



RUPANEWS

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1927

RUPANEWS

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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

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U. A. Retired Pilots Foundation, Inc.

Send all donations for the United Pilots Foundation to:

Capt. T. S. "Ted" Bochniarz, Treasurer

11165 Regency Dr, Westchester, IL 60154-5638

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

Attn: Tom Angelos

7401 Martin Luther King Blvd.

Denver CO 80207

Phone 303-780-5537

ABOUT THE COVER

In 1926 or 1927, Walter Varney of Varney Airlines bought the only Breese 5 to go into commercial service. The Breese was an addition to the fleet's Swallow mail planes, which were in their first year of commercial air mail service.

We know that the Breese 5 illustrated on the cover was never registered, and little or no record of its technical data was kept, except that it was powered originally by a 200 h.p. Wright J-4 engine, and later by a 225 h.p. J-8.

In the Dole-sponsored Oakland – Honolulu Race of 1927, two Breese monoplanes were among the 15 original entrants. The bright yellow "Aloha" was one of only two craft that completed the arduous 2,400 miles, landing two hours after Art Goebel's Travel Air 5000, "Woolaroc". The other Breese, the "Pabco Flyer", was heavily damaged in a takeoff ground-loop and was pulled from the competition.

The Breese 5, although an unlikely-looking great--great-- grandparent to today's jetliners, has its place in the history of the "Friendly Skies" of United.

Technical Data:

Type: Single engine utility/mail plane

Power Plant: Wright J-5, 225 h.p.

Wing Span : 48'6" Length: 30'10" Height: 9'3" (est.)

Cruising Speed: 105 m.p.h. (est.)

Editor's Notes

The tragic events of 11 September have cast a pall over everyone in America, but especially those of us who were in the civilian airline business. It now seems that there is to be no more civilian airline business, as its members have been cast into the front lines of this new and terrible war that has started. Since Guernica, there have been no front lines any more, as the civilian inhabitants of Rotterdam, London, Hamburg, Dresden, Hiroshima and Nagasaki were made horribly aware. But until now such events had not touched these shores or, more significantly to our profession, civilian aircrews. That has all changed!

This issue contains an appeal from the UAL ALPA MEC for funds to aid the families of those United pilots who were so suddenly and brutally bereft of their husbands and fathers. Your Board of Directors will have (by the time you read this) presented to the convention a measure to provide a contribution on behalf of RUPA to help alleviate, in some small way, their tragic loss. This should in no way deter those of you who feel able to do so from making your own individual contribution to that or another needful case of your choice.

In such times, words can be inadequate things, so I'll say no more other than to express, on behalf of the RUPA membership, the mingled shock and outrage against the perpetrators, the admiration for the heroic actions of the flight crews, police, firefighters and medical personnel, many of whom gave their lives to try to save the innocent victims of the outrage, and our confidence in our nation's calm, steadfast resolve to pursue the perpetrators and ensure that justice is done.

God Bless America. Jock Savage, Editor.

This hymn is sung to the tune of "Melita" by J.B Dykes (1823-76) and is better known as, "For those in peril on the sea." I first heard it sung as a solo at a Battle of Britain service held by the Air Force Association of Canada and found it touching and especially appropriate following the events of September 11th, Ed.

THE AIRMEN'S PRAYER

O Ruler of the earth and sky
Be with our airmen when they fly,
And keep them in thy loving care
Amid the peril of the air:

O let our cry come unto thee
For those who fly o'er land and sea.

Strong Son of Man, save those who fly
Through light and darkness of the sky;
Be with them always in the air,
In darkening storms or sunlight fair;

O'er land and ocean safely bear
All those in peril in the air.

O Holy Spirit, God's own power,
Give peace in sudden danger's hour;
O wind of heaven, by thy might
Save all who dare the eagle's flight:

And keep them by thy watchful care
From all the perils of the air.

O Trinity of love and might,
Be with our Airmen day and night;
In peace and war, 'midst friend or foe,
Be with them whereso'er they go.

Thus shall our praise ascend to Thee?
With those who fly o'er land and sea.



September 17, 2001

Dear Captain Smith,

We the members of the Golden Eagles, Continental Airlines retired pilots, would like to express our sincere condolences to the members of your organization *and to* the United families of those who were lost in the tragic events, September 11, 2001.

We forward our best wishes to the families involved and we feel a deep sense of loss for our fellow pilots

Please know our thoughts and prayers are with you.

Most sincerely,

Ed Gorman

Edward C Gorman, President
Continental Golden Eagles
5025 E Waltann Lane Scottsdale, AZ 85254

UNITED PILOTS 911 FUND

On September 11, 2001, the families of four JFK-based United Airlines pilots were confronted with the devastating news that their loved ones were crew members on United Flights 93 and 175 that were involved in the deadly terrorist attacks against the United States.

The loss of four separate commercial aircraft in a single day, without survivors, is a tragedy beyond anything the aviation world has ever experienced or contemplated.

As professional airline pilots, we all know that our families hope and pray they will get through their life times without having to confront the horrible news that met these four families on this terrible day. All of us share in the profound grief and mourning of these brave airmen of United Airlines:

**Captain Victor J. Saracini Flight 175 (B-767), First Officer Michael R. Horrocks Flight 175
Captain Jason M. Dahl Flight 93 (B-757), First Officer Leroy W. Homer Flight 93**

Many of us who personally knew these fine men, also know that they are survived by spouses and children who are now coping with their staggering loss. As a gesture of sympathy and support to the surviving pilot families of the tragedy of September 11th, the United Airlines Pilots Master Executive Council has established the "United Pilots 911 Fund" for the purpose of providing a one-time financial gift to the immediate families of these pilots.

The funds solicited for the United Pilots 911 Fund are purely voluntary and will be distributed exclusively and entirely among the surviving immediate families of these four pilots. In the interests of providing expedient assistance to the families, donations to the United Pilots 911 Fund must be received no later than October 11, 2001. Thereafter, all funds donated to the United Pilots 911 Fund will be disbursed equally among the four immediate families of these fallen pilots. Finally, the United Pilots 911 Fund is not a qualified charitable trust, and therefore contributions are not tax deductible.

Please make checks payable to "United Pilots 911 Fund" and send your donations to the following address: United Pilots 911 Fund ,75 Remittance Drive, Suite 3140, Chicago, IL 60675-3140.

The United Pilots 911 Fund will also accept donations via wire transfer.

Send to: Northern Trust Bank, Chicago, IL. ABA# 071000152, account name "United Pilots 911 Fund", account # 1952838.

Thank you for your generous support of these pilot families in the wake of this unprecedented tragedy. Fraternaly,

Captain F.C. Dubinsky	Captain P.R. Whiteford	Captain J.S.Barath
Chairman, UAL-MEC	Vice Chairman, UAL-MEC	Sec/Treasurer, UAL-MEC

BLUE CROSS BLUE SHIELD IMPROVEMENTS

DAN JESSUP (206)938-4893 ebbyj@home.com (54-84 Sea-Ord-Sea) 25 August 2001

BlueCross BlueShield of Illinois (BCBS) has made some fine improvements in the last few months. BCBS uses two documents to communicate with us regarding benefit payments. One is titled Claim Information (CI), and one is titled Explanation Of Benefits (EOB). In the past, all too often, the benefit check arrived with an EOB that was blank, stating only that an explanation would follow (in that case it should have been called an NEOB - No Explanation Of Benefits). But now, checks always arrive with an EOB that contains a full explanation. In the past, the CI, at times, would arrive with a most confusing attempt to include multiple dates of service and/or multiple providers. This no longer seems to happen - every CI that I have seen in the last 90 days has addressed only one providers service. These improvements in the EOB and the CI will be a great help to us in tracking our medical insurance claims.

To add to this much-appreciated improvement in documentation, BCBS now has a web site that provides quick access to information regarding the status of our submitted medical insurance claims. I have found it informative and a fine addition to their improved documentation. In case you did not receive (or have lost) the information that contained the web site, <http://www.bcbsil.com/members> and which contained the temporary password required for your initial sign on, you will need to call the Blue Cross Help Desk at toll free 888-706-0583 to obtain it. I found that when this web site asked for my ID number, it required me to place enough zero's in front of my company ID number to make it 9 digits long. Other than that, the web site seemed intuitive and easy to use.



COUNCIL 11 ANNUAL PARTY

Ladies and Gentlemen,

On Saturday, September 15th, Mary Ann and I, and a good number of retirees attended the Council 11 Annual Party. A consider number did not attend because they could not get a flight into the area from their home.

There was a minute of silence honoring all those who have "Flown West"

Captain Jamie Lindsay was the MC for the evening.

The following were the members to be honored (not all were present):

Austin, TP Barbour, AH Bradley, KR Clayton, GM Cook, GL Courage, DS Felix, GH Felton, Paul Found, DG Getman, DS Good, DE Grube, LJ Jenkins, WD Kennedy, CP Koopmann, WS Kramer, RM LaSasso, JT Leighty, DA Liggett, RB Marshburn, TV Mashburn, TL Morgan, JJ Nance, RB Porch, FW Rains, JC Roscoe, RR Rosenthal, EJ Smithdeal, WT Sudmalis, LS Swasko, AP Wertheimer, VF White, JF Wilkinson, BM Wilson, WR

After the end of the presentations, a video was shown highlighting Captain Roy Liggett's career, family, and best wishes from the personnel in the Flight Office.

Fraternally, *Jerry*

Tue, 18 Sep 2001

Space Available Travel

There are no restrictions of any kind for S/A travelers. Everything is the same as always, except for security changes that apply to revenue/non-revenue customers.

Cap. Pat Palazzolo, member UAL/ALPA Pass Task Force

CHI Area Lunch

On Aug. 1 our Chicago RUPA group met at the *Itasca C.C.* for our quarterly luncheon. We had a good turnout of 66 people. Our corner room gave us a great view of the golf course; however it was a very hot day, so we were the people who were envied. Our M.C., Milt Jensen, kept us well entertained as per usual.

The following were present:

Don & Joan Anderson	Bob Blackwell	Ted & Dolores Bochniarz
George Bracke	Louise Bernier	Orv & Betty Braun
Lois Benedict	Duane Bucksath	Richard & Mary Ann Boyer
Ben Burford	Hazel Carlson	John & Betty Champion
Phil & Phyllis Capuzelo	Al Ciciora	Frank Cleland
Norm & Sandie Clemetsen	Vern Cummins	Gene Conrad
Bill & Bert Depner	Price Downing	Dale & Pam Dopkins
Tom Fasiang	Don Fett	George Foxe
Jan Gawenda	Ray Gilliland	Bill Irwin
Milt & Ina Jensen	Bob Leonard	Zelda Misket
Wayne Moore & Betty Ryan	Carol Moore	Ed & Esther Meksto
Stein Munter	Claude Nickell	Dick Nicholson
Ray & Phyllis Potsic	Bob Reinecke	Howard & Margie Nelson
Dorothy Ratcliffe	Jim Richardson	Faye Schiiller
Don Schweisinger	Sid Tieman	Hank & Elise Sheldon
Bernie & Rachel Sterner	Helen Thompson	Walter & Dorothy Vance
Jerry Westphall		

Denver Good Ole Boys

Dick Wagner, Golden, 18 September 2001

We had 31 "Good Ole Boys" at today's luncheon as listed below. It is just one week after the terrorism of the 11th September and we honored the memory of all those lost with moments of silence. We all hope and pray that UAL as well as the other airlines will survive.

I am still looking for one or two good men to be RUPA Reps for Denver.

We meet the 3rd Tuesday of the month; 1130 hrs at American Legion Post #1; I-25 & Yale Ave.; one block east of I-25 on the south side. Next meetings will be 16 October and 20 November.

In attendance:

Russ Wright,	George Benkendorf,	Bob Ashworth,
Maury Mahoney,	Ted Wilkinson,	John Holody,
Edgar Riehl,	Ray White,	Bill Bates,
Hal Meyer,	Fritz Meyer,	Bob Clipson,
Bill Fife,	Ray Bowman,	F.W. James,
Curly Baker,	Wayne Satterfield,	Duane Searle,
H.W.Reid,	W. H. Pearce,	Russ Ward,
Ralph Wright,	Joe Kenney, Pat Murphy,	John Thielen,
Charles Fellows,	Dave Johnson,	R.O. Stewart,
Ed Boerstler,	Cal Miller,	Dick Wagner

UAL MEC Retirement & Insurance Committee

Weekly News for August 18, 2001

Traditional Medical Plan Coverage News

The Traditional Medical Plan will be changed to expand the definition of covered expenses to add prescription contraceptives and the physician exams (both initial and follow-up) that are required for a phy-

sician to prescribe contraceptives to a female patient. This change will become effective for expenses incurred on or after September 1, 2001 and will include prescriptions filled by Caremark or at a retail pharmacy on or after that date.

Response to "A Language No One Knows" – from CNA – United's Long Term Care Provider

The September RUPANEWS, on page 25, published an article about the difficulties one person (not a United employee) encountered trying to use a Long Term Care (LTC) policy. United uses a different insurance company, CNA, for our LTC program. We showed the article to the Company who asked if CNA might be given a chance to comment on it. We agreed and received the following response:

"This article shows the importance of knowing the type of Long Term Care Policy you have purchased. One is often unprepared for the handling of a loved one's illness. The policy can oftentimes seem complex and be quite confusing without the proper support team to help you or a loved one in a time of need. The following are a few of the differences between the GE policy referenced in the article and the CNA policy currently being offered by United Airlines.

CNA provides Care Managers to identify care options that are acceptable to the claimant and the claimant's family. It is the CNA Care Manager's job to determine how the benefits will be paid when offering care options, as well as provide information about the quality of the facilities. It is not necessary to hire a geriatric consultant, as these services are part of the Group Long Term Care plan and do not reduce the lifetime maximum if used. The facility must meet the laws of each state, but CNA does not limit Assisted Living Facilities by type of license. If the facility provides, or has the ability to provide, 24-hour care and supervision (if needed), it will be treated and paid like a nursing home. Otherwise, it is considered a residence and benefits are not paid for room and board, but only for additional services.

Long Term Care Policies (including CNA's) provide benefits for those who meet the eligibility requirements, which means they must be either cognitively impaired or not be able to perform two out of six activities of daily living, as mentioned in the article. These policies are not meant to assist the otherwise healthy aging person with group housing or living arrangements.

If you have purchased a Long Term Care policy from CNA or you would like assistance in comparing any long term care policies that you may be considering, feel free to contact CNA for assistance at 1-800-339-9527."

ALPA National and the UAL-MEC R&I Committee also have some advice for those shopping for LTC insurance.

- The only time cost is important in an insurance policy is before you have a claim. Afterwards, you appreciate the value of a financially strong, consumer-friendly insurer and liberal plan language.
- Nursing homes are licensed by each state. To identify facilities that meet your state's licensing standards, you can generally obtain information from your state's department of health.
- Information on nursing homes and other eldercare facilities is also available from trade groups such as the American Health Care Association (www.ahca.org), at 202/842-4444, in Washington, D.C., or the American Association of Homes and Services for the Aging (www.aahsa.org), also in Washington, at 202/783-2242.
- For information on the purchase of long-term care insurance, you may wish to review a consumer publication from the National Association of Insurance Commissioners, titled *A Shoppers Guide to Long Term Care Insurance*. The booklet can be obtained, at no cost to individuals, from the NAIC at 816/842-3600; ask for the Publications department.
- An excellent source of consumer information on long term care, and other subjects for seniors, is United Seniors Health Cooperative, in Washington, D.C. at www.unitedseniorshealth.org or 202/479-6973.
- Information on these organizations and their resources is provided as a service; the Air Line Pilots Association does not endorse them.

CHAPTER 11 AND RETIREMENT

By Dean Pressgrove

How will our retirement be affected if UAL were to file Ch. 11. How will current employees as well as retired employees be impacted. Is our retirement fund fully funded?

First, I am *not* an expert on Bankruptcies and Retirement.

Having said that (now that I've played CYA), our "A" pension plan has been financed out of the cash drawer since about 1980-81 when Tricky Dicky Ferris tried to destroy ALPA and the pilots. Prior to that time, retirements were Annuitized (a 'Guaranteed' insurance policy) at retirement. As a Cash Drawer recipient, we are 'Unsecured Creditors'. The "B" plan is ours and totally exclusive of UAL's fortunes, once the funds are transferred in to the fiduciary.

In a Chap.11 (and 13), theoretically, a plan is worked out that pays off all the debts from an agreed upon Plan. 'Secured' creditors stand at the head of the trough (anyone here ever 'slop' the pigs?), everyone else gets leftovers. The form and content of the agreement are, almost exclusively, the bailiwick of a 'Bankruptcy Judge'. (They are not normal Fed. Judges, but they sure act like it). In actual practice (we've been the unfortunate 'unsecured's' in a number of 13's & the odd 11 at the ALPAFCU), there, magically, never seems to be much left after the 'secureds' are paid off.

This frequently occurs because of a tendency to try to 'tough it out' and 'borrow from Peter to pay Paul' in a, usually, forlorn hope that rescue is just around the corner. Almost *Never* does a major Corp. '11' actually work. With the marching certainty of death and taxes, they become Chap. 7's (Liquidation).

Chap. 7' pay out's work exactly (I think) like 11's and 13's. First the 'Secureds', then the remaining slops (if any) go to the Great Unwashed (us).

The major problem is: by the time a Bankruptcy is converted from 11 (or 13) to 7, most of the assets have been further piddled away and little, if anything, remains at all.

That means we (as unsecureds) get paid out of whatever is left (if anything), on a pro rata basis, after all 'secured' creditors are paid (and they frequently only receive pennies on the dollar, - If They Are Lucky). Security is, among other things,: Promissory Notes, Pledged Collateral (Airplanes, buildings, ground equipment, etc.), Debtor In Possession (they have first dibs on everything, prior to any other disposition) and some forms of Bonds (but not all). In other words, we suck hind---, well anyway, we rank at the bottom.

Yes, we are vested in the plan. Basically, I believe that only means that the Company -Has- to payout the credited amount -IF- there is any money left.

.The only protection here is the PBGC (Pension Benefit Guarantee Corp.). That has a max cap of, last I saw, about \$2400 per month, regardless of the amount earned or promised.

So, I believe, if UA goes TU, we would only get what was left after paying the 'Secureds', plus any remaining benefit from the PBGC. It's an odds-on bet that there would be little, if any, left after paying the 'Secureds'.

Not a pretty picture, and to really grind it in, Tricky Dicky, Stevie, Rono, 'Good Ole Jim', and all the rest of the people that deliberately avoided Annuitizing pensions, are "Suit" proof. The "Law" protects them from "Bad Business Decisions". So where would we be? Sucking Hind---, well, we're back to the same picture. All of this is the foundation for Rick's admonition about "Wring it's neck [the goose] until it (did he say 'drops'?) the Golden egg, but don't kill it"!

There are probably 10,000 points of law in this that are totally incorrect, but I think you'll find that it pretty well covers the basic's (And, yeah, I'm retired, and more than a little concerned at what I see at the other end of the tunnel). *Dean*

Members are reminded that November is open enrollment month, when they can change medical insurance coverage. United will be sending material to your home so that you may make changes effective 1 Jan 2002, details in the September *Our Times*. As some HMOs have ceased doing business in some Northern California counties (and possibly in other locations of which I'm unaware), you might wish to seriously consider your options at this time. Just a heads-up! Ed.

COMPANION TICKETS WARNING

The company is charging a number of pilots and other employees for using more than their allotted 24 companion passes per year. Pilots are able to get additional companion pass coupons from the flight office to replace previously issued companion passes that have been lost, destroyed, or have been written with the name of someone who is no longer going to use them. However, in no case can you use more than 24 coupons from one calendar year's allotment.

The company is charging those pilots the revenue cost for each of the excess coupons. One of our pilots is being hit with a \$4,800 bill!

Please, **DO NOT USE MORE THAN 24 COUPONS** from your annual allotment. You may, however, use your 2001 companion coupons through February 28, 2002 and still use all 24 2002 coupons. But you cannot exceed using 24 coupons from each calendar year's allotment.

Cap. Pat Palazzolo, ALPA Benefits Team Member.

Gold Coast Group

I wrote the newsletter a note last month to advise everyone that our meetings will begin again in October and run through next April. Unfortunately, I said September instead of October. Fortunately, the newsletter arrived in South Florida a day or two after the meeting was to have been, but of course didn't happen. So everyone that thought that they missed our first lunch, can rest better. The real first lunch will be on the second Thursday of October, the 11th. After four years of retirement my brain continues to atrophy and more mistakes will follow of course. (I would hate to try to find Narita again.)

The meetings will continue at The Flaming Pit Restaurant in Pompano Beach at 11:30 AM. It is located at 1150 Federal Highway, across from the golf course. The lunches are run By Jimmy Carter, 561 272-1860, and Stan Blaschke, 954 581-0145. If you would like to be on our post card reminder list, call me at 561 994-6103. Have your credit card ready.

Jerry Bradley

LAS LUNCHEON

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

Our August luncheon was held at Jerry and Susanna Johnson's home under clear skies and mild 102F temperatures.

A veritable feast was presented by our hosts with the help of Ms. Linda Wilson, a LV-based flight attendant. The pool was enjoyed by several and the food by all.

The following were in attendance:

George & Denny Atteberry	Bill Balboni	Barry Dixon{solo}
Hal & Shirley Morris	Dave Smith	Don & Betty Swirnow
Lloyd & Donna Whitlow	Jerry & Susanna Johnson, Guests Linda Wilson, Larry & Trish Jividen [Larry is a 767 Capt. still flying] , and yours truly Clyde and Marie.	

LAS VEGAS HIGH ROLLERS LUNCHEON

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

Greetings from beautiful Las Vegas. The tragedy of 9/11 made for some lively conversations at our luncheon Tuesday the 18 . We are back at the *Memphis Barbecue* on the third Tuesday of each month until further notice. An extended moment of silence was held not only for those who have flown west but also for those dead and missing in the WTC and Pentagon disasters. Our hearts go out to those who have lost loved ones in these events. After lunch our members got together and stuffed the envelopes for the convention which starts Tuesday the 24th. The following were in attendance:

Andy & Dawn Anderson	George & Denny Atteberry	Harry Arcamuzi
Barry & Ruth Dixon	Larry & Mary Doyle	Bill Balboni

Jerry & Susanna Johnson
Lloyd Whitlow & Donna Lee Koepp
guest Linda Wilson and yours truly
Hope to see a lot of you at the Convention

Hugh & Kathy Mattern
Misti Roland
CLYDE

Hal & Shirley Morris
Don & Betty Swirnow

ANNUAL LAX HOLIDAY LUNCHEON

All RUPA members, wives and widows; active pilots and spouses; present and former flight office personnel and spouses; active or former flight attendants and spouses are invited. Bring a friend if you like. December 13, 2001, at the Hacienda Hotel, 525 north Sepulveda Blvd. in El Segundo. (Just south of LAX). \$17.00 per person. No host bar at 1100, lunch at noon.

RSVP to reach me by December 7. Send check to Rex May, 6677 Vista Del Mar, Playa Del Rey, CA 90293-7545. Your check is your reservation.

For you recent retirees, many of the old timers can't get out any more for health reasons. So please come and visit those of them who still can.

NORTH COASTERS AUGUST 13 MEETING

It was a rather gray, warm day, even for a time a light rain fell as the North Coast Ruparians gathered at the Vermilion Lagoons for their August meeting. We were at the Beach House, the Lagoons community gathering place, courtesy of residents John and Joann Pinter. Placid Lake Erie provided the backdrop. The grill was fired and a splendid repast graced the tables. Lively conversation accompanied the meal enjoyed by the seventeen in attendance.

We flew, vacationed, invested, gardened, golfed, and remembered. A great picture album from a 1989 gathering guided our reminiscences and prompted many a fond memory. Just a wonderful afternoon. Being joined by so many of the wives added to the occasion. We were minus many of our Wooster faithful. Bill Dilzell was present and Bill and Dorothy Christie were granted an excused absence. (Maybe the others tired of driving the fifty miles during their working careers!) Whatever. They will have a chance to redeem themselves at our Christmas gathering at the Pinter's in December.

Attending:

Len & Isabelle Chamberlain, John and Joann Pinter, Jack Fiening & Billie McIntyre, Terry & Judy Graham, Dick & Mary Lou Sanders, Al & Danny Cavallaro, Don & Kelly Johnson, Jan Miller, Bill Dilzell, and Carl Fetko.

Faithfully (or not so faithfully) submitted,

Dick Sanders

THE WASHINGTON AREA EDDIE O'DONNELL COED LUNCHEON next convenes on WEDNESDAY, OCTOBER 17, at the Belle Haven Country Club. Lunch will be \$25. Coffee and Cash Bar will be available at 1115 and lunch will be served at 1200.

SPECIAL - THIS MONTH we will be COED, however SOLOs are welcomed and encouraged.

Guest speaker will be Mr. Thomas M. Alison, Chief, Collections Division National Air and Space Museum. He joined the NASM staff in 1993, following a twenty-seven year career with the United States Air Force, and served as the curator for the military aircraft in the collection. Col. Alison has flown over 6500 hours in several types of high performance jet aircraft. In 1972 he was assigned as an instructor pilot in the RF-4C Phantom II where he accumulated over 900 hours flying low altitude, high speed reconnaissance missions. In 1974 he was assigned to fly the world's fastest, highest flying aircraft, the Lockheed SR-71 Blackbird. He logged almost 1000 hours in the Mach 3+ SR-71 as a combat ready instructor pilot and flight examiner. In addition to seven years as a pilot in the SR-71, he spent three years as commander of the SR-71 unit at Kadena AB, Okinawa, Japan and two years as the 9th Strategic Reconnaissance Wing Director of Operations at the Blackbird's home base, Beale AFB, CA.

Mr. Alison has been asked to speak about SR-71 operations and the National Air and Space Museum's Hazy Center at Dulles International Airport.

As usual, we ask that you reserve your place at the table. We must have your RESERVATIONS BY SUNDAY, OCTOBER 15. Reply by EMAIL TO E.K., or by phone. Washington Area Rep. E.K. Williams EKWJR@compuserve.com 540-338-4574

SAN RUPA MEETING

The SAN RUPA group met this Tuesday Sept. 4th. at the Quails Inn at San Marcos , CA. with Bob Collins, Bob Bowman, Bob Corica, Dale Elliot, Hugh Wilson, Gary Johson, Phil and Joyce Guerra and Bill Pauling in attendance.

Next luncheon will be the first Tuesday of October. WCP.

JAIME P. ALEXANDER 19223 Hawthorne Ave. Council Bluffs, IA 51503-874

73761.50@compuserve.com 712-328-7550

Hi All, If I had written this note before Sept. 11th, I would have reported another very good year.

The good things involved continuing good health, a new granddaughter, a great relationship with friend Dee, airplanes and such.

Now however, events have cast a terrible shadow. We'll just have to deal with it.

Jaime Alexander, ORD

PS check mailed to Cleve

CHARLES D. BARNARD, CG-LA, 1943-1981.

Still swimming three times a week at the Hospital Fitness Center. Margaret and I attend the El Segundo RUPA luncheons every other month. I had lunch with the San Fernando Valley bunch this spring. Clay Lacy invited us all to take a flight in his DC-3, which is painted in United's design. Some years ago Clay invited a group of us to re-create the "Valley Queen". We stopped at all the valley stops: Bakersfield, Visalia, Fresno, etc. After overnight in San Francisco, we came down the coast, landing at Monterey and Santa Barbara. It was great to see all the airports again, and to visit with the other pilots.

In January we flew to Portland, Oregon, to go to one of Margaret's sisters' funeral. A nephew, who was the commanding officer of the Stealth Fighters in Yugoslavia was there.

Later we flew to Phoenix to visit the son who is a 747 Captain for Northwest, and his family. While there we were able to join the Phoenix bunch of RUPA's at their Falcon Field meeting.

Charles D. Barnard



DON BARNHART—33920 NW Pacific Highway, La Center, WA 98629

Dear Jock and Cleve, Enclosed is my annual postage remittance. I am in my 19th year of retirement from SFODD and birthday number 82 is fast approaching. My wife and I have lived in La Center for seven years now, on the farm where I grew up. Our twenty acres is contiguous to my sister and brother's properties, which are used for cattle grazing. We are on the East Fork of the Lewis River and enjoy a view of Mount Hood to the south. We truly enjoy this beautiful, rural setting. I spend a good deal of time on the tractors during the spring and summer —mowing and rototilling. We have an orchard, vegetable garden and lots of flowers. There is nothing better than veggies fresh from the garden for lunch and dinner! During the fall and winter, I putter around my workshop with jobs from the "to do" list. Thank you for the enjoyable RUPANEWS. The historic photos bring back lots of memories. Best wishes to all at United. **Don & Barbara**

LOIS BENEDICT 400 Hawthorne St. Glen Ellyn, IL 60137 630-858-9111

Ross's birthday was on Oct 27th, check to Cleve. I am so sad... I've lost my "lifetime" friend, "Benny Boy". We were married for 56 years, and knew each other four years before that... he was my date to the Jr. and Sr. Proms.

Our marriage enriched us with eight beautiful daughters. I can't tell you how wonderful they and their husbands have been since Ross's death on June 21st.

Our sons-in-law have come on different weekends from Wisconsin, Indiana, and here, in the area, to do major projects for me (Ben and I are do-it-yourselfers... he had just removed an old landscape timber retaining wall and we were in the

process of redoing it.)

Well, my wonderful sons-in-law, Dave and Gary, took care of that emergency. Another one, Daryl, is fabulous with landscaping and yard work... he's getting everything back in shape for me. Eric is fantastic with financial matters. They are very supportive. I love having them "pop in" for an overnight with their wives and children, they all pitch-in and do things for me. My daughters are always helping me, and the grandchildren give so much love.

I am without "my Ben", but I know he is guiding them through everything they do for me... I am blessed!

Lois Benedict

JOHN W. BIEGER—732 Coquina Ct, Boca Raton, FL 33432

Late this year, but some of the excuses are reasonable. Life really just more of the same, but it is nice to hear of old buddies. One piece of fantastic good fortune! I had cataracts removed from both eyes and now I read without glasses. Thanks to all for your good efforts. **John**

PHILIP A. BIERSCHENK—6148 S. Balsam Way, Apt. 217, Littleton, CO 80123

Dear Cleve, moved to Colorado for the third time. Half of our family on East Coast, and half in Colorado. My loving wife, Theresa, suffering from lung cancer and now on oxygen all the time because of repeated fluid forming between rib cage and lung wall. More chemotherapy ahead, but she already had radiation last year.

Good to see some old friends, and my email is rhinegav@msn.com" **Phil**

MATT BIGGS—11937 Marble Ct, Penn Valley, CA 95946 mattnjoy@nccn.net

Dear Jock: I want to tell you how much I have enjoyed the remarkable drawings you have been featuring on the covers of RUPANEWS lately. The artist's talent is amazing. I must have missed it earlier, since I'm sure you have said something about him, but I would like to know more about him. Where is he from, etc? Why has he drawn all of the UAL aircraft, even the obscure ones, like that old C-82? Does he have some tie to the company? Thanks for the time and research you put in to find and print interesting stuff like this. The air-

craft history and stats you provide are also interesting. Thru the years, I've forgotten a lot of those rosy factory performance estimates. **Matt**

PS: Maybe, the front cover artists should rate a by-line on the inside page, too?

Matt: The cover drawings are all by the same artist who drew a series of them for United's "Collector Series" which, along with an info strip, were mailed to selected "Executive Air Travelers" by marketing. Some of the cover letters, also containing info on the aircraft, were signed by Mechlin Moore, and others by Howard Putnam as Group Vice Presidents of Marketing. Unfortunately, none of the material was dated, so one can only guess when they were executed. Since the latest in the series is a DC-8 "water wagon" I would guess that they were executed sometime in the early 1960s, but some are copyrighted by United in the mid-1970s.

The artist was Nixon Galloway, about whom I know nothing. It is unfortunate that costs will not permit reproducing the prints in color, for as you can imagine, quite a bit is lost in the transition to gray scale.

Finally, member Jim Taylor of Los Altos donated all the material to RUPANEWS, possibly a memento of the time he served in the SFO Flight Office. Thanks again, Jim.

If anyone has more information about the artist, please send it along - we'd all like to know more about him. Ed

GERALD D. BLALOCK—4946 Marlborough Way, Carmichael, CA 95608

Hi Cleve, Sorry, once again, to be late for my 39th birthday postal payment. Are we 'sposed to "be-on-time" during our retardment?

No new news on me: am still dating Meg Ryan (Ann doesn't know this), advising the President (of Newcastle Ale Co.), riding my toy cycle and attempting to aviate - - oh yes, and smoking an occasional Te Amo.

My best to all, **Jerry**

WILBUR C. BLOMGREN-- PO Box 2175 Castro Valley CA 94546

This is for all you "Tracy Aces" out there: I occasionally fly my 172 from Livermore, CA over to the Tracy Airport to practice crosswind landings. The Tracy Airport was once way out in

the country—miles from town. Now, the town has grown so much that there is a new housing tract almost against the airport's northern fence. The airport is the same as it always was, but the surrounding area sure has changed. You guys would be amazed. **Will**

TED BOCHNIARZ 11165 Regency Drive Westchester, IL 60154 August 23, 2001

Dear Jock,

When I became treasurer of the "Foundation", I made a report to the membership stating that things couldn't have been rosier. The active pilots, through payroll deductions, were paying for all the Foundation's financial obligations, aid to those in need, and even covering operational expenses such as accountant, attorney and other organization fees. Everything the retired pilots contributed was used to build a financial base.

When Cliff Sanderson was a member of the MEC, he was able to appeal to the active pilots and get payroll deductions started. The forms needed to accomplish this were available at the domiciles through Cliff's efforts. In four short years, the payroll deduction checks have dwindled to less than half the prior amount. No one still working has picked up the ball, and I can count on one hand the number of new donors, while the current ones are retiring.

As you might suspect, our commitment to those in need is greater now than they have ever been. The total amount contributed no longer covers the Foundation's commitments. We have to rely on the profit from Foundation investments. As time goes on, we will have to make adjustments if only to survive.

Ted Bochniarz

Treasurer,

UAL Retired Pilots Foundation

L. H. "LEE" CAMERON—4614 Talofa Ave, Toluca Lake, CA 91602

Dear Jock: Great to hear from C.F. "Hank" Henderson & Howard P. Hunter as to the famous 247D Airplane.

I guess we 247 Pilots are all rushing to be one hundred years old. I am the closest, at 90 years of age this November 7th. Walt Adams assigned me as the first to go to Wright Field: Dayton, OH as a Test Pilot for the Aircraft Lab. During my six

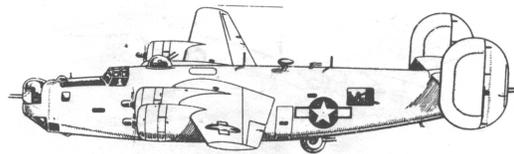
month tenure, I flew B-25, B-34, B-24, AT-11 (I have my own now) & a B-17 on a lot of Projects. The most was at the CAA Experimental Station: Indianapolis, IN for establishing the 3½ degree Glide Slope angle for all airplanes.

The last project was with N13365 at Orlando, FL; to familiarize the B-24 Pilots readying for the Ploeste Raid on the glide angle to the target for the 455th Bomb Group.

Great Airplane, Great Pilots & a Great Airline, UAL!

Yours Truly, **Lee**

beechmodel18@mindspring.com



CONSOLIDATED (CONVAIR) B-24J "LIBERATOR" Four 1,200-h.p. P. & W. radials. Probably the most widely used U.S. heavy bomber of the war. More than 18,000 were built before close of the war.

STUART M. CARLSON—387 Saddlehorn Trail, Palm Desert, CA 92211

This year, on August 31, I became 70 years old, so I better get this in the mail. Annie and I have been motoring around the country in our Marathon Prevost bus. We have been at Newport, Oregon most of the summer and just returned from a marathon rally in Glacier National Park for eight days. The weather here on the coast sure beats summers in Palm Desert with temperatures of 100o to 115o.

We plan on taking a cruise through the Panama Canal in October. Our health has been good and most days find me playing golf in the morning and gin rummy in the afternoon. That way, I stay out of Annie's hair.

Incidentally, Annie lost her credit card recently and it never has been found. The good news is, our bills have been a lot less the last few months, so we are not looking for it anymore. I gave her a new cellular phone recently. The next day I called her to see how she liked it. She said she loved it, but how did I know to call her at Nordstroms? Oh well, that's life, I guess.

Love to all, **Stu**

CHARLES T. CHAPMAN 6233 Gerdts Dr. San Jose, CA 95135

On the second of August, I recorded another birthday. I went back to Canon City, Colorado where I started out 89 years ago. Daughter Sandi came up from Atlanta and son Jim and his daughter came up from Texas and we joined up with my sister-in-law and two nieces to have a great celebration. Even if I were to reach the century mark, I doubt that I could have a more enjoyable birthday. I can report that the Arkansas River and the surrounding mountains were just about the same, but a lot of the faces I used to know are missing: One of minuses of sticking around to 89.

Sandi's husband flies for Delta, so she could not resist the item that reported that United had the worst on-time record. She suggested that United adopt the slogan "From Worst To First" However I note that in the second quarter Delta is right along United for the bottom of that list. I asked a not too busy passenger agent about the delay record and he sad that as long as they oversell flights that normally have a high load factor, then the buy-off is an automatic delay.

I note that Sid Nelson and Eddie Edwards are still going strong. Sid soloed in 1928, seven years ahead of me. He is still seven or is it six years ahead.

My own problem is macular degeneration, which gradually reduces your central vision. Anything connected with vision becomes more difficult. Still drive the golf cart but I think my golf retirement date is not far away.

Enclosed is postage money and my best regards to all of you.

Chappie

GERALD K. CHATHAM—2602 S. Barreville Rd, McHenry, IL 60050

Hi Cleve, time to ante up for twelve more issues of the most enjoyable and interesting newsletter. Thank you and all the rest of the crew who make this possible.

Another successful year completed here at the best job in the world, and looking forward to many more.

It's certainly encouraging reading how long some of these old timers have been working at this retirement operation. Hopefully we all will be so lucky. Warm regards to all, **Jerry**

DAY OF INFAMY 2001

Captains to FAA: Focus on cockpits

Pilots argue for bullet-proof doors, cameras, rubber-bullet guns, other steps.

WASHINGTON AP The Federal Aviation Administration should worry less about beefing up security at airport terminals and gates, and more about fortifying airplane cockpits to thwart hijackers, captains of two major airlines said.

They argue that no matter what changes are made on the ground, terrorists will still find a way to sneak aboard commercial flights with weapons. The key, they say, is preventing them from breaking into the cockpit and taking over the flight controls once they're aboard.

Replace cockpit doors and walls on all aircraft with strong panels lined with bulletproof Kevlar material;

Install video cameras outside cockpit doors, and monitors inside the cockpit, so pilots can see what's going on back in the cabin without opening the door; Take cockpit keys away from flight attendants, so hijackers can't wrest control of them and gain entry to the cockpit; change flight-crew training so that pilots are discouraged, even prohibited, from leaving the cockpit to resolve passenger or other problems in the back of the plane; Allow pilots to carry guns that fire rubber bullets, or a subsonic, frangible round, that would not puncture the aircraft's outer shell during pressurized flight.

Pilots argue that they're much more qualified than government security experts or politicians who have failed us, as one American Airlines captain charged, to come up with better ideas to protect their planes and passengers.

Why should we listen to the security experts now, after the fact, when they have failed us so badly?

We're the ones still walking point without a weapon, fumed American Airlines Captain Scott Gibson, who flies Boeing 767s out of Miami.

When a hijacking like this takes place, all these security experts are drinking coffee and eating donuts while watching it unfold on TV. They're not up there with the bad guys at their throats, Fearing passenger perception of a "police state," he and other captains adamantly oppose posting sky marshals on planes, and would rather see the FAA empower pilots. Arming them and reinforcing

ing their cockpits would let terrorists know they'd have to win a gun battle with pilots, many of whom are ex-military, protected by a bullet-proof bunker.

Cockpit doors. Jetliners are equipped with "flimsy" cockpit doors that are easy to penetrate, even when locked, pilots say.

"The FAA has permitted a flimsy cockpit door which really wouldn't keep anybody out" said Ralph Omholt, a licensed captain who flies Boeing 757s and 767s for a major airline, the name of which he asked not to disclose.

"They've had cockpit break-ins before by sky-ragers, so this terrorist break-in isn't anything new. A large man running at full speed can break it down" Gibson said of the door.

Actually, it doesn't even take a large man. "A woman on PCP kicked in a cockpit door not too long ago on a flight from Houston to Los Angeles," noted Steve Elson, a former FAA airport security inspector, in an interview with World-NetDaily.

Elson's common-sense approach to safety was not warmly received in Washington, he says, so he quit in 1999. He's blown the whistle on what he views as the FAA's repeated failures to effectively improve security at the nation's airports. Elson agrees that cockpit doors should be hardened. At a minimum, he says, they should be secured by a deadbolt.

Gibson wants to see the entire back wall of cockpits replaced with bulletproof paneling. Cockpit keys. In a brave stand, two stewardesses on American flight 11 out of Boston, the first plane to hit the trade center, tried to bar terrorists from entering the flight deck. But the terrorists slit their throats and apparently took the cockpit keys off them. They then opened the door and, more than likely, overcame the pilots possibly killing them like the stewardesses - and steered the plane like a guided missile into the north tower.

It was a tragic lesson, pilots say. "We should take the keys out of the flight attendants' hands," Gibson asserted. "The only ones who should have a key to the cockpit are the pilots. If the flight attendants want access, they should be allowed to enter only by calling the pilots on the flight interphone."

To let them in, Gibson favors an electronic door

lock that pilots can buzz open from inside the cockpit.

Cockpit cameras. Pilots like the idea of installing a hidden video camera in the ceiling just outside the cockpit door, and a viewing monitor inside the cockpit. That way, they can identify visitors, and keep an eye on activities just outside the flight deck, without opening the door.

"We should be able to see who's standing out there without opening the door," Gibson said. He suggests the camera be encased in Kevlar and secured with a strong lock, so hijackers can't remove it or shoot it out. It should also tape on a continuous loop like the cockpit voice recorder, he says.

Visiting the cabin. This should be a big no-no, pilots agree. U.S. Solicitor General Ted Olson, husband of United flight 77 victim Barbara Olson, says that in his two cell phone calls he received from her on the fatal flight that struck the Pentagon, he got the sense that the pilots were in the back of the plane with her.

It's not clear if the pilots were herded back there by the terrorists, possibly at knife-point, or if they left the flight deck on their own to help passengers.

Either way, captains agree, pilots should be trained never to leave the cockpit -- period.

That's not the rule now.

"It's a pilot's option, as a last resort, to go back and resolve a dispute," Gibson said. "But I think that's all going to change now, and we're no longer going to be allowed to go back there. I think we're just going to have to land and throw them [hijackers] off, assuming we get an impenetrable door," he added. "In fact, that's the way it should be."

What about the fate of the passengers who would be left to deal with the terrorists, on their own, back in the cabin?

"If there's somebody back there killing people, hey, you know what? It's better to triage 20 to 30 people in the back than 5,000 under a building," Gibson said. "It's a tough thing to say, but sometimes life is tough."

Elson agrees with that strategy, saying the military has a term for it "acceptable losses."

He doesn't think that pilots should leave the cockpit under any circumstances-even when nature

calls. Another door to the lavatory could be added from the cockpit side, he suggests, to accommodate pilots bathroom needs.

Under current rules, the cockpit door doesn't even have to be locked all the time, which is a big mistake, Elson says. "Those cockpit doors never, never, should be left unlocked," he says "And as far as I'm concerned, the doors shouldn't even be opened during flight.

"If the pilot in command hears 'knock-knock' on his door, and it's Abdul, who says he's got box-cutters and is going to start cutting if he doesn't open up, the captain should say, 'OK, go cut some boxes, Abdul, we're going to land,'" Elson said.

Arming pilots. Pilots argue that if they can be entrusted with passengers lives, they can be entrusted with handling a weapon responsibly.

"If you can trust me with 100,000 pounds of explosives [jet fuel] in the wings every time I take off, I think I can be trusted to handle a firearm safely as well," said American Airlines Captain Russell T. Cowles.

They also argue that, unlike sky marshals, they know the state of pressurization of their aircraft and, therefore, when and when not to fire a gun in any phase of flight.

As an added precaution, Gibson proposes letting pilots carry only guns firing rubber bullets or frangible rounds that "would do minimum damage to the aircraft during a discharge in pressurized flight." He admits, however, it would be a 'huge hurdle' for the FAA to OK such a move.

But the alternative of posting federal marshals on all commercial flight-something airlines once did – would be extremely costly, he argues.

"What a waste of money," Gibson said. "You'd just have some guy spending his whole career riding in an airplane eating airline food. He'd end up weighing 300 pounds," he joked. "I mean, think about it. The sky marshal would be so easy to identify – he'd be the fattest guy on the airplane." Gibson, who's flown for American since 1987 and commercially since 1977, is against arming passengers and flight attendants - not even with stun-guns or mace.

"That's a bad idea, he said, explaining that trained terrorists could turn such weapons against them. The key to frustrating terrorists, pilots stress, is turning the cockpit into a fortress, and pilots into

armed guards. "We can have better [airport terminal] security screening and things like that," Gibson said, "but if these guys are committed terrorists, they're going to figure out how to get a weapon in. Or, they'll figure a way to fashion a weapon on the plane," Elson says, not unlike prison inmates who learn to turn just about any otherwise harmless material into a shank.

"You can make a weapon better on the plane than most of that stuff [pocket knives and razors] they're going to screen for now," Elson said.

"You can find metal that's sharp on board."

HAROLD DERRICK. ORD,JFK 1969-1997

Dear Jock. Our activities of the past year are insignificant in light of the tragic attacks last week on our friends, our company and our nation. We pray that the strength, courage and unity that has made our nation so great will carry us through the trying times ahead.

God Bless America. **Harold & Patty**

GLEN A. DEVORE—5938 Pearl Ln, Ferndale, WA 98248

I am on a 777 enroute to Seattle from Oshkosh.

This is a great way to go. Last year, at the Airventure, I spoke to one of those characters who stands out in a crowd. He had a genuine Capital ball cap on that must have been 50 years old! It was none other than Homer Hawks! I had not seen him for years and did not recognize him at first sight. I believe he is a regular there.

This year, I met Bob Hanson, Adrian Bewley, Jan and Pat Conover, Jim Clark and Gerry Gustafson at the show.

Before returning to Bellingham, I went to Osceola Wisconsin and flew Power Sport's rotary powered RV6. I have not flown light airplanes much, but am impressed with the smooth performance and response it has.

I read a fascinating book titled *Jet-Age Test Pilot* by Tex Johnson. You will recall he rolled the Boeing – 80 over Lake Washington during the Seattle SE Fair in 1955. In 1946 Johnson won the Cleveland Air Race in a Bell Cobra at 374 mph! H got 106 inches HG out of it. Attained speeds, in the Cobra of 430 mph! Surprised pilots in the hot P-51's. Anyone involved in aviation over the past 50 years will enjoy reading this book.

Thanx to the staff for helping us keep in touch.

Glen

KEN & DIANE ELLIS 27580 Mooncrest Dr.
Carmel, Ca. 93923; 831- 659- 4657 Note new e-
mail address: kndellis@earthlink.net .

Howdy Jock;

Hope this finds you feeling on top. Diane and I
are in pretty good shape. Have been doing a lot of
RVing, cruising and in general , having a good
time.

Looking forward to seeing everyone in Las Ve-
gas.

Thanks to all of you who keep the *RUPANEWS*-
going...**Ken** (SFO 1956-1989)

CHUCK FITCH

Dear Jock: The September *RUPA NEWS* con-
tained more names of friends I knew and
worked with over the forty years I was with
United and ARINC, than any one issue I can
recall! Almost like "Old Home Week." Folk like
Eddie Edwards (still golfing at 95--great!) ,Bill
Dunkle, and pioneers like Harry Huking, Orvis
Nelson & Dusty Rhoades.

Orvie Nelson's Transocean operated the Tran-
sient Quarters on Wake during the Korean Air
Lift--maybe Guam also.. I made several A/G ra-
dio flight checks across the Pacific in those days
to OKA in United DC-4s.

One memorable flight was into Wake with Jack
Holst. First Officer was catching some rest on an
engine crate aft, and Jack demonstrated what he
called a "Holst one-man- landing." Those were
fun trips!

Then Hank Henderson mentioned old 365--
United's Flying Lab. I was stationed in PDT in
the summer of 1937. Bert Ball flew it in from CHI
with its engineering crew for a few days in mid-
summer. Based in PDT, their daily duty was to fly
up around Spokane, where heavy TS activity had
been forecast.

They were testing the effectiveness of the latest
theory for curing discharge static--which com-
pletely knocked-out LF and the dual-freq HF
receivers used in those days.

Bert invited me on one of those flights after he
found I was a ham radio operator. As I recall,
they had been testing "Dixie Cups" attached to
trailing wires prior to this run, but the slipstream
soon wiped them out.

This test used short carbonized discharge wicks
attached to the trailing edges. This test project

was successful, and the wicks became standard
until later permanent discharge probes replaced
the wicks which, naturally, had a limited life span.
I don't know what is used today----if anything ---
due to the tremendous advancement in shielding,
receivers, etc , and with VHF used over the conti-
nental US, electrical discharge static is no longer a
problem.

As the old hack goes--"That is my story and I'm
gonna stick to it!"

Chuck Fitch

ANDREW E. FOSSGREEN—2161 Greensboro
Rd, Placerville, CA 95667 SFO 1999

Dear Cleve and Jock, time sure flies even if I
don't. Last year in August, I floated the Grand
Canyon with twenty-one other guys, including
four other retired United Pilots: Jim Lunte, Dave
Pierce, Bill Scholes, and Roland Schmidt. Despite
this many "Captains", we had a great experience
and great guides. It isn't an easy vacation, but it is
a view of the canyon that is unparalleled, and the
rapids were a blast. The food was good, and plen-
tiful too. During Happy Hour each night we
shared stories that prove the first liar doesn't have
a chance.

In January of this year we went to Healthview
Clinic in Newport Beach, and had body scans
done. It is a three-day experience, and was very
well done. Barbara and I each got an hour debrief-
ing with a radiologist, and computer readout of
everything from thyroid to prostate (for me, that
is). Many body scan clinics are springing up, but
some don't give much of a debrief, and that is the
great advantage of having one. We recommend
one if the computer/radiologist is included.

In July, we met Steve and Barbara Laurance at the
Benbow Inn in Northern California. We played
Scrabble under the redwoods and enjoyed cool,
good weather.

In October, we will take a river cruise down the
Rhine and are looking forward to seeing Europe at
a leisurely pace. I enjoy the travel info from vari-
ous pilots that is in the *RUPA Magazine*. Keep up
the good work, and thanks to all who make the
RUPA Mag happen.

All the best, **Andy** captandy60@hotmail.com

VISIT OUR WEBSITE
WWW.RUPA.ORG

DOROTHY GATES 5 Lilac Pl.Thornwood NY
10594-2102

October 1st would have been Bill's 72nd birthday, and I know he would want me to send in the annual note. I'm finally selling the house we lived in for 35 years, and going into a condo. Packing up and getting rid of "thing:", is a big job. I'll send new address by the end of 2001. My best to all.

Dorothy,

Check to Cleve...via slow mail.

PETER J. GRANATA 14337 Draft Horse Ln,
Wellington, FL 33414

Dear Cleve, Thanks for bringing me up to speed on how the fees work, not bad to know after seven years. Thanks also for the great job you all do on our newsletter.

All is well for us. We're traveling too much and I can still climb on my horses! Finally have reached the point where I would not accept a recall from UAL.

Stay healthy. Yours truly, **Pete**

LEE GRUDE - 884 Hanover Ave, Sunnyvale CA
94087 - richeyg@att.net

Dear Jock,: The birthday in May just slid by, no excuses. We're still traveling regularly. June 2000 we sailed to Alaska on Holland America just so we could visit with a friend on the crew. In October it was a jazz cruise on the Norway out of Fort Lauderdale. In March 2001 we were in the Galapagos for a week, and just last month, July, we spent a week on Midway Island. The season for the famous gooney birds is January to the end of July. They do have trouble taking off and landing, but once they get the gear up and are airborne, they're beautiful. *[Reminds me of some of my NATO flight students. Ed]*

The check, as they say, is in the mail.

Lee Grude

ROL HAMELIN—5167 Gore Circle, Vail, CO
81657

Bailed out at 55 and have skied or golfed almost every day since. Lots of travel in one of the Ferraris as well; two months in Italy with a new 550 last year, Sweden this summer. Always a month or more in Maui at close of ski season.

If someone is vacationing in Vail, give a call, 970-476-1197. Regards, **Rol**

DANIEL S. HENNESSY dshenndm@earthlink.net

Dear Jock

Well the first year (since retiring) has flown by. I never dreamed about flying when I was working, then after retiring I dreamed about flying almost every night for the first six months. I thought I was the only one that was experiencing this until I read of other RUPA guys that had the same experience. Fascinating!

Been busy at home. Made a few exploratory trips to see if any other part of the country had any magic for us, but each time we returned to north-west Connecticut it looked so good. We have just about made up our mind to stay right in place.

A friend of mine (retired TWA) gave me a book by Ching Willows titled *Damn Serious Business* - a series of stories about airline and military flying. Does any RUPA member know anything about Willows? Was he UAL? (Some of his stories sound like UAL events.) Is he still alive.? It was a great read - would like to find out if he has any other books about flying.

Thanks to you and all the RUPA guys for all the great work. I read each issue cover to cover as soon as it comes.

Dan Hennessy

Dan: Seems to me that someone inquired about Ching Willows some time back, but no one volunteered any information at that time. Maybe your query will stir some recollections. Ed.

BARNEY HIGGINS—3 Tennis Court Ln, Bernville, PA 19506

Thanks again for all the volunteer work done by the San Mateo Mafia. It really does help to keep us isolated retirees in the loop.

The check for the dues and donuts is once again in the mail, albeit early this year. A second check will be going to Ted Bochniarz.

Next month I'll be seeing age 67 occur while in Switzerland, so can't make the convention. Rie will see 67 in December. It's rather humorous, but the older I get, the better my Harley seems to fit me. Our son says that one does not buy a Harley to go fast; one buys a Harley to go SLOW. He also said that I do not have a throttle in my right hand, but a volume control. He seems to be very astute, for an American wide-body captain.

Barney

DAVE HOYT

Third year of retirement starts at the end of September and what a way to end my second year with the dastardly events of last week.

The last couple of days I have been helping EAP through ALPA's Crisis Response Program at JFK. What a way to be called upon! Seeing other retired buddies helping out there is heartening. It is amazing how deeply people want to share their grief, anger, fear, loss, etc. Not only pilots, but all phases of the work force at JFK.

To a brighter note, Ellie and I have been having, until last week, the time of our lives. Our retirement sport fisherman boat is our winter home in Jupiter, FL where I attend the monthly Treasure Coast RUPA meetings.

During the Summer, "2nd Chance" is berthed in Westport, CT and Cape Cod is visited often.

Truly blessed with health and happiness and am giving some of it back this week.

Regards, **Dave Hoyt**

66-99 based all over the place with most of my career spent in New York.

WAYNE & BEVERLY HUGHES

waynebevghuges@webtv.net

Jock --Considering the age of your readers I suspect that they have enough aches and pains of their own and very little interest in reading about someone else's. So, we will try to keep this short. Believe me, that won't be easy.

Beverly and I decided to get out of the snow last winter and visit our many friends in the Phoenix area. We leased a house in Sun City West and started what now appears to have been a star-crossed journey from day one.

On the day that we arrived Don Toeppen's wife Joan, fell and broke her hip. On January 23rd I fell, broke my hip, and was carted off to the same hospital. The hip replacement seems to have gone well, but then the dreaded peritonitis set in and Beverly was told, "if we don't do emergency stomach surgery right now he will die, and if we do we can only offer a 40% chance of survival." Arizona is a terrible state-- in Nevada we could get better odds than that at the crap table.

And so, after two surgeries and about ten days in never-never land, I regained consciousness only to find Beverly and all four kids lined up by my bed looking very glum indeed. A quick glance in

the mirror and the cause for their concern was obvious. There were tubes sticking out of every orifice, and orifices I had never seen before. I looked like the distributor cap off of a 37 Packard. From here you would think things would get better -- not so. Next they said I had developed pneumonia. Doubtful, since I recovered too fast. Then the kidneys failed due to massive drug doses to relieve pain. Not entirely true, since they are now rejuvenated and dialysis will not be necessary.

Next, Beverly was advised that I had suffered a stroke during the night. Not true -- misdiagnosis. So -- 48 days after being admitted, either 29 or 31 in intensive care, depending upon which bill you look at, I was released weighing 150 lbs, bedsores and all.

During this time the two friends we had gone to see, Phil Johnson and Bob Grady, became ill and were in the same hospital.

Neither survived. The Director of Del Webb hospital has not asked me for a letter of recommendation.

We are now home. I am getting around with a cane while waiting impatiently to go to surgery to reconnect the colon.

What was learned from all of this? 1. It can happen to you. 2. A living will is fine for doctors to administer, but to expect a spouse or loved one to "pull the plug", is perhaps unfair and asking too much.

Now the good news: We are looking at somewhere around half-a-million in bills. There has been not one problem with either Medicare or Blue cross. The coverage has been excellent. Do I think we should spend this kind of money on an 80-year-old man when the system is allegedly failing? No of course not-- but then nobody asked me.

Wayne

You certainly seem to have kept your sense or humor—even if a rueful one, -- following your travails. Here's wishing you better times ahead. Ed.



JAMES H. KEETON—340 River Route, Magnolia Springs, AL 36555

Here it is, almost my 91st birthday (on the 19th) and I am beginning to feel as if it is my 100th. Actually my health seems to be holding up fairly well, and wife Katherine's is still better than mine, but I guess that is because she is only 89. I enjoy reading letters from my peers in the *RUPANEWS*. You guys keep them coming. I repeat that with Katherine's inability to walk, we don't do much traveling, but we dearly love to entertain visitors here at our home. You all come on down. **Jim**

FRED KOEHLER 715 Bella Vista Dr,
Titusville, FL 32780

Dear Cleve, It seems every three years or so we catch up. All is well in Titusville. Fred introduced our grandchildren to target shooting with their own 22 rifle. They loved it! (ages 6 & 4) I can hear all you fellow NRA members cheering. We wish all who prepare and read the *RUPANEWS* the very best. **Claudia & Fred**

JEANNE & SKIP LA ROCQUE - Bethany Beach, DE

The paper clock on the wall says another year is history and its time to report in. Labor Day, 2,000 came and went and all the rude, ill-mannered vacationers left town for another year.

In mid-September we flew to Colorado Springs for my 45th cadet class reunion. The activities the reunion committee planned were great, especially the full day visit to the Air Force Academy. Adding to the pleasure was flying first-class on the 777,

Two days before we were to leave for Florida, Jeanne had a "heart episode" and spent 5 days in the hospital.

Closed the summer house the first week in October and headed south, stopping to visit with our son in Virginia Beach, Arrived in Boca Raton opened the house and settled in for another winter season. It didn't take long before the calendar was full with bowling, tennis and social activities.

In early December we went on a five-day cruise to the eastern Caribbean with 14 neighbors. Jeanne had some good luck at the slot machines - real good luck !

We spent Christmas and New Years in sunny Florida. Missed being with the family, but not the

trip up and down I-95 In February we went to the west coast of Florida and spent a few days with old friends from Mt. Vernon, March was a month Jeanne would like to forget. She had periodontal surgery; 4 quadrants ,complicated by two tooth extractions

In early April we went on a seven-day cruise to the western Caribbean to celebrate our 45th wedding anniversary. Closed the winter house the third week of April and headed for Fairfax VA to see our grandson make his confirmation. Arrived in Bethany Beach to find several welcome changes; some by the town; some personal. Got settled in the summer house and endured the cold, wet weather for about a month. Mid-May the tennis club opened, and it wasn't long before I was back to playing five days a week.

The end of June we went to northern Virginia to celebrate three family birthdays Then back to the beach for the 4th of July parade, picnic and fireworks. The neighborhood picnic grew again this year - final count - 80 people!

In mid-August our two daughters and five grandchildren came for a week. To say it was an exciting visit is an understatement. How can a kid eat a meal, leave the table, and crumbs are on the chair under where he was sitting'? To quote a line from the movie "The American President", "If you can answer that one folks, your smarter than I am!" The end of August finds both Jeanne and I in good health.

Thanks to the *RUPANEWS* staff for their many efforts.

Tail winds, **S**

CHARLES F. LOFLIN—5608 Craggy Point,
Austin, TX 78731 cormloflin@compuserve.com
Dear Cleve, Thank you for sending me copies of *RUPANEWS*. While I will have only been with United Airlines for 11 years when I reach 60 years in Sept and do not know many of the names I've read about in these two issues, I know in the future I will read about many of the people I have flown with in my brief career with United. Sincerely,
Charles



E. A. "BUTCH" MARTIN—1300 Lakewood Dr SW, Albany, OR 97321

Cleve: Had the privilege of retirement just about a year ago, and having read the *RUPANEWS* during that time, decided that I would not be one of those individuals who are always late with their \$20.

Now that is out of the way, I want to apologize for being late with my first payment. Retirement has a way of changing the way the calendar works. Our retirement has not worked out as we had so meticulously planned. Instead we are raising our grandchildren. The boys are now two years old and we have had them since they were nine months. They are a pleasure and it does make retirement a challenge.

Thanks for the great periodical. **Butch**
541-928-6902 bmartin12c@home.com

RICHARD L. "PETE" MAURY III—646 35th Court, Florence, OR 97439
(541) 902-25201 (541) 991-6238
maury3@oregonfast.net

Hi Cleve, Maureen and I have finally settled down after a few years of traveling around the county. We moved to Florida after I retired & didn't like the weather so stayed on the road from June to January, mostly on the Washington and Oregon coasts. But now we think we've finally found home. We bought a place in Florentine Estates at Florence Oregon and both are active in various civic organizations, mostly staying out of trouble. Probably travel south for a while this winter, especially, if it looks as if it might rain. We haven't flown in a while, having to take medications for blood sugar problems. Although I'm still interested, I just don't have the desire and had rather spend my money other places.

I saw Dick Markee a few days ago and he really enjoys hearing from the old gang. I thought I'd best send you a check. **Pete**

DONALD MERUCCI dmerucci@home.com>
Hi, fellow RUPARIANS:

I find it to be a compliment to all of the RUPA staff & membership that, with all that has gone on this week (the terrorist attacks) and all that has been going on in our personal life, I have been able to complete this birth month letter on time. Last year was not a good one, health wise, for

Mary, so I paid the postage but skipped the letter. This year has been much better for her and we were able to take some short car trips and a couple of plane rides to visit family.

I'm the one making the news this year. Next month, I expect to undergo brain surgery at Stanford. They finally detected an abnormal growth of blood vessels on my brain stem. They think this is something I was born with but is now giving me trouble because of the coumadin (blood thinner) I am taking.

No big deal, says the surgeon (easy for him to say). Just some gee whiz Star Wars laser stuff and I'll be good as new.

I've missed a few of the fold & stuff sessions lately and it looks like I'll be missing a few more. I hope to see you all soon.

Don Merucci

LEW MEYER—808 Llanely Ln, Berwyn, PA 19312 lewmeyer@earthlink.net

Cleve: Thanks for your long-term service for the benefit of the troops.

Had a pleasant RON with Gardner and Sheila Bride this past weekend. Sounds like you've a nice event scheduled in Scotland. Try to keep Gardner from wearing those kilts. (His legs aren't as pretty as some I've seen)

While some of the troops have been buying high-octane fuel for their wings, I've been taking the low road, - on a bicycle. In an older guy's category in GRR, I picked up a bronze for covering 338 miles in 24 hours.

Lately, as my parents have advanced to the more fragile stage of life, I've been spending more time with the family and less in the saddle.

G'Day, **Lew**

I understand that the lads had a "braw" trip on the Puffer—hope for a full report from Cleve, who owes us a birthday letter. But suffice it to say that Gardner acquitted himself well by all accounts—blowing the "Charge" on his horn whenever the puffer left a lock gate. Ed.

PAT MURPHY, Morrison, Colo. 56-91 DEN, SFO

Bringing this in a bit late this year, but not bad for airline work. Excuses later.

It's been a quiet year in Paradise---we still are not completely moved into our house on the rocks,

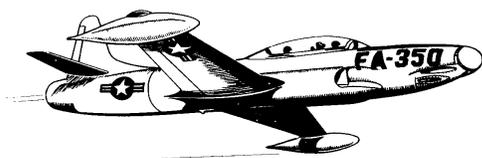
but it's shaping up nicely. I take a break every Wednesday to meet for breakfast with a few retirees. We then decide where we'll fly off to for lunch, usually to some exotic destination within an hour or so of Denver. After chowing down and divvying up for gas in the courtesy car at our lunch stop, we try to beat the afternoon thunderstorms back to Denver. The same group, with my wife Dee instigating and son Chris doing the logistics, surprised me with a party on my 70th birthday last month, great fun.

Dee and I celebrated our 40th wedding anniversary in Feb. by cruising around Cape Horn and up the coast of Chile. We sailed within sight of the Falklands, (Malvinas) but gale-force winds kept us from landing. It was a grand trip despite a little roll and pitch in the 72-knot breeze, Holland America does a fantastic job.

Excuses. Last month, around birthday time, I decided to write a short sea story (as opposed to a war story) to grace the pages of *RUPANEWS*. The computer went down---you've heard that before---so I perched in my easy chair with an old Remington portable (1940's style) in my lap and proceeded to spin a yarn. As the machine spit out the fourth page I realized I would have to trim my tale considerably or forget it. Here is a harrowing, exciting, tension-filled, tear-jerker of four pages distilled down to one line: "Are there any of our former ADC F-94 drivers out there in RUPA land who remember intercepting a Navy aircraft in the wee hours (like 0200) of the morning of Oct. 26, 1954, off the Virginia Capes?"

Just another story.

Murf



LOCKHEED F-94 "STARFIRE" U.S.A.F. all-weather, 2-place fighter.

NORDY NORDHAGEN

Dear Jock: Just a short note. I noticed in the August edition of the RUPA newsletter my annual letter was printed with an error. (it is the same letter I sent to the RUAEA newsletter). The error is the sentence--"We have been very fortunate to have traveled and visiting about 11 foreign coun-

tries and doing 37 cruises." The correct number of foreign countries is 140 as shown in the copy (enclosed) of the letter I sent to BUPA and RUAEA.

Sincerely, **Nordy**

My eagle-like vision is not what it was, and I occasionally miss an error created by the scanner. As we used to say when we couldn't see traffic reported by ATC, "Chuck Yeager would have seen it." Mea culpa, Ed.

ROBERT OGLESBY - Washoe Valley, Nevada
Jock: Here it is the first anniversary of my departure from UAL. Time does seem to go faster when you're having fun. Now, when I look up in the blue Nevada sky and see a contrail being formed I think "Thank goodness someone else is making it and not me". Life is better when you're a "R".

Sandi and I have started a new home on the Thunder Canyon Golf Course. The new home is just a mile or so down the road from our current home. Once we move, we will sell our tree farm and be rid of our second occupation. We can work on our handicap instead of weed pulling.

Our thanks to all who make *RUPANEWS* possible. **Bob**

STEVE PAHS Denver Co (#50605) 1955-1988
LAX DEN SFO JFK ORD DTW BWI DEN.

Stamp check to treas...

I thought everything would slow down after retirement... Not So! But being a Type A probably had a lot to do with it; plus--Good Health! Sep 2000; spent in Bavaria: Munchen, Garmisch, Ciemsee Innsbruck, etc. Flew UAL DEN-ORD-FRA; Lufthansa FRA-MUN. Stayed in military facilities--they speak English serve Scotch have tours in English only! Still shooting Trap & Skeet, but not in competition--my R H rotor cuff is slow in mending...

March 2001; in Sicily--not by plan but circumstances... Again flew UAL DEN-ORD-FRA, but Mil Space-A from Ramstein Air base in Medevac C-9. They have 15-knot x-wind restriction and the x-wind was 25 at Sardinia--low pass (but I got an aerial snapshot), and landed at Sigonella Air Base, Sicily. Spent three weeks there in Mil quarters taking tours. Most enjoyable... Tried Mil Space A to USA... C-9 Medevac to Rota Naval air station,

Spain; the same C-9 to Lajes air base, Azores. Wind there is a constant 50-80 knots! From Officers' club overlooking runway; watched the C141's we hoped to ride make low passes and depart Finally, the new billion \$ C-17 would take us; But back to Ramstein A B Germany!!! UAL was available to get us home...

April 2001; towed my 35' trailer home to LAS for Sabre-pilots' reunion--many UAL-types there. Down to SAN to visit my son in Pacific Marine Band at Miramar MCAS. Then several weeks in SW US..

May 2001; Council of Americas Military Past at Rapid City S D. Mary Jo's 98- year- old Mom fell and broke a hip; been commuting DEN-DSM.31 Aug will try UAL DEN-FRA.

Steve

ELIZABETH PETERSON—1535 Castlerock Ave. #44, Wenatchee, WA 98801

To RUPA Staff, I'm still stumbling around in life's mix. Other than a melanoma surgery under my right eye (fortunately, the cancer had not reached the lymph node), there have been no medical problems. I didn't exactly have a "face lift" in mind this year!

It's a bright day when I get the newsletter in the mailbox. Thanks again for all the work you and your staff do to publish it. *Elizabeth*

HERB PETIT

There are those with whom we come in contact over the course of our careers who have a lasting impact on us as individuals. It is a delight to know someone who also impacted positively so many others. I met Herb Petitt in 1958 when I was an Operations Agent at DCA and Herb was a Senior Agent in Ramp Service. Always cool, calm and collected amidst the hassle of aircraft double parked in the evening rush. When I was assigned to DCAFO as a New Hire in 1966, there was Herb on the DCA Crew Desk. Cool, calm and collected.

Since then, Herb has been at JFKFO, CLEFO, ORDFO and back to DCAFO. When I was domiciled at CLE and ORD, there was Herb, cool, calm and collected.

On September 28th Herb will finish his last day at DCAFO as Manager of Administration. Herb Petitt is retiring. Cooler, Calmer and more Col-

lected. And Smiling. Council 11 has made Herb an Honorary Member and will include him among the Honorees at the September 16th Annual Party. *E.K. Williams*

As I read the RUPA BYLAWS, Article 3 says, "In addition, any retired UAL Flight Operations employee may be considered at a regular meeting for membership. " I read that to mean any regular BOD meeting. There should be no problem if Mr. Petit wishes to join us. Ed.

TOM PETTIS—843 Breckenboro Rd, Davis, IL 61019 MDW--ORD

It used to be a pot of coffee and a pack of cigarettes. Now it's a half pot of coffee and pills. This is progress? Capt. Hoot Moninger submitted the best letter this year. *Tom*

WILLIAM G. PLASKON—PO Box 1143, Mill Valley, CA 94942

Cleve: Thanks much for all the time and energy the RUPA Staff devotes to the *RUPANEWS*. Sorry I'm a little late, but as the old saying goes "time flies when you're having fun."

This coming year should be interesting. The financial community estimates UAL's loss for fiscal 2001 in the \$18 range and for 2002 \$5 to \$6, with the IAM and Ground people's contracts still unresolved. I'm wondering if the bean counters will try to reduce retiree medical benefits to improve the bottom line? Let's be on the watch for that.

Thanks again for your efforts. Regards, *Bill*

ORVID PRATT vbpratts@juno.com

We must stop deluding ourselves that paying lip service to airline security is going to do the job! People are afraid and rightfully so. They will remain so until proper security measures are placed in effect by the federal government. We have tried paying lip service before to airline security with disastrous results.

The measures placed in effect after the latest tragedy on September 11, 2001, are more of the same. We must take the following steps on all flights operating in U.S. airspace to achieve an acceptable level of in-flight security:

- (1) allow NO carry-on bags
- (2) scrutinize passengers and their checked baggage carefully

-
- (3) deputize all commercial pilots as federal marshals and require them to carry weapons
 - (4) make the partition and door between the cabin and cockpit bullet-proof
 - (5) position a video camera outside the cockpit door so that pilots can view the area
 - (6) require all commercial passenger flights operating in U.S. airspace to have armed pilots or armed agents on board

The terrorists have delivered us a wake-up call. It is time to adopt MEANINGFUL regulations that can prevent this tragic scenario from happening again and again.

Captain Orvid W. Pratt

United Airlines, retired

I hope that whichever publication you originally submitted this to printed it – for I think you’re preaching to the choir here. Definitely, major changes in security are in order – though I suspect that terrorists will not repeat that exact scenario again Ed

FRED and KADY RACHFORD - Woodstock, Illinois MDW - ORD -1956-1991

It has been a while since I've checked in, so here is a bit of an update.

Kady and I have nine children and they have provided us with 16 grandchildren. We sold the Groundhog Day House and built another one in Woodstock.

I was never able to get myself into golf or tennis so I get my exercise in team sports. I play Softball a couple of days each week. Teammates include both retired and active UALers. Thursday morning is Ice Hockey. I'm the only UAL Retiree, but there are a number of active United people on the ice. Sunday afternoon is time for hardball. Again, a few active United people have been teammates. Recently the local newspaper (The Northwest Herald) did an article about my being the only 70-year-old playing in the 40+ Baseball League and that I get to play along side my 44-year-old son, Tim.

Intend to keep at them all as long as the arthritis doesn't take control.

The work done by RUPA officers, editors, mailers, .is much appreciated.

Many thanks. **Fred**

MILTON REEL—15103 Willson Ct, Apple Valley, CA 92307 LAX SEA MIA SFO LAX DEN Hi Cleve, The long hours and effort that you and the others put into the *RUPANEWS* is appreciated. Thank you!

With twelve years of retirement behind, Caroline & I are doing well. We spent 5 days in SEA looking at property. Took Alaska airlines non-stop ONT-SEA-ONT, it beat trying to play the pass game through SFO on UAL. The flight was pleasant in both directions, but the recycled meals were not edible...

Upkeep of house, cars, and equipment, as well as tinkering in my machine shop and playing with the computer occupies most of my time these days.

The set-up in the photo is the latest in computer toys for old boys. Powered by a good flight simulator program, it is a fairly realistic alternative for those who would like to fly transport category aircraft again, but don't have access to one. Regards, **Milt**

H.W. REID 40433 State Highway 52 Roggen, Colorado 80652 Telephone 303-849-5249

Dear Jock: Thirty years since retirement. How time flies when you are having fun. Still living newfangled glass cockpit concept, concentrating on the Garmin 430 and 530 models: Very simple once you accept the theory behind them. I never realized how unstable a localizer is until you back it up with a GPS. If you acquire a GPS with moving map and IFR certified, be prepared to hit the books hard to become proficient in its use. My 210 is still humming along great. I've put a little over 4400 hours on it.

Sure had a surprise Sunday, Aug. 5th. Howard and Patti Morgan, Steve and Jeannie Benson, Laura and Nick Nichols, and our two children and their families pulled a surprise birthday party for me at the Longmont airport. Around 300 people attended including many UAL pilots and Flying Farmers, many from out of state such as FL, NY, PA, IL, IA, NE, KS, CA, WA, OR, etc. Had a Pipe and Drum Band and two Irish Folk Dancers performing with the band. First class all the way, including a truly fine dinner starting with a pig roasted by Greg Schultz and the rest of the party planners, and ending with three kinds of birthday cake. My best to all, **H.W. Reid**

STAN RUDEEN 7008 Ammons St., Arvada, CO
80004 RCaptStan@cs.com

Jock--Five years since retirement have been the fastest five ever. Four children and nine grandchildren, all in Colorado, have kept us very busy, especially when we all get together at our log home near Fraser, CO. Still trying to improve my golf game but it may be a lost cause. Travels have taken us cruising through the Panama Canal, and a tour of Italy. I have resumed playing the trombone in a brass group and a community band, a real toot. Served as chairman of our church while relocating into a new \$8 million facility, which is a great experience if you like attending meetings.

Betty and I have had our share of surgeries; she with a hip replacement, and I with rotator cuff repair and a prostatectomy (PSA is still undetectable after three years). Keep checking that PSA annually and if it jumps suddenly, get a biopsy. It could save your life.

Betty is a volunteer counselor at a local hospital for victims of sexual abuse, and is a quilter extraordinaire. Was stranded in Traverse City, Michigan on Sept. 11, but friends and relatives combined to drive us home. Greetings to all our friends from class of 6-15-64. Come see us at our cabin in the woods.

Thanks to all who do the News. Keep the Faith, everyone. **Stan**

GUY L. SAPP, JR—159 Dominican Dr, San Rafael, CA 94901

Cleve, I know, based on my procrastination style, I must be in arrears on postage. Life is good, tennis reasonable, traveling a delight (then it always was?) Married my fiancé of twenty years, Christine Blackburn, flight attendant par excellent. Keeps an eye on the flow of the company, especially the pension checks.

Simply too much happening to relate, now I know there was some truth in the ole cliché, “could not fit in a job.” Stop in San Fran museums, where we are both docents, for a private tour.

Thanks for all your efforts, **Guy**



“JOCK” SAVAGE jocksavage@home.com

On Columbus Day I reach the unremarkable age of 69, and nine years of retirement from United. Life has been good to me, with a wife of 46 years, three children and six grandchildren – ranging from 19 to mere three-year-old ankle-biters..

We do little travel – formerly because of the difficulty of getting dog/house-sitters for our Bichon Frises, the last of whom died, at age 15, last March – but lately, I think, because we have become comfortable in ourselves and our lifestyle and feel little need to travel to visit sites which, to us, are already jaded from repeated TV documentaries. Sailing our 28-foot Sloop on the Bay, and golfing occasionally gives me sufficient entertainment.

We are fortunate that all our children live within an hour of us; and if that makes us prone to be used as occasional baby-sitters, all the better for Sheila.

We did go to Maui last March/April to baby-sit for our son Colin, who took his family when he had to attend a venture capital conference there, and had a most enjoyable time.

Subsequently, unfortunately, my health has kept me pretty well occupied with doctors and hospitals and tests. I had a series of lung problems; repeated bronchitis culminating in Pneumonia which hospitalized me in early June.

Actually, I suppose that I was lucky that those episodes and their lung x-rays and CT and PET scans finally revealed that I had lung cancer (no great surprise to one who had smoked two packs a day for about 30 years, before quitting 26 years ago). So the upshot is that I will likely have part of my left lung removed following some radiation of a lymph node. Regrettably, that means my missing the convention in Vegas; however, I have to report that I have organized matters so that there should be no interruption in production or delivery of *RUPANEWS*.

As for my impending treatment, I am greatly buoyed by the good wishes I have received from members, but even more so, as editor, by noting the exemplary conduct of those who have reported undergoing much worse than I face – grace under pressure, I think Hemingway described it. With such gracious precedents to follow, how could one complain?

Best to all, **Jock**

MIKE SCHURIG—11062 E. Sunrise View Dr,
Tucson, AZ 85748

Cleve: Mailing the postage fee, and as every member says: thank you (and your gang) for all the work. Those of us that don't live nearby are getting a bargain.

Today is one day after the tragic events in the East, and the mood is not jovial and peppy. My oldest son is a 747 Capt. (NW) and his wife an American FA. Like most folks, we are looking for answers and wondering what will follow. Hope all is well in your neck of the woods.

Sincerely, **Mike**

leftyms@msn.com

DAVE SHROYER—10211 W. Ottawa PL,
Littleton, CO 80127

Greetings Jock ---It is that time again on Sept 5 for another birthday Anniversary - Jeanne and I are in good health except for my bout with a drug called *Baycol* - it is for lowering cholesterol - which is manufactured by Bayer and has been taken off the market - numbers of people have died from it and experienced some serious side-effects - my bout with side-effects was discovered early enough to do something about it -so whoever may read this, be aware of the dangers of *Baycol*.

A couple of years ago, my oldest son crewed on the 72-foot racing sloop the *America's Challenge* sailing from Cape town South Africa to Ft.

Lauderdale FL -- the boat owner knew of my involvement with crew management systems and requested that I critique the crew on arrival in Ft. Lauderdale - the voyage was difficult, and several life-threatening experiences occurred.

As a result of this critique it has been my privilege to participate as a crew member in several big boat races - the last race for me this year was on the sister sloop to the *America's Challenge* racing from Long beach to Ensenada Mexico -- there were 450 boats in the race and our sloop won our class - for the 12-man crew it was exciting in that we blew out two spinnakers and broke a carbon spinnaker boom - too much pressure and forcing the boat - however all was OK as long as we won - crazy -- (two spinnakers and a carbon boom for this sloop cost \$160,000) -- the crews have been very kind to me and assign me duties that do

not require the heavy physical effort (this at my insisting that it would not be wise to depend on an old body that could be risky for the boat and crew) - did a lot of helm duty and without the exercise you get for the many other duties, which keep you warm I thought I would never be warm again - was invited to crew the Trans-Pac race; however it seemed very prudent to decline - this big boat racing is truly for young with stout hearts!

In any event all this sailing stuff has come to the point where this fall it is planned to start a racing school in Tobago - the sister sloop will travel by a flatbed truck to Galveston, TX and from there we will sail to Trinidad - the America's Challenge will be sailed from Ft. Lauderdale to Trinidad - the sailing school is to be chartered there, and both boats, which will be rigged with cameras, will be used in the school - and if you have not guessed, the first two days of the school will be a crew management seminar and then 5 days of racing - a critique will be held after each day's racing - this will be the third time for flunking retirement - "Life is so Lifelike"

Saw Howard Reid at his birthday party in Longmont CO and he said that he would keep on having birthdays and for me to try to catch him— seems like a good plan.

Kudos to all who make the effort to produce the *RUPA NEWS!!!* Check enclosed -- **Dave**

WILLIAM H. STEGER—4125 Hemlock Dr,
Eagle River, WI 54521

Dear Cleve, Many thanks to you and all the volunteer helpers out west for producing the *RUPANEWS* for us. It's always a fun read.

It has been another great summer here in the North woods, with lots of friends and visitors. Great boating, swimming, skiing, loafing, chores, etc. We will fly back to Florida in early October, returning to "Life Style B." Retirement good, work BAD....

This is my only forum to say "Good Health and Best Wishes" to the many fine crewmembers I worked with at UAL. Many all of you also enjoy a long and happy retirement! Sincerely, **Bill**



MARY L. STONER Pine Ridge Village Rt. 5 -
Box 187 Siloam Springs, Ar 72761

Dear Jock: I am very sorry to read of the passing of Edna Wright, on June 15th, 2001, Widow of Capt. J. H. Wright, deceased Oct. 18, 1987, in the August issue of *RUPA NEWS*.

Edna and I were Shipmates in late September of 1997, on the Norwegian Crown from Montreal, Canada to New York City.

I have fond memories of the trip because of Edna, as I was inexperienced in Cruise travel, with only one other to Alaska, and Edna had been on 28 and traveled widely.

We were complete misfits as traveling companions, opposite in everything. As I recall, she liked the early meals while I preferred the late. She would rise early for exercise and a jog around the deck, while I had difficulty getting to the Beauty Salon before late lunch. She had to wear her blinkers to sleep and couldn't stand any light in the room, while I liked to sit up and read to fall asleep.

She liked the room temperature at 35 while I liked 78. She preferred a shower, while I liked a long bath. If my water was drawn for my bath and she rushed in from a tour and had an early dinner, being practical, would pull out the stopper and let my water out. I usually was not in any hurry, since my dinner was late and I had cocktails first anyway. Edna was always punctual while I was always late. She knew where everything was, and I misplaced everything. I spent most of my time looking for something. Our room was #6063, right over the Engine Housing, I think, because I could feel the vibration but on the other hand it sounded as though they were moving furniture all night long. Edna slept like a baby.

She drank Vodka, while I liked Chivas Regal Scotch. She took the Tours while I stayed Shipboard, and took a taxi if I wanted to see something special. In our room we drank toasts to each other over any occasion we could think of, all the way from Montreal, Quebec, Nova Scotia, Boston, Cape Cod, Rhode Island to New York.

My bill was given to her in error & she said "They must have mistaken me for the U.S. Treasury"

In short, we had a fun time. I will miss Edna.

Sincerely, **Mary Lou Stoner** (Widow of Capt. Bill Stoner, UAL 4-45 to 2-20-80, Deceased 1-3-97).

JAMES D. STRICKLAND—200 Providence Rd, Fayetteville, GA 30215

Hello Cleve & Jock: Mid-September we'll close the cottage at Canandaigua, NY and head back to Georgia to continue our work with FCAP (Fellowship of Christian Airline Personnel.)

Since we are full time volunteers, FCAP activities determine our schedule. The staff is gracious to let us leave Georgia to escape the summer heat and enjoy the lake. Those great travel benefits allow me to return to Georgia when necessary.

In July, Clare and I went to China for three weeks with the Hartford and New York City choral groups. They had been invited to give concerts in Beijing and Shanghai, and family members were allowed to tag along. What pleased me the most was that United flew the 254 participants over and back. There were many itineraries to contend with, and even a typhoon at Hong Kong. It was all done on scheduled flights and there was not a single travel interruption. The person who coordinated the arrangements in the U.S. could not praise United enough.

Cleve, Jock and all the *RUPANEWS* volunteers—I greatly appreciate your work. FCAP publishes a bi-monthly newsletter that goes to over 10,000 people and if it were not for volunteers the letter would not go out.

Thanks for all each of you do. **Dick**

JAMES D. THOMPSON—522 Riviera Bay Dr, St. Petersburg, FL 33702

Dear Cleve, Surely there must be someone more in postage arrears than me, but here it comes, sorry. I retired 6/99 from B777 MIA via EWR, CLE, ORD, & IAD.

I have amassed a suitable number of toys and I have been playing with them furiously since retirement. The last two years were spent out west in the motor home, visiting such exotic locations such as Tonopah, Coaldale, Dove Creek and other famous flight planning locales I had looked down on for most of 32 years.

We did see (hear) a zillion Harley Davidson's at Sturgis, SD and the Reno Air Races for a little break from the peace and quiet. This year I flew my little Ukrainian-built twin pusher from Florida to Oshkosh and back, and filled another square.

I appreciate the work it takes to put out the NEWS

and enjoy seeing the updates from those I have known.

Sincerely, **Dave**

DEAN L. TURNER—13248 SE 247th St. Kent, WA 98042

According to my label, I'm not only weeks or months late, but years late! And before I find my name in the memoriam list, I'm including two years postage. Seeing Bill Sutherland's name in that list brought memories of a great Christmas party at his home in Hillsborough in '45 and as a new co-pilot I was in awe of a beautiful home and life style that awaited me if, and when, I too, could make Captain. As I understood, Bill elected not to become a member of ALPA because of some union activities he lived with previously in Hawaii. However, he was an excellent pilot and as a man was a truly honest and upright individual and a great friend.

At 84, the familiar names are getting smaller and it's great to read about gentlemen like: Eddie Edwards, Howard Hunter, Mel Heflinger, Chuck Podhasky and the "young Man" Bill Dunkle.

A million thanks for all the truly dedicated work you people contribute. **Dean**

JIM WATERS

I thought that you guys might appreciate reading the article below.

Cleve, the check is in the mail for my September birthday.

Jim "Muddy" Waters

11TH SEPTEMBER

Captain Bob Sackett, TWA (Ret.)

I woke up yesterday (Sept. 11) morning on my couch upstairs, where I had fallen asleep. The radio had been left on all night and I heard a voice dimly stating that a jet had crashed into the World Trade Towers in NYC. I knew it would be on TV, but I couldn't force myself to turn it on for what I knew would be an awful story of carnage and devastation. A jet, I thought.

I had a picture of something like a Lear or other small biz-jet having wandered off course and meeting a sad ending. It's happened before. The Empire State Building was hit decades ago, as was a tall telephone company building in Kansas City in the 50's. A jet: This would be worse, all

that fuel and the speed of impact. I wasn't fully awake yet but something ominous gnawed at me. The tenor of the news indicated somehow that it was deliberate. I considered, I'd been dozing and this was merely a mental-input on my end, the beginning of a bad dream, if I let it go. But now I was waking up and the dream turned ever more real. Surely not, I told myself. These reporters always jump to the sensational so quickly.

But it went on, and Shakespeare's words came to haunt me, "That when I waked, I cried to dream again!" I listened, yet still couldn't turn on the TV. I didn't want to see. My thoughts were bad enough. Could this be some sort of berserk airline pilot on a suicide run? I'd never be able to identify myself again with a shred of pride if this were true.

Then I heard it had happened again. I walked in here to find my computer on and an e-mail from a best friend telling me to look and see. I knew that once I did there would never be a gentle dawn for me again. I would have tasted of the fruit of good and evil as never before.

I looked downstairs and Betty was at the table having breakfast and reading the newspaper. It fell to me to destroy her innocence. "Take your coffee," I said, "and go turn on CNN." "Is good or bad?" she asked. I said the word to her and she took her cup. The day wore on numbingly. I made myself study, went out to get a haircut at a place where I was known as an airline pilot, and had to answer questions I couldn't ask myself yet. I stopped to get my car washed and it was near-deserted there. Everywhere were televisions turned on to the same station: There was only one story yesterday. I came back home seeking silence but my head started doing the re-runs by itself. My thoughts drifted. I've lived in this neighborhood about fifteen years now. It wasn't new when I arrived. It's gone downhill a little but, on the other hand, many refreshments have appeared as the various families have improved and updated their homes. Next door to me is a house that was owned, up until last year, by the VP of some up and coming company. He was too lazy to do housework himself and too cheap to hire others. He finally just walked away from it. A new couple moved in. He is an air-conditioning guy who was happy to get this semi-distressed house at a

bargain. It was a definite move up in the world for them. Every time he talked to me I had the feeling he thought he had moved into Beverly Hills.

He parks his truck out on the street, as he must, and I thought, here goes the neighborhood. He does a lot of work in his garage, shirt off and sometimes his radio is a little loud. But he began project after project to make it all better again there. Landscaping was redone, he tore out his whole back yard, which involved a couple of weeks of jackhammers breaking up cement decks. He did it himself. Then the trucks arrived and he's building the biggest swimming pool I've seen outside of a rec. center. It's going to be lovely when he's done. And, to make it all better, he is an absolute font of knowledge and help when things need to be done. He had just the right part I needed immediately when I poured the base to my backyard observatory. Such an improvement over the VP! His wife, Linda, is an American Airlines flight attendant. She's fairly senior and gets to fly when she wants. Shannon, her husband, gets to take care of their seven-year-old son when she's gone and it seems to work out fine. Such good neighbors, I'm thinking. She's of Mexican heritage and is handy for getting the word out to gardeners or others who fall into the "no hablo inglés" at times convenient for them, but not for me.

Before supper, I grabbed a bottle of wine and walked next door. Shannon was in the garage and I asked him if Linda was on a flight. "No," he said. "She's inside. Come on." She was sitting there with the wireless phone in her hand waiting for a call. Her eyes were red and she was shaking a little. I gave her the wine and told her to make a little tribute-toast at supper. She stood up, walked over to me and held me tight for about a minute. I've been retired for three years now, but I was back again for that minute, remembering the sobs and lonely hugs of other times.

We talked a bit and her call came. She was trying to find out who was on the planes. She certainly knew somebody. I left and went back home to make my own toast to fallen comrades.

I mention all of that, looking for some good to come from this tragedy. For me, it was finally appreciating my new neighbors and being drawn closer to them by such horror. And being glad

that Linda and I were both here on this day to offer comfort to one another.

She told me what I already knew. The pilots were dead or disabled long before the crashes. Nobody I'd ever met would do what had been done, no matter what the force. As Captain in the left seat, if I had any premonition of the plan and two seconds of distraction, I'd have flipped off the engine switches and kicked full rudder, over the water. Let them try to recover from that, with all their weapons! I suspect something like that went on in the plane that crashed near Pittsburgh. I think we'll be hearing of some heroics on that flight. The night wore on. I read but can't recall many of the thoughts now. Sleep was calm, but too short. This morning I've been reading the "Newsweek" that arrived yesterday. I'll be keeping it as a reminder of how small our problems used to be: Gary Condit, stem cells, and economy stagnant. There's a quote from Mother Teresa in it that is prophetic: "I am told God lives in me - and yet the reality of darkness and coldness and emptiness is so great that nothing touches my soul." And so it goes!

DONALD N. WEBER—5015 SW 310th St, Federal Way, WA 98023

Hi Cleve; Can't believe that five years has passed since my last flight. All those decisions about Medicare, etc. were ones that others faced & now it's my turn. Things are still going along just fine. We moved last month & I wouldn't recommend that for anyone. Way too many boxes to pack and unpack. After 14 years in the old home, there were too many things piled up in closets that we never used. In fact, I didn't even remember that we had some of the stuff.

Vicki retired in May, after 34 years of being a flight attendant. She doesn't miss it for a second and has no dreams about the crew desk calling her. I had those dreams for a long time. I am still working for FlightSafetyBoeing as a 747-400 & 777 flight instructor. My previous requests for people wanting part time employment with FSB was overwhelming. We now have 3 UAL people working in the 747-400 program & 2 in the 777. Please see the FSB add in the September RUPA News from FSB. We still need 777 folks. Anyone interested can write me at donald.weber@fsbti.com or call at (206) 662-7465. It really is a great

retirement job and pays very well including positive space passes to & from Seattle.

We have a daughter getting married this month and another starting nursing school. The fun just never stops. Enclosed is my check for another great year. Thanks to everyone for your work on publishing a superb newsletter each month.

Don

JAMES W. WHITTINGTON—842 Brown Dr, El Dorado Hills, CA 95762

Dear Cleve, Another year into the sunset. We are living, leisurely, here in the foothills. We are essentially settled in our new home, for how long I dare not say.

Last year an old Navy buddy and I went to the annual last F8U (Crusader) Ball in San Diego. It was a blast! We saw many old shipmates from our Navy days. The F8 has been gone a long time from our fleet, but the French flew it until last year. The skipper of their last squadron was at the party. Jim Stockdale, senior Navy POW during Viet Nam, was there. My buddy asked him how they held up for seven years. He said, "We were tougher than those bast---!"

Went skiing in Japan last winter. The area is called Nagand, where the Olympics were held a few years ago. It was great skiing and the price was right. Lift tickets were \$43/\$23 for seniors. That's better than Tahoe. Our daughter lives in Kobe, so she is our tour guide and interpreter. She and her husband have an import business, doing their part to help our balance of trade.

Keep up the good work. **Jim**

PETE & MARION WILTJER

For the last month Pete has been nagging me to send a check and note to you. He celebrated his 87th birthday in August and I am a bit late in sending this. So now that it is Labor Day and I am in my office "laboring" I'll send a note and get my darling husband off my back!!!

We were so sorry to hear that the annual picnic was cancelled. Though we can no longer travel we remember how we always enjoyed it, and it was a good excuse to fly up there for a visit. I know that there are many who were disappointed.

We love it down here in "America's Finest City" and it is hard to believe that we have lived here for 13+ years. How time flies when you are having

fun!! I must say that I did leave my heart in San Francisco however and I continue to be an avid fan of the Giants and the 49ers.

We send our best to all of our UAL friends and as it is so often quoted: "The check is in the mail".

Best regards,

Pete and Marion Wiltjer

mwiltjer@earthlink.net

LASIK SURGERY

By Glenn Deforge (Chairman, Council 11 R&I Committee)

Do you wear glasses? Have you had to wear them for as long as you can remember? It is no secret that today you can undergo a sophisticated and quick procedure that will allow you to throw away those nuisance devices for good. Or, so it may seem. Like the Genie in the bottle said, "Be careful what you wish for."

By now you have probably heard that the head of United Medical, Dr. Gary Kohn, has recently ruled that any United pilot who undergoes LASIK surgery will not be allowed to fly a United airplane for a period of three months following this procedure. Prior to this ruling, and after the FAA had approved it, there were some United pilots who had undergone LASIK. I know that at least one pilot returned to the line within two weeks following this procedure. I have been told that in at least two other cases following LASIK, the pilots had complications severe enough that they were permanently grounded. Taking these two scenarios as the extremes, I felt that there had to be some middle ground for Doctor Kohn's ruling, but why three months?

When I broke my leg I was back to flying in two months. I thought that the eye would surely heal more quickly than a bone.

In order to satisfy my own curiosity, I decided to conduct my own limited investigation into the subject. I interviewed a 54-year-old who was two months post-op from LASIK. This person is not a pilot. Let's refer to this person as "C."

C was given a lengthy waiver to sign just before the surgery. C said that it would have been better to be able to review it several days prior to the operation in order to study it at leisure and not feel rushed.

Prior to LASIK, C had worn corrective glasses and contacts for more than 40 years. Before the

procedure C's vision was 20/blurry beyond two feet, and excellent between six inches and two feet. C had worn progressive lenses for intermediate and distance vision. C's latest eye tests are R slightly better than 20/20, and L slightly worse than 20/25. Given the choice during the initial evaluation, C elected L 20/25 in order to have some intermediate vision that would not have been possible with a 20/20 correction. C now requires corrective lenses for close-up vision. C is happy to now have excellent distance vision and says that it will just take time to get used to this switch from near-sightedness to far-sightedness. Prior to LASIK, C had no trouble with night vision. Now, two months post-op, C is still uncomfortable while driving at night due to having vision that C can only describe as being "different". C has experienced a new increased and uncomfortable sensitivity to bright sunlight as well as the need for increased lighting for close-up work. Following LASIK, C's right eye healed according to the expected guidelines and has been very comfortable. C's left eye was slower to heal, gets dry more quickly, and requires drops several times a day, instead of once a day for the right. C stated that both eyes still feel sunburned, two months post-op, especially at night. Since C's need for corrective lenses remains, C is giving consideration to having the left eye further corrected to 20/20 in order to match the right. C expressed confidence in this consideration mostly due to the fact that C's ophthalmologist works in a well established practice and enjoys a complete success rate with LASIK. This doctor had also had no patient experience any post-op complications or infections. There was one patient who moved his head during the procedure, causing the corneal flap to detach. The doctor successfully replaced the flap, however, and that patient now enjoys excellent vision. As stated in the following waiver for LASIK, there are no statistics beyond three years for possible long-term effects of this procedure. However, you can certainly inquire about an individual practitioner's success rate, as well as their percentage of post-op complications.



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.

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Perspective, lets get it correct !

If we could shrink the earth's population to a village of precisely 100 people, with all the existing human ratios remaining the same, it would look something like the following.

There would be: 57 Asians-21 Europeans—14 from the Western Hemisphere, both north and south— 8 Africans—52 would be female—48 would be male—70 would be nonwhite—30 would be white—70 would be non-Christian—30 would be Christian—89 would be heterosexual—11 would be homosexual—6 people would possess 59% of the entire world's wealth and all 6 would be from the United States.

80 would live in substandard housing—70 would be unable to read—50 would suffer from malnutrition—1 would be near death; 1 would be near birth; 1 (yes, only 1) would have a college education—1 would own a computer.

When one considers our world from such a compressed perspective, the need or both acceptance, understanding and education becomes glaringly apparent.

And, therefore . . . If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep ... you are richer than 75% of this world. If you have money in the bank, in your wallet, and spare change in a dish someplace ... you are among the top 8% of the world's wealthy. If you woke up this morning with more health than illness ... you are more blessed more than the million who will not survive this week.

If you have never experienced the danger of battle, the loneliness of imprisonment, the agony of torture, or the pangs of starvation...you are ahead of 500 million people in the world.

If you can attend a church meeting without fear of harassment, arrest, torture, or death ...you are more blessed than three billion people in the world.

If your parents are still alive and still married ... you are very rare, even in the United States.

If you can hold someone's hand, hug them, or even touch them on the shoulder...you are blessed because you can offer healing touch. If you can read this message, you are more blessed than over two billion people in the world who cannot read at all.

Have a good day, count your blessings, and pass

this along to remind everyone else how blessed we all are.

IN MEMORIAM

GRISWOLD L. "BILL" SUTHERLAND

Griswold L. "Bill" Sutherland passed away August 5th 2001 in San Mateo, CA after a long struggle of 15 years with severe back pain resulting from a fall in 1986. He was born in Oakland, CA in 1918. His summers in 1936-1939 were spent camping at Zephyr Cove with his mother. He had various jobs there, such as stonemason & beach cleaner, and these visits started his life-long love of Tahoe. He attended U. C. Berkeley 1937 - 1939. In 1940 he attended Boeing School of Aeronautics and was recruited by United Air Lines and trained at Tracy, CA in 1941. He was a pilot for United 1942-1978, flying the Alaska Operation in 1943. He loved his job and was very proud of his 37 years with United.

Bill was a 3rd generation native of California and a descendent of Hiram Bingham, discoverer of Machu Pichu, whose family were the first missionaries in the Hawaiian Islands. Bill spent eight years of his life in Hawaii. He was a 46-year resident of Burlingame Hills & Hillsborough, Calif. & maintained a 2nd house at South Lake Tahoe from 1948 to the present. In 1948-1950 he commuted to Tahoe on his days off in a small plane and would buzz the cabin; his wife would then pick him up at Tahoe's airstrip, a cow pasture across from the old Tahoe Villages.

In the big winter of '51-'52, on his days off, he built & operated two ski-rope tows on the upper portion of Ski Run Blvd. In 1953, Bill & his father-in-law built their new Tahoe home- a redwood flattop on a knoll on what is now Needle Peak Rd. In 1954, Bill sold the Ski Run rope-tow business. The new owner ran it for one year and then started Heavenly Ski Area. In 1973, Bill & Hedy bought a lot in Tahoe Keys. In 1979 they acquired a building permit, one of 200 granted by lottery by the City of South Lake Tahoe. The house, designed by Bill, was completed in 1983 and enjoyed by him and his family until the present.

He enjoyed a full and useful life flying, water & snow skiing, boating, playing tennis; sharing all

this with his wife, children, grandchildren & many friends. He was always busy, building & remodeling his homes, handcrafting furniture, working in his home shop. He loved Tahoe- the celebrity shows (in the `50's thru `70's), playing games in the evening with his children & grandchildren.

Bill was a game Rotary "making up" Rotary Club. speeches for Rotary clubs also a member, and the Re-Association



member of Burlingame Rotary Club and enjoyed at So. Lake Tahoe. He made many United at schools and so forth. He was member of SIRS Branch United Pilots

Hedy, his loving wife for 57 years, survives him, as do his daughter, Joy & son-in-law, Rod Smith of Gardnerville, NV, his son, John of Camino, CA, and his beloved grandsons, Cal, Jake, Jeff, Will, & Matt. His family will lovingly remember his patience, generosity, humor, wisdom, strong work ethic, tolerance, and compassionate good will to all. He was a rock of stability for his family and will be greatly missed.

In lieu of flowers, memorial contributions maybe sent to: Marty Welch Foundation, c/o Burlingame Rotary Club, P.O. Box 323 Burlingame, CA 94011.

JOHN H. WOLSHEIMER

Born in Nuremberg, Germany, Aug. 3, 1920, passed away Aug 20, 2001 after a long illness. He is survived by his beloved wife, Erika; daughter Monica Meyer; son Gregory; grandchildren Jennifer and Katelyn Wolfsheimer and Phillip Meyer; daughter-in-law Lynn and son-in-law Wolfgang Meyer.

Following the completion of his apprenticeship as a professional chef in Lyon, France, John emigrated to the United States in 1938. He served in the U.S. Army and participated in the European Theater during WWII. He was in the U.S. Army Reserve for 20 years in the 351st Civil Affairs Unit.

His professional career started in the *Plaza* and *Waldorf Astoria* hotels in New York City, the *Mohawk Golf Club*, Schenectady, NY, the *Beverly Hilton Hotel* in Los Angeles and United Airlines,

where he was Executive Chef in San Francisco for 26 years.

He was an active member of the Gastronomer Club of SFO, the Chef's Association of the Pacific Coast, RUPA, and the Palo Alto Elks Club.

Donations in his memory may be made to the National Kidney Foundation of Northern California, 553 Pilgrim DR., Suite C, Foster City CA 94404-1248.

ROY S. HENDERSON

This is to inform RUPA of the death of my brother, Captain Roy S. Henderson. Roy died of a massive heart failure on Monday, August 27, in Essex, CT .

Roy was in Air Corps Class 42H at Hondo, Texas, and upon graduation he was assigned as personal pilot for General Yount of the S.W. Air Training Command, flying a C-47.

In April of 1946 he joined UAL. His career spanned DC-3's; CV-340's; DC-6's; B-727's and he retired in October, 1981 on DC-10's.

Except for his first three years on the line at CHI, he spent the remaining 32 years based in LGA and JFK. He will be greatly missed by many ! !

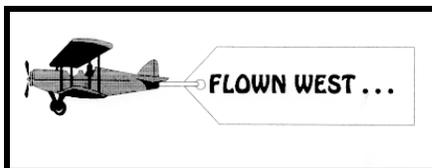
Regards to all, C.F. "Hank" Henderson (hankaitch@AOL.com)

DAVID W. HAUCK

Last evening, I received a phone call that I am sure a lot of people will be saddened to hear of. Ruth Hauck called to let me know that her husband, Dave, had passed away that afternoon, Sept 21, 2001.

Dave was a man who was easy to like. I never heard him say an unkind word about anyone, nor did I ever hear anyone say anything bad about him. He was devoted family man much loved by his wife, Ruth, and son Jim.

Dave was born Dec. 24 1923 in Jacksonville Ill. where he grew up and lived until he joined the U. S. Navy. He received his flight training at Pensacola. After the war, he flew with the Navy Reserve and went back to college until he hired on with United in 1951. He was flying the DC-10 on the SFO to Hawaii run when he retired in 1984. Sad to say, Dave suffered a massive stroke in 1998 that left him severely handicapped and he was in a full- care facility until his death
John Schmitz



JEFFERSON S. LOWMAN		6 JUN 2001
ARTHUR J. WILLIAMS		12 JUN 2001
CHEF JOHN H. WOLFSHEIMER	SFOFS	20 AUG 2001
ROY S. HENDERSON	JFK	27 AUG 2001
JOHN G. MORE	ORD	30 AUG 2001
ROBERT W. "BOB" BEAVIS *	SFO	17 SEP 2001
DAVID W. HAUCK	SFO	21 SEP 2001

* Non-member



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

Monthly Scheduled Lunches

- 1st Tue. San Diego Co. - *Quails' Inn, San Marcos* - 760-723-9008
2nd Mon. SW FL Outlaws – *Olive Garden, Ft. Myers* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Summer Break* – 561-747-2796
2nd Thu. SE FL Gold Coast – *Flaming Pit* – 561-272-1860
2nd Fri. PHX Roadrunners – *Summer Break*– 480-948-1612
3rd Tue. DEN Good Ole Boys – *American Legion Post 1* - 303-279-4348
3rd Tue. LAS High Rollers— *Memphis Barbeque*— 702-658-6168
3rd Tue NE FL—*Spruce Creek CC* - 904-760-9736
3rd Tue Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-821-6207
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 – *Cuzzins (odd mths. Stag)* 727-787-5550

Quarterly Scheduled Lunches

- 1st Wed Feb, May, Aug, Nov. Chicago Area— *Itasca CC* - 630-832-3002
2nd Tue 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

Deadline Oct. 24th.

Mailing Nov. 7th.



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