keeping us informed and doing the stuffing/
mailing.

Have a great year!! **Tom**



BOB BURNS, 770 Gilbert Hwy, Fairfield, CT 06430 66thFIS@msn.com 1957-DCA, YIP, DCA, WVA ANG, BUF, DCA, IDL, MIA, JFK/ EWR/LGA, LAX, interspersed with numerous TDY'S in far off places like ORF, MSY, PIT & DEN (never made it to the "Mistake On The Lake") & finally retired @ JFK.

Capital didn't want us in one place too long - probably because they didn't want us to get in trouble! In the early years, we bachelors kept all our possessions (not too many) in the car, so when the call came to permanently transfer the next day or so we were ready! (It was cheaper then to send us TDY). Things weren't that bad though. The co-pilots did get one day off a week on reserve - & that was usually yesterday when they didn't call you out for a trip! In all fairness, I must state that in those days the Captains (God bless them—who by the way, had the power of life & death over us) got two scheduled days off on reserve. However, they did pay the co-pilots \$375 a month in the first year which was plenty to cover my \$40 a month rent at the Officers' Service Club at 21st & R in Washington, DC; where they had a dance every night of the week & two on Saturday & Sunday. Thanks to the WVA ANG for keeping us new hires in beer money! Wow, 70 years old already, this month of January! Must make the Captains I flew with in the late fifties & early sixties feel like seniors.

Regards to all & thanks to everyone that spends the time & effort to make RUPA happen. What a great career & what a great bunch of guys to work with!

Anyone of you younger types that have trouble with some of the above station identifiers, please ask your senior Captain friends. Check to Cleve.

Bob

Your birthday isn't, by chance, on the 25th, the birth date of your patronymic, Robert Burns, Scotland's national poet, is it? Ed

CLIFF CHANEY

Dear Jock: Received My RUPANEWS and a Christmas Card From Jean Stolley at the same time. Had no idea that Marv had passed on. Did note the obit that Hank Henderson had written. So would like to add my little story.

Marv worked tirelessly for the pilots in the insurance and benefits portion of our contracts. And it

was sad, that he retired only six months before some of the fruition was realized. But that was only one facet of his personality.

He was my first co-pilot. And for anyone who knew Marv, he could be very caustic, vitriolic, and to me he was all of those plus a very loving, caring person. During our six-month assignment, he helped me prepare myself for my promotional hood check. During that period, you were assigned cargo-only, prior to the passenger hood check. Also, reserve captains had only 3 1/2 stripes, would later get the 4th stripe when all the conditions of your promotion were met. Well!!! He would pull an engine on me during some of the damndest times. Once approaching grand island, we feathered the engine, couldn't get it to unfeather. We monkeyed around with it, until in desperation, and not wanting to land at Omaha on one engine, slowed it to 85 mph, used the starter - unfeathered! Another time, going into LGA out of CLE, we had boarded a small monkey at CLE and the little booger did smell a little bit. And Marv just cussed the daylight out of him. Well, Marv went back to put water in the steam heater, DC-3's had a steam heat system, and believe me, during cold weather you became an artist in making it work.

As he was putting the water in the boiler, the monkey peed on him. You should have heard Marv. Damn monkey - pint sized and peed a quart. During that six months, we would be at a station, and the agent would come up to Marv and ask him how much fuel he would need, Marv was 6 years older than I, and he just reveled in them recognizing him as captain. "See," he would say, "they recognize maturity." Yes Marv they can see that. During the sixties I had purchased a Vic Tanny gym in Lomita, CA. and Marv started coming to the gym, became a great fan of weightlifting, and over the years had become proud of his weight training. I am sure that it kept him alive and healthy during his later years.

In my office I have four pictures of Marv and I, taken during publicity shots that we were involved in. So I get to see him every day. And so lets give him a few moments of remembrance, a "thank you for your unselfish work for your fellow pilots. God speed." I loved him very much and

will miss him. But say hello to him every day. God speed.

Cliff Chaney.

JACQUELYN CLARK—5021 S. Clinton St., CO 80111

Dear Cleve, Enclosed are my yearly dues. I do appreciate being able to continue John "J.P's" membership. I also appreciate the support of RUPA members, plus the Widows-Coordinator, Jackie Abel. Blessings to all, **Jacquelyn**

Speaking of Jackie, here's a photo she sent of a group of ladies on the last RUPA cruise. .Ed



Widow, Scotty Charnley, widow, Lee Prior, Jackie Abel, Eloise Muller wife of member JohnMuller, her sister-in-law Alicia Parker, and widow, Eleanor Forsyth

DICK COLMAN '97 RRC6633@aol.com
Hi Jock..!! Just got my Directory, I look forward to getting it just about as much as my monthly newsletter. I look through it to remind me of the many men I flew with from the past. When I spot a name of an old friend, often the question comes, "that old fart, now when did he retire..?? I know a long time ago, but when..??" Would it be to much of a task to put just the retirement year. i.e. '87 next to their name..?? I know I would appreciate it, maybe others are asking the same questions..!!..??

I appreciate all the work and effort folks like yourself put into all the news publications. thanks..!!

Dick

We don't have that information readily available, Dick, and even if it were, it would be time consuming for Cleve (who maintains our data base) to insert it, and he's busy enough keeping track of address and email changes. However, what about

it, correspondents – want to add your retirement date to your address? I know that some who write list their domiciles and hire, retire dates, care to make it a more widespread practise? Ed.

JAMES J. CUNNINGHAM—615 Millcross Rd, Lancaster, PA JFK, IAD, ORD, HNL

Dear Jock, It has been a busy two years since my last message, but I still find the newsletter very interesting, and certainly full of news. I always thought that the old saw of being too busy to have worked was a worn out axiom, but the past two years have taught me a different aspect on retirement. This past summer, Marge and I sat down and analyzed our social calendar. What we realized was that after 40 years of having to say no or maybe or I'll let you know, it became too easy to say yes, and before you know it, the dance card is full. We have modified the way we book things since this past summer and certainly have slowed down.

We still spend a lot of time on the Chesapeake as well as golf two or three times a week. Travel this year included a Holland America cruise NY BDA Horta and Ponta Delgado, Azores and Lisbon, with the Clipper Pioneers. This trip was the itinerary of the "Dixie Clipper" in 1939 which was the first Trans-Atlantic commercial flight. We had a number of ex 314 boat pilots onboard, and the reception they received in the Azores was overwhelming. Visiting old haunts in Lisbon with some of the old buds was terrific.

In July, we sailed with the Penn State Alumni group from Amsterdam to Berlin via the northern canal and river system, utilizing the former East German river and canal system. Many unusual side-trips, and an unusual insight of what was formerly East Germany. There is a lot of catching up to do in that area.

A broken leg took five weeks out of my summer golf, but healing came quickly and I wasn't playing that well anyway. October found us in Cape Cod for a reunion of the old B-47 wing from Hunter AFB. Not too many guys left and the absence of Col. Tibbetts was a disappointment but it is still a thrill to see some of those guys.

Golf at Hilton Head in Dec.. and then home to do all the holiday stuff. Health is good, fortunately, because the problems I have had with Medicare and BC trying to decide who is primary payer has

been unreal. Providers have been very understanding. Along that line: Last February, I received a new set of Medical cards from BC. For the following 4 month I received a new set of cards about every three weeks so now I possess 6 sets. Trying to run that one down was a sketch. UAL said they didn't handle that and BC said they issued cards whenever UAL made a personnel change. Since I had been off the property for at least 15 months and had not done anything different it was a mystery. New cards stopped in June. I wonder who paid the cost of issuing all those cards.

I must comment on the interest in the Clipper Stratocruiser ditching that has appeared in the last few issues of the newsletter. In Sept 99 on a *American Queen* cruise with the Clipper Pioneers, Mrs. Dick (Peggy) Ogg was our table mate during the cruise and was very interested in passing along the anecdotes of that ditching. She lives in the Bay area, and I am sure if anyone has an interest in talking to her she would be happy to oblige.

Please contact me for more info.

Long enough, check to Cleve, see you at the NY retirement dinner in March. **JJ**

JOHN P. CURTIS—420 N. Lake Lulu Dr, Winter Haven, FL 33880

We continue to enjoy the *RUPANEWS*. Thanks to all who make it possible. Life is good and very busy. Visiting our children and friends all over the country, R-Ving, boating, motorcycling, and flying our little plane gives us more than enough to do. Should have retired ten years early, but then, working was enjoyable too.

John & Laura



Jay Plank and Floyd & Charlene Alfson on the last RUPA cruise

JACK M. DE CAMP—420 Tigertail Rd, Los Angeles, CA 90049 capnjac105@aol.com EWR/LGA/JFK, LAX. '53 - '83

This is better than last year. At least I'm writing it during the birth month. 12/31/00 Seventeen years and a day since I last drove the bus. It's been a wonderful ride. A few weeks back I shot even par on the front nine, seven men's pars and two ladies pars. Pars nonetheless. (short executive course.) It's not all that amazing considering I've been playing The game for 65 years.

Joined the Grandfather club when our daughter and husband adopted a boy last Jan. A new experience for Mary and me. Suggesting a new motto for RUPA. "Rossini for breakfast, red wine with dinner." Keep your head still and behind the ball and don't keep score.

Till next Dec. **Jack/Pete**

GLEN DeVORE—5938 Pearl Ln, Ferndale, WA 98248 360-933-0209

Enclosed is a check for next year's postage. We sold our rental apartment complexes and reduced our "dependents" by about 300.

Madeline had her foot reconstructed which consisted of cutting off two toes, then putting them back in proper alignment. Recovery takes about a year and she is about half there. We hope to take a nice vacation in 001. **Glen**

ROBERT G. DUCKWORTH—48 Crooked Trail, Rowayton, CT 06853 '66-'99 JFK, CLE, LAS, ORD

Dear Cleve, Do I get an airline discount for being on time with my postage money?

I was among the newly retired pilots being honored at the ALPA New York Council 52 annual dinner in March '00. Nice party – thanks to the Council 52 Officers and participants and the New York Flight Office.

We keep busy. Jean still runs her consignment shop, and I play. I'm still flying gliders, and also the tow planes used to get the gliders airborne. We had several camping trips with our tent trailer, a couple times on airfields for glider functions. We also run around visiting some of our eight children and seventeen grandchildren. I enjoy the RUPANEWS. Thanks to all of you who make it happen. Yours truly, **Bob**

BRUCE DUNKLE—3495 One Nation Ave, Las Vegas, NV 89121

Dear Cleve, Enclosed is my birthday check for postage and some extra for expenses. Thanks to all RUPA volunteers for the excellent newsletter and all other association matters they attend to. Peggy and I are in fine health, and send our best regards to all RUPA members. Sincerely, **Bruce**

FRANK EGBERT, 316 Angela Court, Los Altos, CA 94022-3001

I thought you might be interested in a few statistics about our pilot training class of 57 years ago. I arrived at the United Air Lines Flight Training Center at the Temple Court building in Denver, where "GI" Meyers assigned me to a pilot training class of 16 aspiring aviators, aged 21 to 28.

We learned Morse Code and how to navigate with the A's and N's of the "Low Frequency Navigation System". We flew the "Link Trainer", the Stinson (Gull Wing) SR9 and SR10, and the DC-3.

Five of the group failed to complete the training and were terminated.

The following eleven completed the program and were assigned to "The Line" as copilots: *F.A. Frank Butchart, C.E. Charlie Calkins, R.P. Bob Callaghan, E.L. Ed Cate, D.E. Dale Cavanagh, F. M. Frank Egbert, W.C. Bill Grimm, M.R. Milo Kopp, J.M. John Schidel, C.R. Bob Schofield, and O.A. Oats Tokle.*

One resigned within the first year, and a second resigned after completing 25 years.

Two died, and two were removed from flight status for medical reasons, prior to retirement.

Of our class of 16, Five survived to the normal retirement age of 60.

Two are still active pilots.

Frank Egbert

TED ELDER - 25515 S.E. Mirrormont Blvd. Issaquah, WA 98027 60-93 TandSElder@aol.com

We've just entered the Third Millennium (for real this time), so if there's such a thing as a Millennium Resolution I'll make one - and that's to not procrastinate. So my letter is early this year.

I see the premiums have increased for our health insurance. The increase is over \$1000/year for two people. That seems to be quite a jump all at once.

And according to the December RUPANEWS, the

Caremark co-pay for non-generic drugs has doubled. What's happening? *[It's called inflation, Ted. Since I retired eight years ago it has increased by 18%.Ed]*

Shirley and I went on several trips this year, First Class some of the time. We operated a canal barge from Wales into England for a week in September, opening and closing seventy-five locks over 110 miles. Then flew to Dublin, where we rented a car and toured Ireland for two weeks, staying in B&B's, farmhouses and hotels. Other than that, we were on Maui for several weeks and on our boat for a month in July in northern Washington and into British Columbia,

Ted

CLEM A. ELLINGTON—2620 Riviera Circle, Ft. Smith, AR 72903

Dear Cleve, The year 2000 has been a big change for me. Have moved from CA to TX to Arkansas. Still miss the CA desert. Don't travel on the airline anymore, but would like to see UAL in Fort Smith. **Clem**

JOSEPH FABBO 75423 14th Green Dr. Indian Wells CA 92210-7655

Jock: Today is my birthday – eighteen years in retirement. Everything is going well here in the desert. Lots of traveling and golf and good health. Wishing everyone a great new year. Thanks for a super newsletter.

Check to Cleve. **Joe**

WILLIAM A. FIFE—5081 W. Rowland Ave., Littleton, CO.80128

Dear RUPA: Time to report in for my 81st year ... same retirement scene... same cast of characters for which we are grateful ...similar travels as of the past years (Maui, Arizona, Iowa, much of Colorado's mountains with the family)...added a bit when we went to a beautiful wedding of our grandnephew in Kentucky. Time goes faster and we go slower, but we're enjoying it in fair good health. We still have time for music and fun ... Mitzi at our pipe organ and piano, and now a granddaughter with violin. Maybe her little sister will follow suit. The grandson takes care of all computering in school and with his own website. Miniature horses are a close second to the grandchildren, and we enjoyed watching the smallest

(30 inches tall) win her first blue ribbon, then, at Christmas, started an acting career with her sister as two donkeys in the Nativity Scene at a church in Castle Rock, CO.

Thanks to all who keep the news letter going.

Bill

DAVID M. FORBES—279 Catalpa Dr, Ather-ton, CA 94027

Cleve/Jock- Had a great time on the RUPA Cruise. Am working on a 1910 Curtiss Pusher replica which we hope to be able to fly off the S. S. Hornet at Alameda, CA on January 18th to celebrate the 90th anniversary of Carrier Flight.

Happy New Year. **Dave**

If you're successful, Dave, send us a photo and description of your project. Hell, send us one anyway. Ed.

RAYMOND L. FOREBACK—1620 Barkwood Dr, Orefield, PA 18069

Three years retired and have enjoyed it more each year. Thank God everyone is healthy. Playing a lot of golf and doing a lot of work at the church. Thanks to all the people who put in a lot of time into RUPA. A lot of folks benefit from your time. Till next year so long and Happy New Year to all.

Ray

DONALD R. FOWLER—6701 Polo Farms Dr, Summerfield, NC 27358 DCA 67-00

Dear Cleve, I'm finally "legal" to join your organization and receive your newsletter. I'm starting off by sending my first year's payment in late. I apologize and will try to be more prompt in the future.

Your newsletter is outstanding. It offers a great mix of tales of the Good Old Days and current news regarding benefits, travel news, and medical information. The good humor doesn't hurt either. It's good to see that a core group of the Washington area Capitol/United pilots are still getting together. Seeing those names brings back many good memories.

Keep up the good work.

Best regards,

Don

fowler.356@att.net

Don, RUPANEWS is only as good as the material it gets. We'll be counting on you for some Ed.

BERNADETTE A. FOY—P.O. Box 6687, Glendale, AZ 85312

Cleve: The annual check for postage. Enjoy reading the news each month. Wish Charlie were here to celebrate his 69th birthday and all of the RUPA activities. Appreciate the extraordinary efforts lots of folks put forward to make RUPA what it is. **Bernie**

GEORGE J. FURCH 61, sunrise Mesa Dr., Canon City CO 81212-5704

Dear Jock: I received my third degree Masonic at Oak Grove Lodge #215, Alameda, CA on September 14, 1937, and shortly thereafter was transferred to Newark. On February 8th, 1938 I was transferred to Salt Lake. While at Boeing School at Oakland (1935 – 37) I took everything they had to offer.

Had John Thorp and Mac McGinty, and we designed the T-18. Last saw John at Oshkosh, where he was selling the kit for this airplane. Last summer we had 25 models of this plane locally.

August 15th to the 30th we flew Air Canada DIA – YYZ and YVR. Took the train from Toronto to Lake Louise, and Kamloops to Vancouver – good trip.

Locally, it looks like a tough winter ahead.

May you all have a Happy New Year!

Enjoy the *RUPANEWS* very much.

Sincerely,

George J Furch

CHUCK & ROSALIE GAASCH—10607 W. Bellowod Pl, Littleton, CO 80127

We took a tour thru Germany with my son-in-law's fifty-man chorus. We added another bathroom to our house. We have been blessed with good health, and I still can pick my guitar. I got a new grand piano for my birthday, 84. Thank you God. **Chuck**

MARTIN J. GALLAGHER—1101 S. State St, Marengo, IL 60152 DTW, ORD 66-95

Greetings to All; I've been retired five years and still haven't got tired of it, although I do seem to be as busy as ever with honey do's and figuring out how to get out of them. Sylvia, my bride of 41 years says; retired; half as much money; twice as much husband. Do you suppose she likes having me around everyday?

We spent a week at OSH doing EAA workshops. Saw many old friends. Had a nice 24 day trip in the motor home to the West coast in October.

Winter is settling in here. Several deer in the yard everyday and many birds at the feeders.

Life is good. **Marty**

JAMES C. GATES—PO Box 350, Ignacio, CO 81137

Dear Cleve, My birthday and Christmas has now come and gone. I cut a nice Xmas tree from my 65 acre forest. I hate to cut them, but it's wise to thin out the trees to protect from fires. Anyway, it was a beautiful snowy Christmas with a dinner with some friends in Durango. And, this morning it's colder than a well-digger's rear in Texas. It felt like some of the Cargoliner cockpits after sitting on the ramp in Cleveland for an hour, usually (most always) around midnight. Ah, memories of winter flying?

Sooooooo, I'm enclosing my postage money!

Truly enjoy the *RUPANEWS*.

Thank you, and Happy New Year. **Jim**

HERB & HILDA GOODRICH— 19118

Marilla St, Northridge, CA 91324 310-349-6023

Dear Jock & Cleve: After I was able to leave the San Fernando luncheons up to Dave Kirkendall's leadership that I had been handling for about 17 years we had two or three Computer scribes who sent in the reports and since my name had appeared every two months I figured I could take a sabbatical and when I got "around to it", I would send a check and a BD letter.

Last Feb. Linda dropped Darron & Brittany off for weekend & her last words were "take Gramp out & buy him a computer." After 2-3 hours of shopping Darron says that is the best buy.

Brought it home in 4 boxes and they set it up in about 45 min and Brittany was doing a report on the US presidents.

They started out "keyboarding" in kindergarten.— I got up to 60 words in HS and have retrogressed ever since. I hate to write letters--don't know how you keep writing and putting the NEWS together Jock, but sure appreciate it.

Hilda & I still in good health aside from a few ailments of Octogenarians,--arthritic ankle, a new hip five years ago and now macular degeneration

THOMAS GRIFFITH <tgriffith@iopener.net>
This is the first time I have tried to write you via e-mail, I hope it works! This past year has been rather busy and since most of our travels were by car, of little interest. We did fly to PHX for a visit with Smith's (newly retired) and some high school friends. No trouble using the passes, however a rather smartass agent in ORD told us we were "idiots" for trying to get to PHX in March, they were so oversold. He even offered to buy seats from passengers and scared off a retired pilot going to a funeral. We got on and there were some empty seats! I wonder if these guys ever travel on a pass? *[Some of our more gutsy captains won't leave SAs if there are empty seats—they tell the agents they'll take the delay, then make up the time enroute. They claim that this would be a better run airline if management worried more about arrival times and less about pushing out on time. Ed]*

Anyhow we had a big wedding in Sept. as our last son, David, got married in Madison, NJ . At the same time, our son, Greg and wife Tricia, had our 14th grandchild, a boy named Nicholas Leahy. When we returned home I had to go to the hospital, as planned, for brachytherapy, the implantation of radioactive 'seeds', for my prostate cancer. I had been diagnosed earlier and after reading a lot about the various options (some of it in this newsletter) and talking with my Urologist, I opted for the implant. I have never been more pleased with any procedure, I was home the same day as I went in and had very little discomfort - no pain - and very few minor side effects. If it works I couldn't be happier!!

Just after my 30-day visit and clean bill of health from the radiologist I had an attack of appendicitis! I went into the emergency room and before they could figure out what was wrong the appendix ruptured. Thank God for modern antibiotics! I was hospitalized for five days on continuous antibiotic IV. Then, at home, I took antibiotic pills for a week. I survived, but my incision drained until yesterday! It took seven weeks to close, which the surgeon said was good, so all the poison could get out! Any how I'm fine and hope I haven't bored you to death, but if anyone wants to talk about PC I'll be glad to share my insight with them. My e-mail address is:tgriffith@iopener.net That's all

for now, its Dec. 11 so I'll wish you all a Merry Christmas and Happy New Year! Thanks for all the time and effort to those of you who make this newsletter possible

Tom

Sorry you had a bit of a run of bad luck, Tom, but glad you are now well on the mend. Ed

QUENTIN T. HANSOM—PO Box 338, Toquerville, UT 84774

Dear Cleve, I was reminded it was past time to send you money when Jo Ann asked if it would be OK for her to use the new Bernina sewing machine she got me for my birthday. I said "Of course", as she is so generous about letting me use the sliding compound miter saw I got her for her birthday.

All's well here. Enjoy the newsletter. I'll try to be more prompt next year. **QT**

THOMAS A. HELMS—1826 N. Vail, Arlington Heights, IL 60004

Dear Cleve, Sorry to have missed paying my dues in October, but I have been just snowed under the last 10 months with ALPA work, family and flying. Enclosed please find my check for one year. I was at the official signing of the amended ALPA contract October 26th ,but it looks like it will take at least until next March to get all the new work rules in and details ironed out. This after our MEC Negotiating Committee has already put in almost three years of work! Many things just never change! I'm retiring next March off the DC-10 and will be more than ready.

The UAL O'Hare domicile now has 2,800 pilots and planning 3,000 next year. 20 years ago those numbers were a fairly large airline in itself, so you can imagine the problems going on every day just at ORD.

Best wishes for happy holidays, Merry Christmas, and a healthy prosperous New Year.

Tom Helms, Secretary/Treas., ALPA Council 12, ORD

Enjoy your retirement, Tom, from what I read on Boyle's you've earned a good respite. I hope that ALPA has sufficient competent volunteers to replace the likes of yourself, for I foresee hard times ahead. It seems that each generation has to pay its dues. Ed

BRIAN & PATTI HENDERSON— 1525 Marlin Dr. Naples, FL 34102 bripat@att.net
Hi Cleve, Well, I did it again. My annual skate right past RUPA due date. The two things I try to remember on each birthday are scheduling my yearly finger wave with the urologist and sending in my dues. This year I remembered the urologist but forgot the dues. I won't speculate on those implications.

All is well after three years of no structure. I find it interesting that pilots write about having lay-over, running late for trips and losing uniform dreams. Me too. I actually kind of enjoy them. Patti and I are still spending summers in San Jose and winters in Naples, Fla. During tax season I contract my tax preparation services to local estate and trust attorneys in Naples. Most important our health is hanging in there. Thanks for all your good work. **Brian**

IRIS ROCKHOLD—118 Quail Hollow Dr, Kings Mountain, NC 28086

Dear Cleve: My apologies for the lateness of my dues check. Carpal Tunnel surgery recently has slowed me down a tad.

Thank you for your devotion to keeping the *RUPANEWS* alive and well with your cohorts, the Folders & Stuffers. You are all Heroes to all of us.

Best wishes for a Great New Year.

Iris Rockhold, Ret'd Supervisor, SFO ALPA Field Office

JOAN D. JERVIS—100 St. Germain Ave, San Francisco, CA 94114

Dear Cleve: Thank you so much for the *RUPANEWS*. I don't know many of the pilots anymore but you keep me updated on new regulations about the company.

Many thanks and have a Happy New Year.

Joan

DON JOHNSON 7287 S. Verbena Way, Englewood, CO 80112

That time of year has rolled around again so here is my check for mailing and postage. It's hard to believe that I have been retired for five years. We have done a little traveling and kept busy. Cancer has reared its ugly head in both my wife and myself. Gentlemen, get those PSA tests and heed them. I had a PSA of 6.8 and no other symptoms.

The Dr. said we caught it early, but after surgery, I was told it had grown outside the prostate, so will undergo radiation treatment later. The prognosis looks good though. I enjoy the newsletter. Keep up the good work. **Don**

Jock; I don't know how much of this doom and gloom you want to print or rewrite. Whatever you decide is OK with me. Prostate cancer is being diagnosed earlier because of the PSA test and hard decisions have to be made concerning treatment. I would be happy to talk with anyone about this. Phone: 303-1688; email: cdjden@aol.com The August issue of *Airline Pilot* on pages 8 and 9 talk about the connection of radiation and cancer. We need to support ALPA in its quest to make aircraft safer for those who spend a good portion of their lives in the unfriendly skies.

RUPANEWS is willing to print as much medical information as correspondents are willing to share with us, in the belief that information is good – the more the better. Best wishes for a speedy recovery. Ed.

LOWELL E. JOHNSTON— 1789 Mitchell Ct, Daytona Beach, FL 32124

Another year gone. Anne and I are doing fine and enjoying life. Stamp funds are on their way by snail mail and separate check to Ted for the UPF. Enjoy the journal very much. Keep up the good work and thanks to all the volunteers. **Lowell**

DAVE & BETTY JONES

davbetty@earthlink.net

Dear Jock and fellow RUPA members: Tomorrow marks the 13th anniversary of my parking an old rope- start 747 for the last time at the then new ORD terminal. I had to have some help from the F/O to guide us to the gate since it was my first time. I had flown the previous six months to the Pacific from LAX and bid back to ORD for my last trip. I just read that UAL is discontinuing service ORD-HNL and it reminds one that nothing stays the same. Soon the entire UAL fleet of aircraft will be completely different from that which existed 13 years ago.

Betty and I are in good health and are still wintering in Florida and spending the summer months in the mountains of western NC. We missed the Mexican cruise but plan to be in Las Vegas in '01. Thanks to all the people who put in the time and

energy to keep RUPA going.

Dave Jones

JOE KENNEY, Denver, CO SFO, DEN, SFO,
and ORD, '45-82.

HELLO, to all the good guys! Nineteen years re-
tired. Marcee and I are doing fine.

The high points of travel were San Destin, FL. for
a month and the 401st Bomb Group (H) reunion
in Dayton, OH. The Group will meet in Tucson,
AZ in 2002. We will have seen most of the Air
Museums by then.

Thanks for the effort and time publishing the great
Newsletter.

Marcee & Joe

CHARLES KREKORIAN—9 Midhill Dr, Mill
Valley, CA 94941

Two months late, but better than never. My an-
nual mailing allotment has now been fully paid up
to date.

Had a trip for a few weeks to Mongolia (Russian
influence) and Inner Mongolia (China) – MIRT
Mongolian Airlines could us the FAA—Russian
aircraft and damn few rules – operate when they
please. Had fun. Regards, **Chuck**

STEPHEN A. LAURANCE—PO Box 579, Red-
mond, OR 97756

Dear Cleve, I'd like to report the inaugural lunch-
eon of the "High Desert Has Beens" (unofficial
name) was a resounding success! In attendance
were Stan Green, Bob Clark, Dick Ruitter, Ken
Sandine & yours truly. The luncheon started out
like a first trip with a new crew. Lots of talk about
where you live, how long, family, etc. After a
lovely meal at *McGrath's* seafood restaurant in
Bend, the good stuff started. Lots of memories
flooded back that had been nearly forgotten. You
can rest easy that your name wasn't mentioned.
My personal favorite line of the day was uttered
by Bob Clark. It went something like, "you can
give me flying lessons, but you can't give me
driving lessons". You can only speculate as to the
identity of the gentleman he had in mind. We
agreed to make this a monthly thing for as long as
we like. If there are other Ruparians in the area,
they can contact me at: oldualer@qnik.com.

Enclosed find my postage money for another year.
Seems amazing that it has been two years already.

Things are going well with us. Our construction
project is finished, and just decorating to do.

Fraternally, **Steve**

BOB LEONARD, St. Charles, IL '59 - '92 ORD/
SFO

I finally sent my check to Cleve. This last year has
been one of enjoyed retirement with good health,
fun travel, enjoyment of family and amazement at
the antics of UAL management. It seems like our
career alma mater is in disarray. Is there anything
we can do to influence our BOD to get our leader-
ship replaced with one that is less dedicated to
punishing employees, stockholders and the travel-
ing public? Council 12 officers describe our man-
agement as "clueless". A good example of multi-
ple punishment is the dropping of our 40-year
non-stop ORD to HNL because a 777 contract
can't be worked out.

Travel this last year included two great weeks in
Ireland (on Aer Lingus), to Kona to enjoy our
condo, for seven weeks, and our usual stint at Ni-
agara On the Lake for the Shaw Festival. Personal
activities include Kiwanis, civic committees,
babysitting, Museum of Science and Industry duty
at the UAL display, more golf than ever before,
and attendance at RUPA luncheons.

Life is good. Thanks to all who put out this publi-
cation and keep RUPA going.

Fraternally, **Bob**

NORM & ROSEMARY LITTLE— 12331
Woods Rd, Worton, MD 21678

Dear Cleve; Enclosed is my annual, non-tax de-
ductible, RUPA contribution in order that you fine
folks can continue your great and dedicated work.
Hats off to all of you who work so hard for the
rest of us. Many thanks!

Six years have rocketed by since hanging up the
UAL blue goatskins. Rosie and I have traveled far
and wide to all those places that heretofore were
just Airports and Hotel layovers for weary crew-
members. Most of our gallivanting has taken us to
Europe each fall and now we are planning to take
time to see the USA and all it's grandeur and visit
many of our friends now scattered about the coun-
try.

Still miss flying those great aluminum machines
in the wild blue yonder and the great fellow crew
guys, but haven't longed for a midnight call from

the crew desk.

My best regards to all who feast their eyes on
RUPANEWS.

Take care; **Norm**

ALLEN & JOANN LOCHER Kerrville, TX
Avioneer@omniglobal.net

Dear Jock,

My letter about availability of the Ernie Gann video tapes - *Island in the Sky* and *The High and the Mighty*, appeared in the October *RUPANEWS*, and I regret to advise you that I wrote and sent that to you before I had mailed my order for the tapes. When finally the tapes arrived, I found them to be almost unintelligible, both visual and audio. I surmise that the master tape has been run so many times for copying that it has stretched. Would you please advise the readers not to order those tapes, and offer my sincere apologies to any one who got hooked, as did I.

Yours,

Allen Locher

Allen, don't be too hard on yourself. I received the following, which explains that apparently it was honest error and Mr. McCrae is trying to rectify the problem. Ed

DON MERUCCI :dmerucci@home.com

Everything is up to date and on the up & up concerning the tapes. McCrae said that he was swamped with requests and did make a few errors.

Don

ROBERT C. LUCEK—155 County Rd. 573,
Englewood, TN 37329

Dear Cleve, Just starting year number three of retirement and I don't know where the last year went. Just a couple of weeks late this year with my check for postage and I'm including a little extra for the folders and stuffers. Last April Bonnie and I sailed our cruiser home along the Cumberland and Tennessee Rivers. It was a wonderful trip even if it was a little cold. Planning to go to Florida with the boat next spring; down the Tennessee River and the Tenn. Tombigbee Waterway to Mobile Bay and then east to Pensacola, a total of about 850 miles and 18 locks each way. Went on

two cruises this year. It seems like I can't get away from water and boats or ships.

My daughters and their husbands will be here for Christmas. No grand children yet but we keep hoping. Till next year.

Bob blucek@usit.net

RUSSELL R. MADDOX— 2252 La Granada
Dr., Thousand Oaks, CA 91362

DCA LAX ORD SFO LAX '66

email: russmdx@gte.net

Dear Jock, Cleve, and all; Two years into retirement this month and all is well with Jan and me. I haven't had one of those weird airline flying dreams for two or three months now.

In April, we went on a 14-day Panama Canal cruise with three other retired pilots and their wives. Everyone had a great time on Celebrity cruise lines ship *Galaxy*. It would be great if RUPA could organize a Mediterranean cruise next year.

Please note the correction to my email address, as the CompuServe address shown in the RUPA directory is no longer correct.

Best Regards and Happy Holidays: **Russ**

J.O. MARTIN Jomfly@aol.com

We're starting the snowbird regime to our winter home in Arizona. J.O. Martin

and friend are now residing at: 14689 W Mulberry Dr Goodyear, A z. 85338 Ph. 623-536-1879. We will be here until the first of May, and then back to Illinois.

My golf suffers while we are in the process of furnishing a new home. I hate stores!

We are in a golfing/retirement community called Pebble Creek about 20 miles west of the PHX airport.

All is well with us.

J.O.

ROBERT E MCKINSTRY, 27263Baileys Neck
Rd., Easton MD 21601-8503

Jock: Well, I'm only three months late! Not bad for an old guy!

All is well with the McKinstry house. We do some boating and motor homing, and stay busy. Give my regards to all the crew that put out the newsletter, I really enjoy it.

Regards, **Bob**

CHUCK MELBOURN 16637 Hidden Cove Dr.
Jupiter, FL 33477 maui990@aol.com

Hi everybody, Getting ready to leave for Florida for the winter. This NJ weather is just too cold for a retired guy.

Had a little fun a couple months ago, a neighbor of mine who has a T-6, a Bonanza and a Cherokee gave me a call. He was at our local airport and told me his Bonanza was at another airport about 20 minutes away. He told me he wanted me to fly with him in the Cherokee, drop him off, and he would then fly his Bonanza back home leaving me to fly the Cherokee. I told him he was crazy as I hadn't flown in the three years since I retired. Well anyway, after a 20 minute lesson and one landing, I was flying alone back to Somerset Airport, NJ. First time solo since the T-33 about 38 years ago.

We did lots of traveling this past summer, Europe, Hawaii and many domestic trips. Always treated very nicely by all the United folks with many first class seats. A real treat especially on international flights.

So long `til next year, **Chuck**

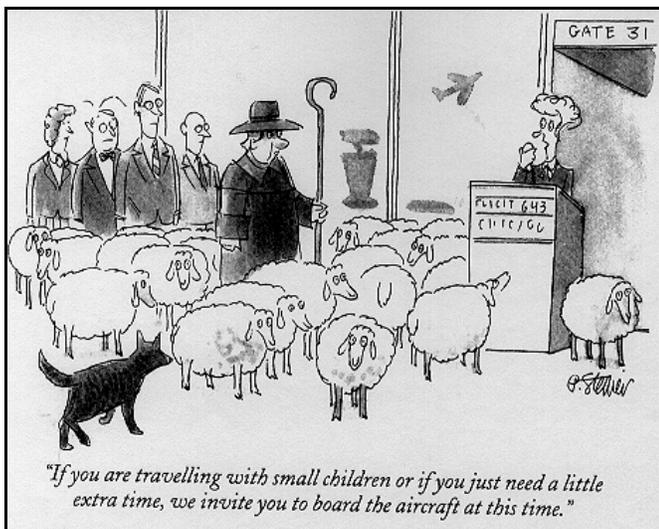
DOUG METCALF 9349 Winterview Dr., Naples
FL 34109-1513

Hit Four-score and five this Jan. Still chase the little white ball a couple of time as week. With two new knees and very poor balance I need a cart and a club for balance. On occasion I need a suction cup on my putter handle.

Beats a rocking chair and boob tube

Doug

(Check on the way to Cleve.)



AL W. JOHNSTON—5 Yeoman Ln, Salem, OR
29676

Dear Cleve: All's been quiet this past year in Keowee Key, SC. No grandkids yet, not ald enough! No holes-in-one either, did get a birdie three weeks ago, however.

Thanksgiving Day yesterday, #76 birthday today, might be able to shoot my age if I live 25 more years.

Four more weeks till Christmas, then off to Hawaii for January, February & March.

Enjoying the *RUPANEWS* very much, Keep-em-coming. Enclosed, find annual postage check.

Happy Holidays to all. **Al**

FRANK MIHALIC— frankj7m@home.com

Hi Cleve I waited until 2000 was over to send my dues in case I had any more problems to report. 2000 wasn't the best year. First, I took a spill riding my bike and was laid up for a month. In May, while fishing in South Dakota, I got an Oral Herpes infection in my left eye. Didn't realize there was such a thing. Also got a severe attack of Diverticulitis. Ended up having surgery the end of July. Love that arthroscopic surgery. Was out of the hospital in three days. Took about three months to feel normal. I lived very carefully the rest of the year.

One good thing to report, I didn't have any problems with Blue Cross Blue Shield paying their share of the bills. Another good thing to report, Lu had the Cataract removed in her right eye. A Dr Chang in Los Altos removed it with a new procedure he developed. No stitches, the cataract is broken up and sucked out and the new lens is inserted. Out within the hour, new vision, no side effects. She has made the appointment to have the other eye done. Enclosed is the dues till 12/2001. Hope everyone a GREAT New Year.

Lu & Frank

ALAN V. MITCHELL—210 Kinderkamack Rd,
River Edge, NJ 07661

Greeting RUPA Members, Still hanging in there flying Citations. People I fly for bought a new Excel. It's truly a fine machine. I can stand up in the cabin! With 5'8" headroom I can wear my cowboy boots. Flight Safety does a great training job but there is still a lot to learn on the new FMS.

Attended my fiftieth reunion from Maine Maritime Academy this past September in Castine, Maine. One of my best friends is still sailing as Master. Fifty years is a lot of sea bags.

Warmest regards to all.

Fraternally, **Al**

STEVE & LIL MODDLE StevesPiperCub@aol.com

Can't believe it's 5 years already since I made my last flight with United, where does the time go? Haven't done much traveling because we had Lil's mother with us and she needed 24 hour care, we did get on a three-day cruise with the RUAEA group here in Daytona, had a good trip, lots of good people to be with. Had a Granddaughter born in July. I went up to Charlotte to be there for her birth, and changed many "dirty" diapers, but did enjoy helping. Had to come home early then planned as we thought we would lose Lil's mother, but she held on till the day before Thanksgiving, 94 years old and on Hospice for 3 years, so she did pretty well.

Looking forward to "01" so we can make up for some lost time in our traveling. Have our own health so far, we are lucky in that light.

Spend some of my time with the C.A.F. (Confederate Air Force) have fun with all the good people I've met there. Put some time on the Cub but not as much as I should, maybe this year. Best to all and thanks to all

that put this newsletter together.

Steve & Lil Moddle

BILL MOORE 2726 Riceville Dr., Henderson NV 89052

Dear Jock: A little late, with the presidential election and all. I have quite a high position in important political fields, and it takes time. We meet often at the Anthem Gym most evenings. This press release explains it all.

NEWMAN vows to press on with presidential bid As the court battle in Florida raged on, Alfred E. Newman promised supporters he would continue his inexplicable run for the presidency. "What me worry?" Newman said to a crowd of over six supporters at a post-campaign rally outside Stuckey's Truck Stop. Newman then held up a newspaper with the headlines, "Dewey defeats Truman", but no one knew why! Newman didn't garner a single

popular or electoral vote, putting him in a statistical dead heat with R. Nader and Pat Buchanan, but a spokesperson for Newman said he had high hopes for the Florida recount. "the way things are going down there, anything is possible," the spokesperson said, adding that Alfred will change his name to Chad, hoping to pick up all the important pregnant and hanging chad votes. Now we know Newman received three votes; a friend of mine's, he naturally voted for himself, and mine. The Supreme Court wants to know if we want a recount in the name of democracy with integrity. I think that the speed of light is consistent, the speed of sound remains the same, but the speed of time is definitely changing – swish!

BNO is coming up. I hope to see you and many others.

Thank you, **Bill**

MARTY MOREHEAD 1260 N.W 16th St., Boca Raton, FL 33486 Martymorehead@cs.com The listing of my name in the new Directory is great, except that the number printed - 561-361-7872 is my FAX , and my phone number is 561-338-0570.

My birth month is March, and I will send my check then, meanwhile very little news to report. I am currently undergoing extensive medical testing, although I feel fine, and have no complaints, and I'm sure they will find something the matter with me if they keep sending me to various specialists. Is this weird? Thank Medicare and the UAL supplemental insurance.

Hope to see you-all in LAS in Sept. My compliments to all that edit the *RUPANEWS*. [Thank you, Marty, Jock.] Cheers - **Marty Morehead**, P.S. Must apologize for all the voters in Palm Beach County who have not mastered the fine art of punching a ballot.

TOM & CAROL MORGAN perdido@infi.net Jock, another year has gone by, number 16 this time. Where has it all gone?

This past year both Carol and I have had physical problems, but we are holding on. We did manage to get a nice trip in to Ireland in October.

The weather a bit rainy at times, but overall, very nice. A postage check is in the mail to Cleve. Regards to all.

Tom Morgan

ROBERT C. NICCOLLS—1830 Garden Dr,
Medford, OR 97504

The years indeed pass all too quickly. 2000 in particular fits this observation. And, as we come to the year's end it is time to reflect on family and friends, events and possibilities, past and future. We sent our love to all, our wish that the Season brings Peace and Joy to you.

Our year has brought a new member to our family Scott and Shannon had son Robert William, born in June. Then this Fall Scotty was hired by Northwest Airlink. He is just now finishing training and still does not know where he will be based. A dream come true for him. . . Shannon, son Wil , and flying. Lisa and her family continue to do well. The boys (Kyle and Ryan) and I have started "our club". Fittingly it is called the Donut Dudes. ("Papa's" and their grandsons have those rights!) Tom is as busy as ever with PG&E and with concerns over the health of his parents. Lisa is having a great time with her boys and all the activities.

Marty and I enjoy the beauty of Southern Oregon as we spend time at both homes... Medford and Brookings. Here in Medford we have Scotty and family, the Civil Air Patrol and some flying, many friends, a few business ventures. Brookings is special, with the ocean at our front and the whales, fishing, beachcombing, sunsets and the Chetco River and our family camp (Camp Ky Ro...for Kyle, Ryan and Robert William). All give us great fun and are thoroughly enjoyed.

Creaky bodies have been a plague. Last year I had the first hip replaced, then January, 7, I had the right knee, "scoped" and in March the left hip replaced. And life is so much better!!!! Now I need the back operated on at L2/4 and will do so on January 2, 2001. That should relieve most of the pain of the last few years and give me greatly increased flexibility, strength and mobility. There is so much to do it will be wonderful to again be able to "get out and go".

Marty has endured all the "goings on" but claims that after the recovery we are going to repeat the Fall Mexico cruise. Sounds good to me

We wish you all well, and hope the Season is a wonderful one and the New Year the best ever.

Bob & Marty

MIRIAM & JOHN O'CONNELL Sycamore IL
60178 56/ 90 SFO/ORD mmoc@tbcnet.com
Sign-in time. Hope we' re not late for the Dec.
Deadline. First let me congratulate and thank those who are responsible for the excellent publication known as the *RUPANEWS*.

Very little to report this year. Had a new grandson in August making it an even split, three boys and three girls. The grandchildren seem to be the center of our activities and attention. Their enthusiasm is infectious and keeps you on your toes and thinking young.

Lost my Dad last month 90 yrs and married to Mom for 71 years of his life. We are grateful that we had him in our lives for such a long period and that he did not have the suffering that so many go through in their advanced years.

We will be heading to Prescott for the winter. Our address there will be: 4933 Summit Circle Prescott, AZ. 86301 E-Mail <mmoc@primenet.com> Jan through April and < mmoc@tbcnet.com> May through Dec.

A Very Merry Christmas and a Happy and Healthy New Year to all out there in retirement land.

God Bless, **Miriam and John**

JOHN C. PEDRETTI—19176 Farallon Rd,
Madera, CA 93638

Cleve: Enclosed dues for one year plus coffee fund. I am one month early and proud of it. It's been a good year, great golf and great RV-ing. I joined the computer crowd, so please put my email address in the new directory. Pedretti2000@yahoo.com.

Thanks, John Pedretti, Class of 94
Sorry John, but we have to submit the Directory to the printers by November 15. Everyone should keep this date in mind if they ever want their file updated for the Directory. Cleve.

ROBERT E. PHILLIPS—880 Wolf Creek Rd,
Winthrop, WA 98862

Hi Folks, Karen and I are still in the Methow Valley at Winthrop, WA. Still raising horses, and a little "hell" once in awhile. Still have the slow pace of life here, and having your closest neighbor a mile away, is just right. We are still doing a little packing for one of the Outfitters, and some fun ourselves. We get out to see the real world once

in awhile, but it scares the hell out of us with all the changes. I did have a chance to fly a DC-3 last month for a couple of hours. Man, what a step into early aviation, but was fun. Hope all is well with the outside world. Keep your (SP?) clean. If you come this way, be sure to say hello. **Bob** 509-996-8003 email roqueranch@methow.com

JAMES J. PIFER—EWR JFK SFO JFK ORD
IAD jjpifer@aol.com

Dear Cleve: It's been one year since my last B-777 flight from CDG to IAD and having spent my last layover in Paris (78 hours) over the millennium with my wife Bett, I couldn't have asked for a better ending to a 34-year career.

Since then, the retirement checks keep arriving in a timely fashion and Bett and I are still happy together on a daily basis; who says "absence makes the heart grow fonder"? Just before the holidays I mentioned to Bett that it looks like I'll have the holidays off this year and she responded "with your seniority, it's about time you did!"

This year we hope to continue traveling to see family and friends and golfing as much as possible.

To all the RUPA members and active pilots with whom I've flown, a heartfelt thanks for all your help in getting me to where I am today, and to all a very Happy and Healthy New Year. **Jim**

BOB POLICH—7943 S. Karlov Ave. Chicago, IL 60652

Dear Cleve, Well, the first year of retirement is under my belt and it's been what everyone else has said it would be -- nonstop! Like the old cowboy said, "If I'd a known I was gonna live this long, I'd a taken better care of myself." Here's hoping there's many more years like this. By reading RUPANEWS, I learned about address labels and expiration dates, and how to apologize very nicely for missing same on my first try. Keep up the great work -- I've already got a collection of NEWS copies with important info! **Bob**



CLARON U. PRATT—2320 Ridgewood Way, Bountiful, UT 84010

Dear Cleve, My computer tells me (and it never lies) that I failed to submit my dues as of February. But wouldn't any one try to skip their 90th? Check for \$20.00 enclosed. Will wait and see about number 91. You fellows do a terrific job of running the show. Regards to all. **C.U.P.**

JOHN PRESTEGAARD '55- '85 ORD,
DENTK ORD Presty25@aol.com

Hi Jock: I just mailed my annual postage check to Cleve and will now write a few lines to you. I'm a couple of days late, but hope that won't disqualify me!

Last year I wrote about Shirley's health problems. Now I am happy to write that she is doing fine. She can't stand or walk for very long, but she does get around on her own and can drive the car etc. The X-rays show that the rods are still in place and the 5 fusions have healed good.

We are just about to leave to fly back to IL for the month of Dec and the Holidays. Then we will fly back down here to AZ and stay till May. Not a bad life. It is more difficult to travel as we have to have a wheel chair to get around in the terminals, but we only travel between Phoenix, Denver, and Chicago anymore, so we make it okay, so far.

I lost my golf game when I had to give it up during Shirley's problems and I still don't have it back yet, but I'm working hard on it.

Everything else is fine and we enjoy the newsletter every month. Keep up the good work. We all appreciate it. **John**

DARRELL A. RADER, ORD 10703 Allendale Rd., Woodstock IL 60098 Ph 815 648 2197 rader@mc.net

Good Friends: All is well here in our little corner of the world. We continue to count our blessings each day -- blessing like good health, opportunity to do lots of neat things, more material "stuff" than we need, and friends that are the most wonderful people in the world. The only down side is that our families are all elsewhere so we don't get to see them nearly as often as we would like. The Chicago area just got "dumped on" with a big load of that white stuff and a quick look out the window shows that we are getting another fresh

supply. We don't mind. We're still young at heart enough to enjoy sliding down the back hill. The going down is just as much fun as ever, especially with inflatable tubes, but we don't walk back up quite as often as we used to. Afterwards, a sip of something warm and a bite of some of Marlene's cooking tastes just as good as ever while we warm whatever part of us that might be cold at the fireplace stove. Life is good. Marlene is still very much involved with the county Homemaker's Board and the church. Decorating the house for Christmas, cooking, and mothering flowers all summer long are her main delights. We've lost count of how many Swedish weaving afghans she has created. I'm still Executive Director of the mission Joy in the Harvest in Tanzania, Africa, will continue as president of the Chicago Woodturners for another year, and am church Lay Leader. The Nash cars, helping Marlene, and the workshop all keep me out of the local saloon and away from the TV.

The best news of all is the fact that we are still very much sweethearts after 42 years. What more could we desire?

Give a call, write, or best of all stop in, we would love to see you.

Darrel

CHUCK & JIN RANEY 13139 Crest Hill Road, Flint Hill, VA 22627

ORD, JFK, DCA, ORD, '54-'88

Dear Jock, Cleve and mail room guys, and gals. This is a little note to pass along some exciting stuff you'll all want to know.

One, we sold the winery and vineyard in June. It's amazing how relaxed it is here, not having to worry about early spring frosts, rain in September, hail, early frosts in the fall, and other minor things. We are now living in a Little Red Schoolhouse (really) built in 1898 and remodeled by various owners since 1925. Not bad really. The move, as you might guess, was ugly, going from 4000 sq feet approximately to 1700, after about thirty years of rat holing cherished items, and other things. Many of you have done it and loved it.

We have bought a lot, still in Rappahannock, and now we are trying to settle on a house design we both like. We're fairly close, and I would think

we could be building in a month, maybe February. If you have not had, do not get, shingles. As you may know, if you had chickenpox as a kid, the virus is in there waiting for you to have a weak moment. It is a marvelous ailment, and in my case was not long lasting, nor as painful, compared to some of the horror tales we heard.

As part of the move, we left our phone number with the old address. The new one is 540-364-0184. We are at email 'cjran@mnsinc.com'. the very best to all of you out there, have a great New Year!

Chuck & Jin Raney

DOUG RANKIN 20514 Miranda Pl Woodland Hills, CA 91367 - Dougmarce@aol.com
YIP-DCA-MSP-YIP-LAX - 1953/1990

The big event for the year 2000 was that my wife of 49 years, Marcene, wanted to have our three children & four grandchildren all on Oahu together so the grandkids could do some of the things their parents did when they were the grandkids age. Starting in 1966, Marcene and our kids would spend most of the summers on Oahu. One of the things we had told the grandkids about was the "Toilet Bowl". It is a lava pool around the point at Hanauma Bay where the waves go in a tunnel in the lava and you go from standing on the sandy bottom of the lava pool to a ride of over six feet straight up, and when the wave goes out it's like flushing a toilet, and down you go and again you are standing on the sand encircled by this lava bowl. It is quite a ride. However now there is a chain link fence & gate so you can't go around the point to the "Toilet Bowl". The life guard said it was locked because the water was too rough. He also said someone was hurt and they sued to city of Honolulu. So I think the gate is locked most of the time if not all the time.

We used to sleep all night on the beach at Hanauma Bay; now you not only have to pay to park you have to pay to go down to the beach. They say you can't go back.

However one place we did, and they had a ball. Not only the grand kids but also the big kids. Its called "Jack Ass Ginger Pond" It is a spot on the Nuuanu Stream just off the Old Pali Highway. It has a small natural slide and there is a rope you can swing out over the pond and drop into the water. It is an area not known by many and like years

gone by, we had it all to ourselves.

All good things must come to an end and good things came to a end on a Tuesday morning last July when we arrived at the Honolulu airport. The morning 747 to Los Angeles cancelled, the other flights were two 767's and the red-eye was a 757. Arriving back at the airport the next morning again the 747 cancelled. Some of our group that arrived at the airport Tuesday morning didn't arrive Los Angeles till Friday afternoon. It was a trip to remember.

Have a great year, and Marcene & I will see you in Las Vegas at this year's convention.

Doug

RAYMOND R RETTIG 5244 Everwood Run,
Sarasota FL 34235

Can't type, no magic keys, just an "O.F."

My dues were due in July; however I had a cancerous kidney removed instead. The cancer was encapsulated, so no treatment, just a CAT scan in six months.

Next Thursday I'm going back to have a muscle tear from the incision repaired. That will only be two or three days.

Don Karaiskos words were heard "loud and clear" on life in the late '20s, '30s and early '40s. It really told how it was. It only took me 12 years for that last stripe, 29 Feb. '68, and until we grounded them, I was the most junior DC-6 captain on the entire airline. I do feel sorry for the five-year captains who might have to wait a while to make "triple 7."

Yes Virginia, 1985 was quite a year.

Check to Cleve.

Ray Rettig

Apologies for the delay in printing your letter, Ray. I just found it - it had slipped under my scanner. I hope that you are all healed up and raring to go now. As for the five-year captains, with all the problems coming their way: mergers, grounding the 747s, possible cabotage etc., I'd rather be retired. Ed



ED RIPPER

Dear Jock: A check for membership and postage is on the way to Cleve.

As a recent retiree (set the parking brake for the last time on Nov 27) I have been delighted to receive the *RUPANEWS* for the past three months. During my 34 years with UAL I was based in every domicile except SEA, MIA, and HNL; therefore, many of the names in the NEWS are very familiar. It is good to see that so many of these fine pilots with whom I flew are doing well. To my knowledge, there are only 8 UAL pilots living here in the Cape Fear area, and three of us are retired. Even so, that should be enough for monthly get-togethers.

Keep up the good work. I look forward to the NEWS each month and hope to attend some events in the near future.

Sincerely yours,

Ed Ripper

WILLIAM ROGERS wrogers20

Dear Mr. Savage,

The e-mail you have listed in the RUPA directory for William R. Rogers belongs to someone else, not us. I'm sure you will hear from them, but maybe you could post the correction in your next issue.

Thank you.

Patti Rogers

I'm beginning to think, Patti, that there must be an easier way to do this. At the risk of being accused of throwing extra work Webmeister Bruce McLeod's way, surely this could all be sorted out on rupa.org? People are forever changing their servers as they get better deals, and it's almost impossible to keep up in the print media - our hard working keepers of the mailing lists, Floyd Alfson and Cleve Spring, have enough to do trying to keep up with the snailmailing addresses of this peripatetic group without having to deal with such ephemera for the annual directory. Perhaps someone who is online might care to volunteer to keep the e-mail addresses updated. Anyway, just a thought. Ed.

RONALD A. BROWN—10809 W. Cumberland
Dr. #A2, Sun City, AZ 85351

Cleve, First of all note the winter address. We will be here until May and then hopefully we will

get back to Maine! We have been doing this for ten years now. Each year I fly the Cub from Maine to Arizona. Then in early spring I fly it to Florida for the "Sun and Fun" Fly In. then it is up to Maine to open up the place for the summer months, followed by UAL to AZ and then the car back home. Still making Oshkosh, camping with the Cub. Betty takes UAL and works with the other WASPS in the pavilion provided by EAA. The WASPS get to stay at the Jesuit Retreat on Lake Winnebago. A truly beautiful place. This year has been a bummer. We lost Betty's sister, her last remaining family member, in July, and in October we lost our 19-year-old grandson on the *USS Cole* in Yemen. He was buried at the Antietam Battle Field Cemetery about four miles from Kathy's house. Of the 17 killed on the ship, he was the last to be recovered. While it has been hard on us, our daughter has been truly devastated.

Thanks so much to all who make the publication possible. **Ron**

I'm sure I speak for all of RUPA when I send our sincere condolences on your loss. Ed.

WILLIAM L. RUTHERFORD 5823 N. Forest Park Dr. Peoria IL 61614

Dear Jock: The year 2000 contained two extremes that are hard to describe. Hazel, my beloved wife of 63 years, whom I met when she was walking home from high school when I was a freshman in college, passed away in her sleep on August 31st totally unexpectedly after a very pleasant previous day. The upside was Governor Ryan and his wife, who attended Hazel's memorial services on the beautiful morning of September 6th, accepted our deed of Wildlife Prairie Park to the State of Illinois and spoke generously as part of the services. That deed conveyed the 1,250 acres that portray Illinois as it was at the time of the first settlers. Herds of bison, elk and deer, plus black bear, cougars, wolves, badgers, otters, coyotes, red and gray fox, all in large, natural areas, as well as displays of eagles, various owl species, hawks, etc., all in what is now the central point for conservation education for the State of Illinois with its complete facilities, including staff, programs, and indoor and outdoor classrooms, together with dining and banquet facilities, fourteen miles of hiking trails, stocked lakes, and state of the art fiber-

optics and electronics.

We knew the transfer was imminent, but, unfortunately, Hazel did not live to see it happen. Now we can devote our efforts to completing various projects that would have been very difficult financially while we were still supporting the entire operation before the State takeover.

We both lived to see the great pleasure to us of son, Bill, as UAL Vice President of Flight Training and Flight Standards; which is a vast amount higher than his father's co-pilot days in DC 3's. A warm welcome is still extended to RUPA members that enjoy behind-the-scenes visits with interest in native Illinois animals and plants, plus some fun domestic animals such as the pioneers brought, and our new 36"- high milk cow for the children's petting area.

It has also been a great pleasure to work with the fine people on the board of the United Airlines Historical Foundation under the leadership of Don Toeppen, Kay McMurray, and Don Jiskra. I hope to live to see a museum worthy of the history of United Airlines to at least equal that of American at Dallas.

Best wishes, **Bill Rutherford**

RANDY AND PAM RYAN— 2850 E. Calle Sin Pecado, Tucson, AZ 85718 (520) 797-3912 or randyryan@compuserve.com

Greetings to all, from Tucson. What a year!

When I retired in January, Pam surprised me with a shiny red Corvette convertible as a birthday/retirement present. (Since then she has had several marriage proposals from other guys!)

Later in the year we took short trips to Santa Fe, Chicago, New York, and Washington, followed by a week-long horse pack trip in the Canadian Rockies, a two-week cruise to Alaska, a week at Lake Tahoe, three weeks on an African safari in Kenya and Tanzania, and, finally, a week at the ALPA tennis tournament in southern California. (I hit a lot of tennis balls but it was Pam and her partner who won the women's B doubles! Yea, Pam!)

During the year several friends came to visit. Remember, in Tucson, while some people are digging out from large snowfalls, the temperature in our "winter" is usually in (at least) the 60s and the skies are usually clear. There is a lot of tennis and

golf to be played and, as an added inducement, while you are here Pam will take you out to the Arizona Sonora Desert Museum where she is a docent. Come on down and check it out. Everybody said they were never busier than they were after they retired. How true! Now when I am not playing tennis (or, occasionally, golf) I am doing mediation here in Pina County. That is a challenge but, all in all, it's fun.

We had a nice Christmas, both "kids" came to visit. Kathy (and her husband Ken) will soon be moving to Roseville, CA. and Greg, who now lives in Virginia, announced his engagement to Yolanda, a wonderful woman from Australia. We wish them the best.

Thanks to all who work so hard to put out the *RUPANEWS* We miss you and hope to see several of you at the retirement dinner in March. **Randy Normal**

RAYMOND J. SALAMANCA—16 Packer Brook Rd, Redding, CT 06896

Dear Cleve, Late postage check enclosed. A year and a half into retirement, I am becoming more and more forgetful. Within a week I have misplaced my raincoat, paid the December mortgage twice and misaddressed several Christmas cards. I lose the notes I write myself and end up in the garage without my car keys. Man, what else have I forgotten?

However I have found something useful to do: teaching AARP's 55

Alive senior drivers' safety course. And after 47 years of long range flying with the Navy and the Other Company, I am less inclined to travel outside the US anymore. We have never seen the Grand Canyon or the Canadian northwest. So those tours are on our agenda for 2001. Last, two sets of grandkids give us joy everyday. Heath, **Ray**

CLIFFORD R. SANDERSON— 916 Cambridge Dr, Libertyville, IL 60048
Phone (847) 367-6380 FAX (847) 680-7517
Email: Clifford_Sanderson@.msn.com

Dear Cleve, When I retired in January seven years ago, I thought the check sent to George would cover me for a lifetime membership. Apparently I was wrong. Don Toepfen and Joe Purves both told me to send you funds, ask to be reinstated and

be put back on your mailing list. Enclosed is my check which should cover me for a few years postage.

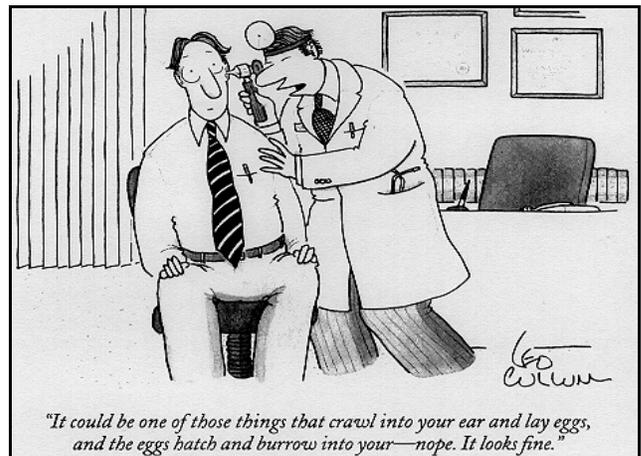
You may know I have been very involved with the Retired United Pilots Foundation for over twenty five years. In case you have not been kept up on events, the foundation is doing very well and we are presently providing grants to widows to permit them to live their lives in dignity. I am very proud of the work the Foundation has done supporting the pioneers of our industry. The need for a viable, healthy foundation is still an essential safety net for many active pilots today. As you know, many pilots that lost their jobs at other airlines joined the United family to finish their careers. These new family members may not have enough years in our pension plan to qualify for a decent pension. As you know, it is also likely many pilots will come across a life-changing event that will ruin any financial plans they have put in place. And, as always we take care of our family.

Don Toepfen, Frank Reed, Bernie Sterner, Wayne Hughes, and I would like to appeal for some younger retirees to get involved with "Our" foundation to put some new fresh blood in it. If you would please put this request in the *RUPA - NEWS* and have anyone contact me or any other member of the Foundation BOD.

At the same time we want everyone to keep their eyes open for people in our families who may need assistance. Most of us are too proud to ask, so it is up to other members of the United Family to inform us of anyone in need.

If there are any other items you need, please let me know, either by mail, phone, or email.

Sincerely, **Cliff**



JACK SCHAUF, 8671G SW 97th St., Ocala, Fl.
34481 schaufjm@aol.com

Greetings: We really enjoy hearing from the great people I've had the pleasure to work with. It has been another fine year for us, fifteen years in retirement and still going strong. Appreciate the work and dedication you folks put in to make RUPANEWS possible. Check mailed to Cleve. God bless and good health to all.

Regards, **Jack and Mae**

BILL AND MARIA SCHELL 6027 N. Ponderosa Way, Parker CO 80134 wieniel@rmi.net.

After about 3 months into a Phase 1 trial of two experimental chemo drugs R115777 and Xeloda (in pill form), according to the latest CT scan, the Mets in my lungs have stopped growing. The Doc calls that STABLE. We're hoping for a reduction of the size at the next scan.

I'm able to remain active, two to three tennis matches per week, singing in a church choir, and doing volunteer work with the third graders at the local elementary school, but not able to travel much, due to weekly blood tests and physical exams.

Thanks for all the volunteers getting the RUPANEWS assembled and mailed.

Sincerely, **Bill**

JACK SCHLEMER LAX

On time this year with a December BD. Not much traveling--no fun by yourself. Busy with RC flying and as a Docent at Evergreen museum (home of the Spruce Goose). Evergreen Museum owns United's number one DC3 (1070) and tried to sell it to UAL but no deal. It is or has been in Ft Collins CO with a ground-up restoration for three years. Also busy organizing a new EAA chapter here in McMinnville. Good job on the newsletter. Regards to all. **Jack**

BERNARD SCHWARTZMAN— 1105 Redbud Rd, Winchester, VA 22603

Dear Cleve, Year two is about to conclude. Retirement is great, no phone calls from the crew desk, no all-nighters. What a life! My 2001 postage is enclosed. It is perhaps the best twenty dollars I ever spent.

Bonnie and I never made the cruise. There just wasn't anyone from the Washington area that

wanted to join us. Next time we are going anyway.

We were back in Las Vegas in January for the wedding of a good friend's daughter. We toured the Hoover Dam. What a sight and what an accomplishment!

With my neighbor's help, I restored an old block stable and made it into a large workshop. Now I can repair vehicles as well as do some woodworking.

In the spring we visited with Bill Taylor and Terry, and with Dick McBride and Geneva in Tennessee. Dick retired in June. The lake they live on is beautiful and is, for some, the perfect retirement location. We also attended the graduation of my nephew from the University of Tennessee.

Hunting and fishing take up some time.

We also did some genealogy research in Vermont and New Hampshire for Bonnie. Her father's ancestors go back to the 'Blue Mountain Boys' and beyond.

My son Andy is flying F/O out of DCA on 757/767s. That's moving up fast, less than three years. It took me ten years before I could face forward.

I attend the Eddie O'Donnell luncheons regularly in Washington. The DCA guys are still the greatest. We even have a poker group that plays monthly.

We are heading for Florida in mid December to visit with Bonnie's family. They were with us for Thanksgiving. If the election is still in doubt, maybe we could add a few more ballots to the count.

Best wishes to all! **Bernie**

FRED H. SIEMS—8068 Earlshire Ln, Spring Hill, FL 34606

Hi, I had an injury last Spring that resulted with Achilles muscle surgery last July. I'm on a very slow recovery, bed rest, no walking, no driving. It's a tough solo act.

Keep the RUPANEWS coming and hope all have a good 2001.

Regards, **Fred**



SIDNEY F. SIGWALD—8928 S.E. Star Island Way, Hobe Sound, FL 33455

Dear Cleve, Just a short note to let my friends know that I made it to the three-score-and-ten marker. Only real item to report was the Med. Cruise Georgeanne and I took in April and May of this year; twenty-three days in the eastern Med. Starting in Istanbul and ending in Athens. The cruise was unusual in that it had several multi – day port stops. When I saw the 2 ½ day stop in Haifa, Israel, which is the home of the Baha'i World Center, the trip became a must for me. Wishing everyone a healthy New Year. **Sid**

DANIEL E. SIPPLE 1933 Wynstone Circle N.E. North Canton OH 44720

Dear Jock: I can't resist replying to Jim Berquist's letter in the December *RUPANEWS*. He wonders if there lives a pilot who had truly learned how to land the 727. Well, not me, but here is a true story.

I had made one of my rare, undetectable touch-downs on this occasion, and had left the airplane when the S/O caught up to me in the concourse. He had been stopped by a pilot from Royal Jordanian Airlines, who soon appeared, wanting to know "the secret" . "I fly 707s and 727s, and they tell us, always add power right before touchdown. You didn't add power. What did you do to make that landing?"

Grabbing his chain and pulling real hard, I replied, "Well the secret to making a perfect landing every time on the 727 is...right before touchdown sometimes you add power, sometimes you reduce power, and sometimes you leave it alone. Sometimes you push forward on the wheel, sometimes you pull back on the wheel, and sometimes you leave it alone That is the secret ."

Gee whiz, Jim, it's too bad you never tried this. It's guaranteed.

Dan

STAN SMILAN ssmilan@aol.com

Dear Jock: One month shy of the big 70th birthday I was diagnosed with adenocarcinoma of the esophagus. Am scheduled for surgery Feb. 6th at Johns Hopkins Hospital in Baltimore.

I want to thank all the guys for all the good times. It was a wonderful experience to work with such a diverse and talented group of men and women.

Incidentally, I was an independent candidate in Palm Beach County, and was on the infamous butterfly ballot. Even got the endorsement of the *Sun-Sentinel* - one of the major papers in the area. My website is still available for viewing at: www.stansmilan.com

I ran for the State House of Representatives to protest that Palm Beach County was not enforcing the building code. But, the major issue I discovered was that land speculators were being given a tax holiday and virtually exempted from the tax base - causing a lack of funding for schools. Got 15.25% of the vote, despite my opponent outspending me by 50 to 1. Hope I created a little awareness on some of the issues, though. The *Palm Beach Post* reported - in error - that I had flown for both Pan Am and United. Their reporter confused the fact I had flown the routes of the China Clippers - pioneered by Pan Am and purchased by United.

Once again. Thanks to everyone for every kindness and all the help along the way .

Stan Smilan

Stan, I'm sure that you have the collective best wishes of the association for a positive outcome from your surgery. Ed.

BERNALD S. SMITH, 1019 Whitmer Ct.; Fremont, CA 94539;bernard@juggernaut.com SEA/SFO/LAX/SFO/TK/SFO/SEA/SFO/LAX/SFO 55/93

Kudos as always to those who do so much to keep RUPA and *RUPANEWS* going: KUTGW.

Money separately sent to Cleve; annual report follows:

Still heavy travel to meetings of RTCA and other volunteer organizations I serve. UAL planes have really been full, with very little luck getting First or Business except maybe occasionally on international flights. It was nice to ride a couple of times in the 777 Pat Palazzolo was Captaining; I never see, or hear names of, anyone I know.

Because of the RTCA work, I've had some interesting times flying GPS approaches in aircraft and simulators. The former was a C172 in Canada with a glass cockpit! I flew baro-aided GLSS down to 100' and felt comfortable enough to have gone even lower. First time in 30 years in a C172 and first instruments in almost 14 years, proudly noting I hadn't forgotten how! No FD nor A/P,

either, although the system did have a R/C indication of the desired rate of descent which was really a neat aide.

The simulator was CAT IIIb in an NAS Patuxent system run by something more than a desk unit, but portable enough to be brought to our meeting hotel for us to try out. I landed off the runway in the grass to the delight of many; of course I told them that as a glider pilot that's where we always land, off-field in grass! When they improved the visibility (which was zero/zero) after landing, to be able to see, I noted I was still rolling towards the tower. Someone suggested I close the throttle; my response was: "I don't have a throttle in my glider!"

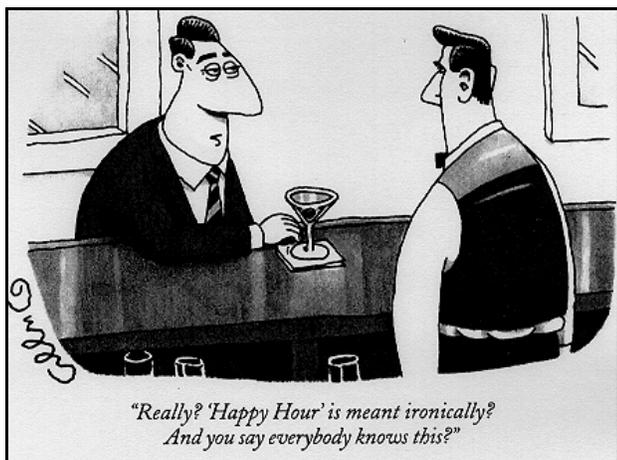
I fly my PW5 glider once every two years whether I need to or not! But, it keeps active - an Australian woman flew it to four world records this past summer, operating from the Hilton ranch in Nevada. Come to AirSailing north of RNO and get checked out to fly N737BS! Gee, I wonder where the idea for the registration came from. I'm glad the pilots got their nice pay raise so they can make as much as retired folks!

Marilyn's having her other knee replaced in early December. Arthritis sufferers live a painful life! She's totally uncomplaining. She had the big C battle last January as so many women do, it seems; so far no signs of metastasis.

Speaking of the Big C, I meet nearly every month with Walt Ramseur (and Jay White) where Walt's an excellent co-chair of the Northern California Airspace Users Working Group. Those who remember Walt in 1985 as I do are so pleased to see him looking, acting and being, so healthy.

Hope you don't mind this mention, Walt.

Bernald S. 'BS' Smith



FRANK SOARE—64609 E. Rosewood Dr., Tucson, AZ 85739 Ph. 520-2250

Dear Cleve, Thanks for forwarding my *RUPA - NEWS* to me. I appreciate your getting my address change before I was able to send the change to you. As I mentioned in our conversation in November, after 31 years in Seattle, one of the most beautiful places in the world, we decided that we'd had enough rain and dreary winters, and horrible traffic, so we decided to go where the sunshine is. We haven't decided whether we want to stay in Tucson or Phoenix, but we've been looking at hundreds of new and used homes, none have appealed to us, so may build our own. Presently renting a large home on a golf course north of Tucson.

I can ride my Harley almost every day down here, and drive our PT Cruiser to all kinds of destinations. Plan on being a tourist a lot down here, although I did spend a couple of summers here, when I was in the Air Force. I intend to start my piano lessons again, as it is one of the things I really enjoy. I wish I had been a better student when I was young and could learn more.

Anyone anticipating a move anywhere, consider Hassett (Allied), as we had a good bid from them, but chose Mayflower instead, as they matched Allied's. It was not a good move, and I wished I'd have used Allied.

Thanks for the terrific publication, we do enjoy it. Since my birthday is in February, I've enclosed my check for postage. Best wishes for the New Year to all of our friends.

Warm regards to all, **Frank & Jeanette**

BILL STOOKEY, willn6hs@aol.com, Hayden Lake, Idaho 83835

Hi Jock, It's time to use the typewriter again and tell a little of what's been happening our way. Lois and I can count our blessings for we are both well. I've always felt if you have health you have wealth.

I started off the year 2000 by having my right hip replaced. This evened me up, for I had my left one done in '93. So I can say I'm standing on steel, not too steady at first, but better now. Incidentally, if any of you are having a hip problem and need encouragement to have it fixed, I recommend it; it sure makes a new person of you.

We had been wanting for some time to take a

Greek Island cruise and so we did the first two weeks of Nov. The high points of the cruise, for me, was visiting Ephesus, Turkey where St Paul established a church and preached to the people, and also visiting the pyramids in Egypt. A disappointment was we were to visit Israel and see the Holy Land, but the Jews and Arabs were fighting and so our visas were cancelled and we didn't get to go, nor did we complain.

Sorry this cruise conflicted with the RUPA cruise. Would liked to have been on that one and seen everyone. Know we missed a good time.

That's about it. Lois and I plan to leave the cold country of Idaho to spend Christmas in Albuquerque, New Mexico, visiting our daughter and grandson.

Merry Christmas and a Happy New Year to you all!

Check to Cleve. **Bill**

MIMI STEWART 1015 Madden Lane #207
Roseville, CA 95661

Check is enclosed for Doug's November 11th birthday, 11 / 11 / 10. I keep busy trying to encourage TV and Movie Producers to verbalize the end of programs. There are so many of us partially visually impaired people who cannot read printed matter.

Mimi

JOEL B. STRATTON, Paradise Bay, Francois Lake, B.C. mailing address, R.R. No. 2 Burns Lake, B.C. Canada VOJ 1E0 Phone: (250) 695-6567 Fax: (250) 695-6566

Dear Jock: Birthday time again. 72 and counting. Check is in the mail to Cleve. Having a nice winter here. About 20 cm snow (8 in) with temperature today +2C (+35F) with sunshine & clear skies.

Read an article in the November/December 2000 issue of *Air Line Employee* magazine, page 8-9 (lifted from *Aviation Week and Space Technology*, Sept. 4, 2000) about the United Pilots new contract. My congratulations to Rick Dubinsky. Getting rid of the ESOP and restoring override pay is the way to go. I enjoy keeping abreast of what is happening in the airline world thru this magazine. I noted the cover of the September 2000 *RUPA - NEWS* with the UAL DC-7 1954-1960. I checked

out as Captain on the DC-7 after the merger in 1961 and flew it from time to time until the end of the 60's when I went to DC-8. So United operated the airplane way after 1960.

The problem with benefits continues. Now they say I owe them some \$470. for medical insurance even though they made the deductions from my pension each month. Benefits department confirms that the correct deductions were taken out, but evidently Northern Trust never paid the money to UAL. So I continue to get threatening letters that they will cancel my insurance if I do not send them a check for the \$970.

Companion Passes: I ordered my 2001 companion passes over six weeks ago from DATAMARK in Montreal, Quebec as I was instructed to do, with a time quoted of 4 -6 weeks. No passes. My Son wants to come and visit me next summer.

My best wishes to all of you at the *RUPANEWS* and to all the volunteers who help to get the issues out.

As ever, **Buck**

Looks like you might want to call the UAL Benefits Service Center 800-482-5236 (do 800 numbers work from Canada?). If no luck with them, give the MEC R&I a call, ask for Lisa Kwilas 847-292-1700 Ed.

G. L. BILL SUTHERLAND—524 Craig Rd,
Hillsborough, CA 94010

22 years retired, 56 years married to the same gal, Hedy, a UAL Stew in 1944. We sold our home of 44 years. It had become too much to keep up, gotta be out by Jan. 31. We shudder at the clutter and vacillate on where or what to move to. Our daughter has listed many things to consider and assign a number 1-1- to designate it's importance, such as: dryer climate, no stairs, nearness to established friends, same medical facilities, rent or buy, nearness to the kids (Ha! Their in their fifties) with some meals, price and a dozen more. Got any wisdom to offer? **Bill**

FOR THE SCAM WHAT AM
CHECK

WWW.RUPA.ORG

ROBERT J. SWANSTON—18732 E White Wing Dr, Rio Verde, AZ 85263

Dear Cleve: The check is in the mail - honest. Sorry to have forgotten the birth date again. It's three years into retiring from the 777, but still flying 172 on Washington Island in the summers off a short, grass strip. I take an occasional cross-country into the casinos in Michigan - for R & R. Living on the Island in the summer is wonderful with fishing for salmon, bass and perch. There's a great, 9 hole golf course and lots of camaraderie. In September, we journey north with the camper to Alberta to pop a few geese and ducks on my farm. My wife is extremely pleased this year, 'cause I got her an outhouse for our anniversary and allowed her the pleasure of insulating it. Since she was so bored with the hunt, she hung a tap light, toilet poetry, and painted an old fencepost "House of Parliament" for over the door. So we have a tapper in the crapper and everyone's smiling.

And now we're in a retirement golfing community northeast of Scottsdale, AZ watching the "old folks" play golf. My goal is to shoot my age, but I'm not quite old enough yet. We fish the mountain reservoirs three days a week. So life is good. We (me, wife, two dogs & cat) all seem to be happy and healthy.

No travelogues, since I can't get the fishing rod out of one hand or the golf club out of the other. But my wife took a friend on a companion pass this fall to London, the train to Scotland and the Chunnel back and forth to Paris. That sort of makes up for the outhouse.

We really enjoy the RUPA magazine and all the news and editorials. Thanks to all who contribute to it. We have email here til May and the address is: Swanston44@aol.com In the summer til November, we're at: Swannie@itol.net

JAMES F. TALLY—1745 S Allison St, Lakewood, CO 80232

Hi Cleve: Birthday Time. The older one gets the faster time passes. It seems it was only a month or so ago I sent a check to RUPANEWS for the Year 2000 and now I am receiving Birthday cards saying I am 88. This will be my 88th Christmas. Colette and I are the "OLD COUPLE" on the block. I really enjoy reading RUPANEWS and RUAEA NEWS each month although the names I

know I see less and less. Enclose find check. I want to keep them coming.

Old Jim

OLIVIA TANNER—PO Box 1299, San Juan Capistrano, CA 92693

Dear Cleve: I am so sorry this check did not arrive on John's birth date, August 25. John passed away April 13 of this year and I am still trying to get all taken care of. I would like to continue his membership. Please find my check enclosed. Thank you for your kindness I received. **Olivia**

GARY W. TEST, SFO, LAX, DCA, gwtest@aol.com

Hi Jock: We're still living in Las Vegas. I remembered my 39th wedding anniversary last week. It just happens to be on my birthday. I guess it was too much to think I would remember RUPA dues on that day. Hence, I am a week late. The check to Cleve goes in the mail today.

After retirement last year, we planned to spend the year building a new home on the Chesapeake Bay in Virginia. After many trips LAS-ORD-RIC and return, all we have to show is a smaller bank balance, a large pile of paper and plans, and a few stakes in the ground. Maybe this year will produce more solid (bricks & mortar) results. In spite of the slow progress, we've had a great first year of retirement. I enjoy the RUPANEWS.

Keep up the good work.

Gary

BARRY D. THOMPSON—2178 Camino Brazos St, Pleasanton, CA 94566

Hi Cleve: It's that time of year again. Three years have gone by and I have enjoyed every bit of it. Have done some fishing in Canada, lots of golf and some cruising. I like the new RUPANEWS and appreciate all the work you guys do. I have sent my postage by mail. **Barry**

SIDNEY J. TIEMANN—105 Hawthorne Ln, Dundee, IL 60118 sidney@cin.net

Cleve, Thanks for the wonderful newsletter! This is two months late or ten months early; your choice. Louise and I are in great health and, between times catching up on those chores put off 'til retirement, are enjoying travel, skiing, fencing, grandchildren, and hope to see more of this coun-

try from the ground this year.
Keep up the good work, and best wishes to all.
Sid

GENE TRITT Toymakergene@aol.com
Jock, I'm late again in writing my annual note for the *RUPANEWS*. Glenna did send my dues to Cleve on time, so thanks to her, I am still a member in good standing!
2000 was not a good year for me from a medical standpoint, but recovery has been most favorable, and 2001 is looking better all the time.
We're sorry we missed the Mexico Cruise because of a medical problem, but are looking forward to the Las Vegas Convention this fall.
I resigned from RUPA's Board of Directors as of December 1, 2000. Having spent a number of years in various positions, I felt it was time to retire, but will continue being an active member.
Many thanks to all the dedicated hard workers in RUPA - I'll still join you for "folders and stuffers"!!

Gene Tritt

Thanks for your many years of service, Gene. Always nice to see your smiling face at F&S. Ed.

ELLIS D. VAN ALSTINE 5290 Fox Hollow Dr., Naples FL 34104

Dear All: I guess I will have to bite the bullet and write a letter to get me back on the active list. I don't want "non-member" beside my name when my number comes up.

I see that members write from time to time about friends, relatives, etc., who came to work for United. I think I have the topper! Three men of graduating class of 1943, from Anoka, Minn. (Pop. 6000) were off to the service: two, Harry Oas and myself to the Army Air Corps, and one, Phil Quimby to the Navy Air Corps. After the war, they looked to the airlines as a career. Oas and Van Alstine joined Capital Airlines, and Quimby went to United. As a result of the merger, all three were with United. Their last years of service with United, all three were 747 captains. Can you top that?

I'm still flying my '59 Travel Air. After 12 years I'm getting it just the way I want it. My youngest daughter Linda (Smalkowski) is a 757/67 captain out of Dulles.

We have an active RUPA group that meets in Ft. Meyers every month in season, and I try to make Boy's Night Out every year. This keeps us in the loop with Good Ole Friends.

I take the plane to Minn. every summer, and Harry Oas and Jess Poole meet me and we fly to Oshkosh for a couple of days.

The season is on now, and I'm kept quite busy with our little band (5) "Reminisce". It's kept me busy and out of trouble - a lot of fun too! There - now that wasn't so hard, was it?

Van

p.s. Check to Cleve.

HUGH VAN VOORST vanvoorsthe@worldnet.att.net

Captain Jock: Due to my inability to fax or e-mail my check it will come under separate cover. The check is in the mail.

Because the surly bonds of earth were too confining we bought a Cessna Citation II so we could keep talking to air traffic control and the airline pilots.

When I was young I did not save my money so I am still working three jobs much the same as always. The present job is Director of Aeronautics for the state of Illinois. Trotsky and Cliff Sanderson have been very happy to provide copious criticism and advice for me. Thank you for keeping RUPA functioning.

Hugh Van Voorst

BOB VAN HOUSEN RVanho9106@cs.com,
Jock - Loved your article about the C-82 in December's issue. It brings back lots of memories for me since I flew it in 1952 at Donaldson AFB SC. Two other United guys flew them with me, Otto Kaintz and Joe Lubozynski. Are there any other pilots out there who flew them?

The "Packet" made its debut during the Berlin Airlift. Not too many were made so there was only one wing of them stateside and a few were assigned to Search & Rescue. What few are left are up in Fairbanks AL.

The plane was sort of clumsy, but its saving grace was that it had the two best recipcs. in the world, R-2800's. It carried 2600 gals. of gas, so if you had full tanks there wasn't much weight left for cargo. It grossed out at 54,000lbs. and the cockpit

was about eight feet wide. There was about 2.5 ft. between the pilot seats.

Needless to say, it evolved into the C-119, also known as the Packet. They were better known as "flying boxcars, shrimp boats and \$1.19's". The first 119's had 4360's and electric gear and later 3350 compounds with hydraulic gear. Fairchild made a C-119H which had four R-2800's. Only one was made and flown, but the AF didn't want to have another "heavy" transport in the inventory, what a shame.

They also made a C-120 which had a detachable cargo comp. like the "Sky Hook" helicopter, but it also died on the vine.

Well, so much for my trivia. I hope some of you enjoyed this nostalgia!

Til next birthday - Regards, **Van**

BILL WHEADON 1021 Stoneridge Dr., Napa CA 94558-5347 Wheadonb@aol.com

Jock: Two months into retirement and already late with my renewal. I suppose I could say I was waiting to see if the world was going to collapse with the passing of the true new millennium, but the delay was really due to my procrastinative tendencies. Looks like I'm already in my Mañana retirement mode.

My last three years were on the 777 with the last year flying mostly to London with an occasional domestic trip- one of which brought a close encounter with a retired ORD based captain I had flown with in Chicago as a fairly new S/O. Queuing up to the security line in Maui for the trip home I was behind a gentleman who looked vaguely familiar. The line was slow, we exchanged pleasantries, and when he mentioned he was retired from United I took a stab and said something like- are you Jack Healy? He affirmed and we had a too short conversation about flying and UAL. When he asked when we had flown together I was somewhat taken aback to realize it had to have been at least 27 years ago because I had moved from ORD to the West Coast (SFO) in 1973.

That encounter triggered nostalgic musings on the flight back to SFO about the great people I've had the pleasure to work with and the cockpit stories I've heard in my early days of airline flying from whom Tom Brokaw calls the "greatest generation". Examples:

BOB RATCLIFFE - as a fresh (and very green) graduate of bomber school he was ordered to ferry a bomber (B-17 I think) in a group of other equally green piloted bombers from the U. S. to England at night. Somewhere over the north Atlantic he lost power on all engines sufficient to maintain cruise altitude and was forced to descend to near sea level where he was able to maintain airspeed. Unable to communicate with others in his group because of the strict radio silence dictate, he was puzzled to find the problem had solved itself shortly thereafter and with four good engines was able to climb back to his original altitude. At the debriefing in England there was much talk about the amount of carburetor icing encountered. Only then did Bob realize what his true problem had been.

JIM RAFFAUF- Jim was in pilot training somewhere in the Southeast and on his non-flying days had other duties- one of which was being the lone attendant at a lonely remote alternate/emergency landing site. One day he found himself the object of an either amorous or hungry alligator which began to advance with its mouth wide open. Backed up and cornered, Jim resorted to his only weapon- a flare pistol. One shot in the wide open mouth and the alligator was on its back - Jim had bagged his first kill.

JACK EMERSON- Jack was a quiet person who seldom indulged in the typical cockpit bantering but one day told a story that I've thought of often. Jack was a pilot in the European theater who was shot down and served out his time as a POW in the stalag that was the basis for the movie "The Great Escape" with Steve McQueen. The Hollywood version was more glamorous than reality - after the escape the SS came in, lined up a random group of the prisoners and machine-gunned them. Fortunately Jack got to the stalag after this had happened.

Jock, I tend to verbosity sometimes - fell free to edit. My reason for writing down my recollections is because I occasionally see a note in our RUPA newsletter from an older pilot who laments that he doesn't recognize the names of a lot of the members and I sense he's thinking of not writing. To that I say as a younger member of this august group there are a lot of us who know who you are and we are interested in hearing from you -it's one

of the reasons I've been reading this newsletter for the past ten years and why I joined one year early. That's all for now - check's off to Cleve,

Bill Wheadon

Bill, it is editorial policy to encourage the submission of as many previously unpublished personal aviation memoirs as members care to send.

United reminiscences are, of course, of most interest, but all aviation recollections are sought.

What some participants in bygone events may think of as mere dross can be gold dust to some future researcher on "how it really was back then.". Besides, they make interesting and entertaining reading for the rest of us. Ed

TED WILKINSON, '65/'00 DCA, DEN, ORD Jock: I'd like you to mention the book *Altered Evidence* in RUPANEWS. This is the latest offering by the investigative reporter, and author of *The Downing of TWA Flight 800*. *Altered Evidence* is subtitled, *How The Justice Department Framed A Journalist and His Wife*, and in the text substantially proves this allegation.

Early in the book (p. 47) he begins a discourse and proof that the "investigators" knowingly altered the debris field to make it fit their preconceived ideas relating to the TWA 800 downing. Throughout the book, he discusses and explains how the eyewitness reports of a missile have been pushed to the back burner, and in fact entirely off the scene. He documents how critical pieces of evidence, such as the cockpit voice recording have been eliminated, and he documents various instances of the "gummint" lying in regard to the investigation.

He mentions how U. S. Congressman Trafficant was "neutralized" when he became troubled with the obvious cover-up being perpetrated by the FBI and FAA.

And perhaps most telling of all, he quotes Federal Law, which explicitly establishes the NTSB as the "lead" agency in investigating an airline crash, but in fact, in this case the FBI not only usurped this function, and in some cases actively denied NTSB personnel access to evidence, while simultaneously saying there was "No evidence that a crime had been committed."

Then to cap the entire debacle, the "gummint", in the only case that anyone could recall, decided to

prosecute the author (and his wife) for conspiring to remove two small patches of seat to have the residue thereon tested for rocket exhaust residue. (there were hundreds of other seats, available, several with the same residue thereon)

This book is fairly lengthy, but a good read, and will really get your blood boiling. It's available in paperback from Amazon for \$14.

Ted

P.S. Oh I almost forgot to mention, he devoted a short chapter (22 pages) to the feeble effort produced by Patricia Milton in the book *In the Blink of an Eye* and opines that she was spoon-fed by the FBI and did a poor job of critically analyzing what she had received. I also read this "work of fiction", and it was quite apparent the author had little understanding what she was writing about. She reported that most of the eyewitnesses who saw a light streak in the sky reported that it was descending or moving horizontally, when in fact more than 94% of (over 400) eyewitnesses who expressed an opinion said the streak was ascending. Sanders lists 38 or more specific statements in her book that are contradicted by evidence, but she probably got a 'gold star' from the feds for telling it their way.

T. W.

Here's your book report, Ted. Since there are varying opinions, with varying degrees of both heat and light on the subject of TWA-800, RUPANEWS chose to keep out of it. Besides, the correspondence on it is so voluminous that were we to print it, we'd have room for nothing else – and I'd hesitate to edit it, for whatever I redacted might be an essential piece. So, as a compromise, our website, Rupa.org has a connector to the TWA-800 site, where reams of material are available to those interested. Ed.



ROBERT B. WILLIAMS, .Jr. 34 Hidden Valley Airpark, Denton. TX '66 – '87

Greetings, check enclosed. From my perspective it has been an eventful year. Lots of medical events in the family. Wife had each eye operated on for glaucoma. Fair results.

The first 4 months of the year we continued our old ways of spending alternate two weeks in CA and TX. Stopped that foolishness in April when the CA house was sold. That required garage sales and lots of give-a-ways as the Texas house was already stuffed. Since we were lightening up, sold the RV travel trailer also. Also sold V W-powered aircraft and its CA hangar. Fire sale prices on both. Was able to get to Sun & Fun but reduced to riding American on a neighbor's buddy type pass with him. Unpleasant part of move, driving Penske van (CA to TX and then doing the drive again in a sedan. Spent the usual days at Oshkosh and then changed the tempo while wife had a knee operation.

Had my own operation in mid October with a four-way heart by-pass which started 28 days of intensive care and then two weeks of rehab. Christmas found us with ten relatives visiting and sleeping all over the house. Greatest worry for 2001, getting FAA physical back. The government will not even accept the paperwork until six months after the operation.—The Journal is great. Thanks to the volunteers who make it possible.

Bob & Evelyn

TOM E. WILLMAN—6267 Midnight Pass Rd. Apt 206, Sarasota, FL 34242

Passed the big 70 on 11-28-00 and celebrated by going on the Mexican RUPA cruise. It was a fun time and a good group including some of my old Capital buddies: Tom Holden, Ned Rankin, Ted Bochniarz and Stan Crosier. Wish there had been more of the 983 who joined the ranks in 1961. Then, in December, retired Capt. Brooke Jensen and I traveled to France to visit Paris and the World War II battlegrounds. Seeing those 10,000 gravestones was a profound and emotional experience. It makes one realize that our nation was blessed to have such brave young men who made the ultimate sacrifice of their lives on a field of honor.

In addition to all the sightseeing, we managed to

indulge ourselves in some great wine and gourmet food. What made it especially memorable was that 40 years ago Brooke and I made our first trip to Europe together. Hope we don't wait another 40 years to do it again.

My wife, Jackie, and I are dividing our time between Sarasota, FL and Pentwater, MI. She is still flying out of Chicago as a UAL F/A, and neither UAL nor I can seem to ground her.

Thanks for all the hard work. **Tom**

JAMES F. WILSON, 2712 Sedgefield Ct. E. Clearwater, Fl. 33761. MDW, ORD, DEN, EWR, JFK. jwilso23@gte.net

Time for the annual personal report to the *RUPANEWS*.

Both of us (Betty and Myself) are still doing well for senior citizens. Still active enough to work at the Clearwater Soup Kitchen and travel at will. No big trips this year, but we did enough domestic trips to find that pass travel could turn into a real adventure at times. Pity the UAL public contact people who had to face all the problems every day. They deserve medals.

Grandchild count is up to 28, with the oldest just beginning college. We got almost all of them together in NJ. for three days to celebrate our 50th wedding anniversary. Lots of fun.

Not much else to report. We missed the RUPA cruise this year for the first time since they started. Hope to do better next time. Thanks to all the folks that make the newsletter possible. Merry Christmas and a happy new year to the RUPA Family. **Jim**.

JACK & JESSICA WINK 3600 Galt Ocean Dr. #5C Fort Lauderdale FL 33308 Jj2wink@aol.com Hello Jock and Cleve, thanks to all for making the *RUPANEWS* possible.

Jessica and I enjoyed several trips to visit relatives and one trip to France. This past year I finally became a grandfather, twice in fact, so, in airline parlance, there are now two on the ramp and another in the hangar!

Check to Cleve.

Jack and Jessica Wink,

NATHAN P. WINTER—12 Remington Dr,
Highland Village, TX 75067

Cleve, Sorry about the late check. It seems I have more to do in retirement than I had while working. Of course, with grandchildren and all the family is larger and more demanding time wise, not to mention the expanding honey-do list.

I just wanted to say thanks for the good work with the *RUPANEWS*, I'm always happy to receive my latest issue.

Sincerely, **N. P.**

TOM WORKINGER ORDFO 1955-88

tgw2929@cs.com

Well, thirteen years whizzed by. Still have the big house in Illinois but winter in Tucson. Several of us Airline types enjoy volunteering at the Pima Air and Space Museum (part of the Arizona Aerospace Foundation.) The museum is the world's largest private (not for profit) aircraft museum. We may not have as many aircraft as the Smithsonian or the Air Force Museum at Dayton, but we do have some rare aircraft that they do not have. (Such as the last piston-engined Air Force One used by Presidents Kennedy and Johnson - a DC6A) Sadly, the museum does not have all of the World War Two fighters, such as P-51, P38, F4F, F6F; apparently they are too valuable to be purchased or to be donated.

We do have over 230 aircraft, either in hangars or parked in our walkable grounds adjacent to the Davis Monthan Air Force Base. We drive trams through the lines of aircraft and describe the mission they performed. We also provide docents for the tours of the Air Force base "storage-yard."

Our museum took over that mission after the military announced that they were discontinuing their bus tours due to lack of

funds and manpower. The Foundation also was able to raise the necessary funds to build a Challenger Learning Center on the grounds. The educational project is one of twenty five or so located around the United States, Canada, and Great Britain. The Foundation also manages the Titan Missile Museum, located a few miles south of Tucson (the one remaining Titan missile silo permitted by the Russians.)

We have over 250 volunteers manning the different positions at the museum; some are pilots, others were air crewmen in the military and some just

love aviation, educating the children and helping to preserve these historic aircraft and artifacts. Which brings me to the purpose of this rambling; we need more volunteers, especially people with some aviation knowledge. As the museum grows and the volunteer group ages, we can see a need down the road for younger educators and preservers. So, any of you tigers in the Tucson area, please contact the Museum to see if you can fit in a few hours during the year.

Also, thanks to the hard-working "not-for-profit" volunteers at RUPA

Tom

JAMES W. WRIGHT— 65 Jensen St, East Brunswick, NJ 08816 DCA-EWR-JFK 51/85
Dear Cleve, Another busy year went by very fast, working at our Senior Center. I flew to MKE in July for my 60th high school reunion. In July, Millie and I celebrated our 50th wedding anniversary.

We had a good sailing season, although it was short we reached our goal of 20 sails. In October, we sailed on the Celebrity Cruise Lines' *Galaxy* from San Diego through the Panama Canal to San Juan, Puerto Rico. We really appreciate the medical articles in the newsletter and the great work you people do. enclosed is my postage check.

Jim

The late CHARLES E. WOOD, died 1958

Your editor has received a query from his great-niece seeking information from anyone who might have some knowledge of the life of Charles Wood who was the flight engineer on UAL flight 736, a DC-7 which was involved in a mid-air with a USAF F-100F in the vicinity of Las Vegas on 21 April, 1958. United has supplied her with much information on the technical details of the accident, but little on her great-uncle. They referred her to our organization for further inquiry.

Specifically, she needs to know (at a minimum) where he was living, what his domicile was and where he was interred.—however all and any personal information on him would be appreciated. Contact: Ms. Clara Meredith, 278 Douglas Ave., #2, Elgin IL 60120. Ph. 847-622-0775, email :cmere85162@aol.com

SHINGLES (Herpes Zoster)

Dan Jessup SEA 54/83 ebbj@home.com 9831
Marine View Dr. S.W. Seattle, WA 98136

Close to one half of everyone reading this note will be stricken with a potentially dangerous and very painful malady if they have ever had chicken pox (according to medical information available on the Internet). This alert is important because there is now a medication which offers critical relief BUT IS ONLY EFFECTIVE IF ADMINISTERED WITHIN 2 TO 3 DAYS OF DEVELOPING RASH SYMPTOMS.

The malady is herpes zoster (shingles). Chicken pox is a herpes type virus. After having chicken pox, the virus remains in the spine area of the body and erupts into action many decades later almost anywhere on the body causing very long lasting pain that can be severe. This malady can even be sight or life-threatening (if in the head area).

Several of my friends and relatives have gone through this terrible recurrence of disease and described to me the awful long-lasting pain which was almost debilitating at times. In each case their doctors told them they could have received effective anti-viral medication had they seen a doctor within two days of rash appearance, but since they waited too long the medicine would not be effective and they had to suffer the long-lasting pain and danger as shingles ran its course.

Having learned from their experiences, I suspected almost from the start that shingles had caught up with me when I woke up one morning (last month) feeling pain in my side like I had cracked or severely bruised several ribs, but with no visible bruises and knowing I had no reason for cracked ribs. Another indication of shingles was that the pain was right on the surface of the skin (rather than deeper in rib territory), plus I could diminish the pain by pressing on the area. I carefully kept watch for any sign of rash, and right on schedule, a very minor rash started to show a day or so later near my spine.

I hot-footed it up to the doctor and he affirmed my suspicions. He prescribed the antiviral medication Valtrex (valacyclovir hydrochloride) and said it would probably handle the situation, since the rash had just started. I am happy to report he was right. The spread of the rash was stopped (unlike

the rash of my friends which spread widely), the pain and discomfort did not increase in intensity or area, and started shortly to disappear. All discomfort was gone with in a week (compared to my friends experiences of two months to a year of distressing pain). Hope this note can help some of you get the very early medical help that is so important if shingles come your way.

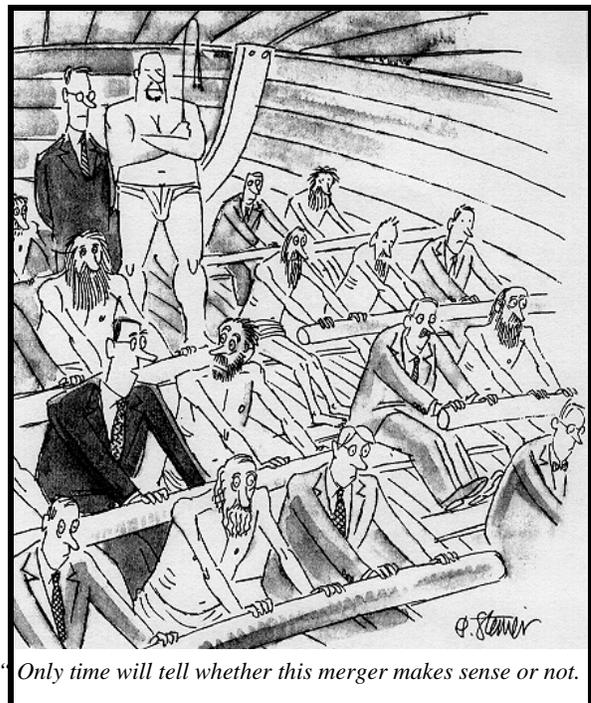
Your editor can testify to the pain of Shingles, having suffered (and I do mean suffered) a case of rectal shingles about 15 years ago. Fortunately the speedy use of Acyclovir (likely a predecessor of your drug) cured the condition within a week. I say, "cured", but I understand the condition can recur. So if you think you may have shingles, run, do not walk, to your doctor to have it checked .Ed

Late-breaking MEC News—1-26-01

The MEC directed its member of the Pass Travel Task Team to seek a change in pass travel policy that would provide companion passes for widows and widowers of deceased UAL retirees and employees.

The MEC also directed the Pass Travel Task Team to seek from the company an agreement to acquire discounted shipping from FedEx, and any other shipping carriers, for UAL retirees.

Report of MEC meeting in Kona HA, 22-26 Jan. Well, at least they're trying. Ed



"Only time will tell whether this merger makes sense or not."

LONG-ACTING CALCIUM CHANNEL BLOCKERS INFERIOR TO OLDER BLOOD PRESSURE LOWERING DRUGS IN PREVENTING HEART ATTACKS AND HEART FAILURE

Research presented at the European Society of Cardiology meeting in Amsterdam on August 29, 2000, found that long-acting calcium channel blocker (CCB) drugs were inferior to older proven and less expensive products in preventing cardiovascular complications of high blood pressure such as heart attacks and heart failure. The new research is a statistical summary of nine published clinical trials known as a meta-analysis and was conducted by scientists from Wake Forest University School of Medicine, the University of Washington Seattle, and Albert Einstein College of Medicine. The long-acting CCB drugs included in the meta analysis were amlodipine (NORVASC), diltiazem (CARDIZEM SR & CD), felodipine (PLENDIL), isradipine (DYNACIRC CR), nicardipine (CARDINE SR), nifedipine (ADALAT CC, PROCARDIA XL), nisoldipine (SULAR), and verapamil (CALAN SR, ISOPTIN SR). The CCBs were compared to the older drugs: angiotensin converting enzyme (ACE) inhibitors such as enalapril (VASOTEC); the beta blocking drugs, for example atenolol (TENORMIN), and the diuretics, or water pills, such as hydrochlorothiazide (HYDRODIURIL).

The meta-analysis included all comparative randomized clinical trials of CCBs in the treatment of hypertension published to date, and considered all major cardiovascular outcomes including heart failure, which is a significant complication of high blood pressure primarily affecting the elderly. The clinical trials that were eligible for inclusion in the meta-analysis had to meet the following four criteria: (1) the trial had to study 100 patients or more; (2) it had to compare CCBs to non CCBs; (3) it had to assess cardiovascular events such as heart attack and stroke; and (4) it had to follow patients for two years or more. Altogether, the treatment results from more than 27,000 patients were analyzed.

The results of the meta-analysis showed that in the CCB treated patients compared to those receiving older non-CCB drugs, the risk of a heart attack was 27 percent higher, the risk of heart failure was

26 percent higher, and the risk of any major cardiovascular event was 11 percent greater. There was no difference in the risk of stroke or total mortality, and there was no evidence of differences among the CCBs studied.

These results should not be interpreted as showing that the long-acting CCBs are harmful; rather, they are less effective than the older alternatives in preventing heart attacks and heart failure.

The researchers estimated that as many as 85,000 unnecessary heart attacks and cases of heart failure may occur worldwide every year among the estimated 28 million users of long-acting CCBs. They arrived at this number by finding that the risk of either a heart attack or heart failure was 1.5 percent per year for those treated with a long-acting CCB. The risk for users of the older drugs was 1.2 percent per year. Among the estimated 28 million persons worldwide being treated with a CCB, there would be 420,000 heart attacks or cases of heart failure per year. Treatment with the older drugs would bring the number down to 335,000 per year, a difference of 85,000. The number for the U.S. alone is 40,000 per year.

The cost savings would be astronomical in the U. S. if just half the estimated 12.7 million users of long-acting CCBs such as Procardia XL 60 milligrams were switched to a low-dose water pill such as hydrochlorothiazide 25 milligrams. Based on the retail prices for these drugs at a Washington D.C. chain pharmacy, the savings would be \$5.9 billion per year. A lot of prescription drug coverage could be provided and heart attacks averted for this kind of money.

Despite recommendations first issued in 1993 and most recently in 1997 by the National Institutes of Health's National Heart, Lung, and Blood Institute that water pills and beta blockers should be used first in the treatment of mild to moderate high blood pressure, the CCBs remain the largest selling family of high blood pressure lowering drugs in the U.S. These recommendations were based on well done clinical trials showing that water pills and beta-blockers reduced the risk of heart attack and stroke. Equivalent trials testing the CCBs have not been completed even though the CCBs have been on the market since the early 1980s.

In the absence of scientific evidence of benefit

from the CCBs, why do they remain top sellers? The most likely explanation is that too many doctors base their prescribing decisions on drug company advertising and other promotion rather than on science. In other words, a drug company may in effect be prescribing your drugs. Government and health care professionals must work harder to keep the big drug companies out of your medicine cabinet.

In 1995, Public Citizen's Health Research Group filed a petition with the Food and Drug Administration (FDA) to add warnings to the labeling of all CCBs about the increased risk of heart attack and death. Our petition helped to bring about important labeling changes in February 1996 on one of the CCBs, the short-acting form of nifedipine. The labeling for this form of the drug now warns doctors that it should not be used for the treatment of high blood pressure.

The FDA should require that manufacturers of long-acting CCBs change their labeling to limit the use of these drugs to those patients who do not respond to or cannot tolerate the more effective and safer alternatives – water pills, beta blockers, and ACE inhibitors.

WHAT YOU CAN DO

Do not stop your high blood pressure medication without first talking to your doctor. If you are not taking one of the more effective alternative drugs for the treatment of your high blood pressure, such as low-dose water pills, you should ask your doctor why not.

Worst Pills, Best Pills. October 2000

TURNING UP THE VOLUME -- NASA'S ATTACKS ON NOISE GET COLORFUL...

By using computer-generated images that render noise as color, the "aeroacoustics" group at NASA's Ames Research Center in Mountain View, Calif., have found that, when aircraft are on approach, airframe parts can be just as loud as power plants. The research, aimed to make airports quieter, may silence equally noisy airport critics and eventually do away with any perceived need for airport curfews. Even Boeing engineers admit that noise (and noise regulations) are among the greatest challenges facing commercial aircraft manufacturers today. NASA engineers are

now analyzing the images to see if modifications could reduce the offending sounds and keep airport noise where it might actually be appreciated ... inside the airport fence.



OBITUARIES

DEE BELBY

I just heard from her daughter that Dee Belby, widow of Capt. Gene Belby, died yesterday [Sunday, 21 January]. I told them that I would alert RUPA and Capital.

Jackie Abel

HETTERMANN, ARLYNE E.

On Friday, December 8, 2000, Arlyne E. Hettermann of Daytona Beach, FL, formerly of Arlington, VA, wife of the late Capt. Leroy W. (Lee) Hettermann; mother of Mark L. and Gilda Hettermann and Kurt J. and Patricia Hettermann; sister of Beverly Abbruzese and Paul Reddish. Also surviving are nine grandchildren. Graveside services were held on Thursday, December 14 at the Arlington National Cemetery Columbarium.

Family requests contributions may be made to Hospice of Northern Virginia, P.O. Box 1576, Merrifield, VA 22116.

Her son, Capt. Mark Hetterman, is Chief Pilot of American at DCA.

E.K. Williams DCA Area Rep

JEFFREY ALAN KEYES

I regret to inform you that Jeffrey Keyes, son of Jerome W. (Jerry) and Barbara Keyes died, on December 23, 2000.

Services were held on Wednesday, December 27 at 11 a.m. at the Fairfax United Methodist Church, 10300 Stratford Avenue, Fairfax, VA 22030.

MARY BORING

It is with sadness that I report the death of Mary Boring, widow of the late Capt. Mike Boring, and a former United DC-3 Stewardess. Mary was a grand lady and mother of six great kids who, even though scattered all over the country, managed to each spend time with her during her lengthy illness, enabling her to spend her last days at home in Ridgefield, CT. where she passed away January 14th. She will be sorely missed by all who knew her.

Hal Storey

ROBERT DAWSON

Robert F. (Bob) Dawson died Sunday, Jan. 14, 2001, at his Stillwater home.

.He was born in Sumner, Oklahoma Territory, (just north of Stillwater) March 21, 1905, to W.A. (Gus) and Lulu (Skinner) Dawson. As a 16 year old working in his father's Stillwater grocery store, Robert (or Fareld as he was then known) Dawson's eyes were already looking sky-ward. Enamored with the exploits of American aces in the recent World War, Bob devoured everything he could read about the fledgling aviation development.

On a grocery delivery one day he saw an OX-5 Standard landing in a Stillwater field. Racing to the site, Bob traded a box of groceries for a ride and the rest is history.

When he was grounded for health problems in 1959 Senior Captain Bob Dawson of United Airlines had flying hours equivalent to four years actually in the air.

He was the first airline pilot to fly the inaugural flights of the DC-4, DC-6 and DC-7. His special friends along the way included Charles Lindberg, Will Rogers, Eleanor Roosevelt, Gloria Swanson, Eddie Rickenbacker, presidents, senators, diplomats, political leaders and countless aviation pioneers.

In 1986 he was elected to the Oklahoma Aviation and Space Hall of Fame.

The Dawsons divided their retirement years between Florida and Stillwater. His book, *Born To Fly* tells Bob Dawson's story, that of a "Barnstormer from Jennies to Jets."

He was predeceased by his parents, a two-year-old brother, his daughter, Lathe, and most of the early

flyers.

He is survived by his devoted wife, Fay; grandson, Robert Hebble; great-granddaughter, Kari Hebble; and many dear friends.

Memorials may be made to the Stillwater Medical Center Foundation, 1323 W. Sixth, Stillwater, OK 74074.

Julian M. "Dooley" Dillard

I regret to inform you that Dooley Dillard died, on December 23, 2000 at the Fairfax Hospital, as a result of complications from lung cancer.

Dooley was born in 1930 in Richmond, VA. He attended the Universities of Richmond and of Miami. He flew for the US Marine Corps during the Korean War. He joined United Airlines in August 1956 and retired from United Airlines in January 1990 as a Captain. He is survived by his wife Brigit, two sons, two step-children and two brothers.

Cards may be sent to: Mrs. Brigit U. Dillard, 8026 Birnam Wood Drive, McLean, VA 22012-0254 Ph. 703-821-8606

Memorial contributions may be made to: The American Cancer Society
Fraternally, *Jerry Goebel*

GLENN HARDEN DORWARD

Glenn Harden Dorward of Denver, a retired United Airlines captain, died Dec. 23. He was 83. Services were held at Church of the Master, Denver. Entombment was in Fairmount Mausoleum. He was born Feb. 13, 1917, in Grand Junction. On July 3, 1942, he married Frances Miller in Denver.

He was a pilot in the Army Air Forces during World War 11. He retired as a colonel from the Air Force.

He was a member of Silver Wings, Order of Daedalians, Quiet Birdmen, Silver Falcon Association, Colorado Aviation Historical Society and Retired United Airlines Pilots Association.

His interests included photography, gardening, woodworking and trap shooting.

He is survived by his wife; and a daughter, Sherry Vail.

Contributions may be made to Church of the Master, 5152 E. 17th Ave., Denver, CO 80220

GEORGE J. KIDERA, M.D.

1913- 2000

An appreciation by

Francis R. "Bud" Schwartz M.D.

*UAL Regional Medical Director – San Francisco
(Ret.)*

Dr. George Kidera died peacefully in his sleep on 23rd December, 2000 at his home in San Mateo, California, at the age of 87. He was the former Senior V. P. of Medical Services for United Airlines.

He was born in Chicago in 1913. He is survived by his wife, Jean (Allen) of San Mateo. His late wife was Marie Cuchna. His children are United Captain Peter Kidera of Chicago and Kristina Epstein of Chicago.

On completion of his medical training at the University of Illinois and West Suburban Hospital in Chicago, he entered private practise in 1938. That same year he was hired by Dr. (Colonel) Arnold Tuttle, the first medical director of United Air Lines, for the new position of Regional Medical Director, Chicago. He continued to combine his duties at UAL with his private practise until 1942, when he was commissioned in the U.S. Army Medical Corps.

He matriculated at the Army School of Aviation Medicine at Randolph Field, Texas, became a rated flight surgeon, and was retained at the school as an instructor. Subsequent posts included: Assistant Command Surgeon of the Troop Carrier Wing in 1943, and the Strategic Air Command at Bolling Field, Washington D.C. in 1945. He was discharged as a Lt. Col. in 1946 and completed a course in Post-Graduate Medicine at Cook County Hospital, Chicago, that same year also returning to private practise and United Airlines.

In 1951, on Dr. Tuttle's retirement, he became UAL's medical director. In 1972 he was appointed to the new position of Vice President of medical services, a position he held until his retirement in 1978. From 1978 until 1983, he stayed on as a consultant to the Chairman of the Board of United Airlines. Following retirement, he served as medical consultant to NASA and various industrial organizations, including Dart Industries and the Kraft Corporation.

He held memberships in the Illinois Medical

Association, the American Medical Association, and the Chicago Medical Society. He held fellowships in the Aerospace Medical Association, the Industrial Medical Association, and the American College of Preventive Medicine. He was a past president of the Airlines Medical Directors' Association and the Aerospace Medical Association and he was a long-time chancellor of the International Academy of Aviation & Space Medicine. He was a medical advisor to the FAA, the Air Transport Association (ATA), and the International Air Transport Association (IATA). He was the recipient of many awards from United, as well as national and international aerospace medical organizations, and was highly regarded in his field nationally and internationally. He authored or co-authored no less than 45 papers in medical journals.

Although his medical career ended in 1983, he continued to serve, but this time in a lighter vein. As master of ceremonies for "Seniors in Show Biz", a song-and-dance group of seniors, he contributed to the entertainment of seniors' groups in the SFO Bay Area.

George Kidera was a pioneer and major contributor to the emerging sub-specialty of Air Transport Medicine of the medical specialty of Aerospace Medicine/Preventive Medicine, in which he was Board Certified. As a long-time Director of Medical Services for United Airlines, this country's largest, he served under the first four presidents in United's history, including the revered first president, William A. Patterson.

His airline duties eventually occupied his entire medical practice. Through his efforts and his penchant for innovation, the medical department adapted readily to the expansion of the airline industry, to remain second to none in this medical specialty.

When the advent of jet transport aircraft at UAL required medical input in aircraft design as well as operational standards, he made significant contributions. He was a singularly colorful personality even in an era of the industry that abounded in colorful personalities.

Without question, he will be long remembered as the right man for the position he filled with such eminent success.



HANK BERWALD

I want to inform all those who knew Hank Berwald, that he passed away on Christmas Day. He was liked and respected by all of us who worked with him.

He will be sorely missed by his family and friends.

Dick Wiesner

FLOYD KILLAM

Floyd Killam, a friend of 43 years, passed away on the 6th of Dec. 2000. Floyd served in the RCAF during the 50's and early 60's. I believe he joined United around 1965, retiring a couple of years ago. He was 65 years old in Oct. I and three other ex-RCAF and United retiree's attended a memorial for Floyd on the 12th of Dec in Denver, CO. He leaves a wife and three son's, two from a previous marriage and a boy 16.

Fred Hunter

JOHN W. MAINHOOD was born in Coleman, MI on January 6, 1921. He was the first of six children born in his parents' farm home. After graduating high school, he worked for Dow Chemical until joining the 8th Army Air Force at age 21. Based in England from 1943-1945 during WWII, he served as First Lieutenant and piloted a crew of nine men in a B-24 bomber, flying the first of 35 missions on D Day, June 6, 1944. He was a "hell of a pilot", never lost a crewmember, and earned the Distinguished Flying Cross and Air Medal.

After the war, he became a Captain for United Airlines, based in Los Angeles, CA, and flew DC-3s through DC-10s from 1945 -1978.

On January 1, 1947, John married Margaret Rose Wheel of Glendale, CA. They had five children, two of whom died shortly after birth. John was a devoted husband and father.

John and Margaret retired to Soboba Springs in San Jacinto in 1979 where John really enjoyed playing golf. He won the Soboba Springs Country Club Championships in 1981.

John lost Margaret to cancer in 1992, after 45 years of marriage, and he was blessed with a second chance at love and happiness in 1994 when

he married Virginia Hoke, also of Soboba Springs.

He played his last beloved game of golf in December of 1999, when he was diagnosed with prostate cancer, and after only 6½ short honeymoon years with "Ginny", he passed away on December 7, 2000.

John is survived by his wife, Virginia; 2 daughters, Deborah Lee and her husband Tim of Free Union, VA, and Laura Corwin of Irvine, CA; one son, Jerry Mainhood of Gardena, CA; 2 grandchildren, Brandy and John Corwin, and one great granddaughter, Ke'alani Bel Sison, all of Irvine.

JOHN A. MCFADDEN

Captain John A. McFadden died December 9, 2000 at Fort Collins, Colorado. He was born February 18, 1913 in Tustin, California to John A. McFadden and Freda Schussler McFadden. John's father died when he was six years. His mother, who taught school, was a strong believer in education. By the time "Jack" was sixteen he had been to Alaska, Europe and achieved the level of Eagle Scout. He graduated from Stanford and was a member of the Zeta Psi Fraternity.

He joined the Navy and completed flight training at Pensacola, Florida. He joined United Airlines in 1939. He was recalled to active duty by the Navy in 1941 and served in the Naval Transport Service in the South

Pacific, the Aleutian Islands, and Alaska. He married Bernice (Bernie) Joyce Caldwell, a United Airlines Stewardess, February 17, 1943.

After the war he returned to United Airlines and remained active in the Naval Reserve and retired with the rank of Captain.

John was the Flight Manager for UAL's DC8 and Caravelle fleets and headed a team that conducted the first completely automated landing tests by commercial pilots in the US. He flew the first DC8 flight from New York to Los Angeles and the first Caravelle from Paris to Newark. When he retired in 1973 he was the Northwest Regional Manager of Flight Operations based in Seattle.

His wife Bernice passed away in 1974, shortly after he retired. He is survived by daughters JoAnn Flinn and Teri Feldman of Fort Collins, Colorado and a granddaughter Kori Suzanne Feldman of Denver, Colorado.

KERMIT R. STEINBECK

This is to inform RUPA members of the death of Kermit R Steinbeck on June 9, 1995, at the age of 71, in Troy NH.

His ashes were scattered over his blueberry field in view of Mount Monadnock from a plane flown by his three sons.

Kermit had 56 years of service with United Airlines.

Sincerely, *Margaret L Steinbeck*

JOHN STRONG, My Life, my Love, my Rock, John, left us to be with his beloved Father on December 23. What a wonderful man he was to live with for 57 years! He had a great time doing the uphill climb, with many of you who are reading this, and he accepted the downhill slide as being a part of the whole. He remained his loving, tolerant, positive, witty self, and he died quickly and peacefully, surrounded by his devoted family.

Our children wrote a paragraph for the obituary article that appeared in our local newspaper that reads, "John's gentle, patient nature and humble integrity were and will continue to be a source of strength and guidance for his family. His wry sense of humor and quiet, unassuming manner throughout his life reflected the grace within him." I can't say it better. **June**

Concerning JOHN STRONG

John Strong had an outstanding career; college, a great swimmer, Navy flight school and many years as a captain for United.

He started in an era, the early '30s, where he was one of a very few. One highly exceptional trait that I would like to mention is that in the 30 plus years that I knew John, I never heard him complain, nor do I know of anyone who had. We even tried trapping him into it; the weather, golf, FAA, politics, etc. – it never happened. And when you checked your next month's schedule and you were flying with John, you got ready for a month of heaven on earth.

His wonderful wife, June, his children and many others will have a big void in their lives to fill.

Yours truly, **Bill (W.J. Moore)**

JOSEPH W. TRIGGS

I just wanted you to know that Joe Triggs, the

love of my life, passed away on December 14, 2000. We had a grand funeral on the 18th, which was also our 59th wedding anniversary. Thirty of our 34 grandchildren were there, and I'm sure if Joe could talk, he'd say, "Any excuse for a party." I have fond memories of the early days in San Francisco and Newark – maybe it was because no one had any money and, as when we rolled up the rugs for dancing, we tried harder.

Sincerely,

Gertrude Triggs

WILLIAM TRIGGS died on Thursday morning, December 14, 2000 in San Antonio: He was 85-years old.

Born-on August 14, 1915 in Spring Valley, MN, he grew up farming and dairying.

After training at Randolph and Brooks Fields, where he met his wife. of 59 years Gertrude Eloise Mecke, who was a native of San Antonio, Mr. Triggs served five years in the United States Army Air Corps during WWII, commanding a B-17 squadron in North Africa and Italy, achieving the rank of Major.

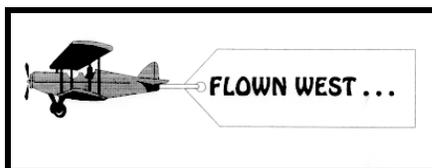
He spent 30 years as a pilot for United Airlines, flying the props: DC-3, DC-4, Convair 340, DC-6, and DC-7; to the jets, Caravelle, Boeing 720, DC-8, and finally, the wide-body DC-10.

Joe and his wife Gertrude were 42-year residents of Montclair and Upper Montclair NJ, where they raised nine children from 1953 until they returned to San Antonio in 1995.

He was the first Parish Council president at Immaculate Conception Church in Montclair.

Mr. Triggs is survived by his beloved wife, Gertrude, and all of their children; Trudy Lutz of San Antonio, Rita Redmond of San Antonio, Kathleen Triggs of Charleston, SC, Patrick Triggs of Plano, TX, Joan Triggs of Point Pleasant Beach, NJ, Nancy Quigley of Sparta NJ, William Triggs of Mission Viejo, CA, Celia Honohan of New York City, and James Triggs of Edina, MN. Additionally he leaves 34 grandchildren and 16 great-grandchildren in whom he took great pride. He also leaves his sister, Eloise Best of Phoenix, AZ.

Contributions should be sent to Hospice San Antonio VNA, 8721 Botts St., San Antonio, TX 78217



KERMIT R. STEINBECK	JFK	9 JUN 1995
ERROL "EARL" WELLS*	DCA	27 JUN 2000
STANFORD D. LOCKE*	SFO	29 NOV 2000
FLOYD B. KILLAM	DEN	6 DEC 2000
JOHN W. MAINHOOD	LAX	7 DEC 2000
JOHN A. "JACK" McFADDEN	SEA	9 DEC 2000
JOSEPH W. TRIGGS	JFK	14 DEC 2000
GLYN BRYAN*	SEA	18 DEC 2000
H.L. "HARRY" PLATZER*		18 DEC 2000
GLEN H. "DAG" DORWARD	DEN	23 DEC 2000
JULIAN M. "DOOLEY DILLARD		23 DEC 2000
GEORGE M. KIDERA M.D.	WHQ	23 DEC 2000
JOHN STRONG	SFO	23 DEC 2000
HANK BERWALD	SEA	25 DEC 2000
PATRICK "GILLY" GUILFOILE*	ORD	8 JAN 2001
ROBERT F. DAWSON	JFK	14 JAN 2001

* nonmember



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 – *Olive Garden, Ft. Myers* – 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 – *Flaming Pit* – 561-272-1860
2nd Fri. PHX Roadrunners – *Anzio Landing, Mesa*– 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet* - 303-279-4348
3rd Tue NE FL—*Spruce Creek CC* - 904-760-9736
3rd Thu Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283
3rd Thu. Ohio Northcoasters – *TJ's Wooster (Always coed.)*. 330-262-5811
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242
3rd Thu So. Oregon (MFR) - *Pony Express, Jacksonville*—541-245-6896
3rd Thu. TPA Sundowners – *Countryside CC (odd mths. Stag)* 727-785-5971

Quarterly Scheduled Lunches

- 1st Wed Feb, May, Aug, Nov. Chicago Area— *Itasca CC* - 630-832-3002
2nd Wed Jan, Apr, Jul, Oct. McHenry (ORD) —*Warsaw Inn*—815-459-5314
3rd Wed Jan, Apr, Jul, Oct. Washington Area—*Belle Haven CC*—540-338-4574

Other Events

- 24 Feb Boy's Night Out - *Clarion Hotel SFO*– 800-223-7111
31 Mar SFO ALPA Retirement Party
6 May RUPA Spring Cruise
24 Sep RUPA Biennial Convention, *Hurrah's Hotel, Las Vegas.*



PERIODICALS

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