



# RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 12

(Journal 509)

December, 2001



## Season's Greetings

### IN THIS ISSUE

President's Report

About the Cover

Editor's Notes

Widow's Coordinator

Notices

727's Days are Numbered

Page 3

Page 4

Page 5

Page 6

Pages 6-10

Page 16

Health Tips

United's Next Step

A Christmas Poem

What is the Caterpillar Club?

Can You Rely on a Doctor Substitute

Less Pilot Error

In Memoriam & Flown West

Calendar

Page 17

Page 18

Page 22-23

Page 24

Page 27

Page 30

Pages 33-35

Page 36

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# RUPANEWS

**Editor** Jock Savage

2207 Thurm Ave. Belmont, CA 94002-1547

Tel (650) 592-2380, FAX (650) 592-2380 Email: jocksavage@home.com

RUPA Website - www.rupa.org

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**Membership** Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859

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## PRESIDENT'S REPORT

Best Wishes and Holiday Greetings to everyone. This has been a difficult year for all of us and to good old UAL as well. Here's hoping the next year will not only be better, but much, much better. It is a testament to the greatness of our country how far we have come since September 11<sup>th</sup>. It could only have happened because the citizens of this country have such great courage and internal fortitude.

On November 17<sup>th</sup> Lynette and I hosted a cocktail party for the RUPA Board and some friends of the Board. It was a strictly social event and a wonderful time was had by all. Some photo's of the event accompany this report. I would like to encourage the various Area Representatives to e-mail photo's of their functions so we could publish those as well.

Speaking of e-mail, I would like to strongly encourage you to use e-mail when sending your anniversary letter to Cleve Spring. The checks will still have to be sent by the US Postal Service, but if your letter is sent by e-mail it will save Cleve time spent on transposing them for inclusion in the *RUPANEWS*. Do not construe this to mean that if you do not have e-mail that we don't want to hear from you. Even if handwritten, we most definitely want to hear from you. Most of us read the *RUPANEWS* cover to cover and it is always a pleasure reading all of your letters. One of the things I particularly enjoy is your travel experiences and your travel tips as well.

The low load factor on UAL is not good, but it does present an opportunity for us pass travelers. Lynette and I have been making use of the opportunity and have discovered a good web site for finding accommodations once we have reached our destination. If you visit [www.hotels-discount-travel.com](http://www.hotels-discount-travel.com) there have been some good hotel deals lately.

Our annual Boys Night Out will take place on Saturday, February 23, 2001. Make plans now to attend. Details on how to make your reservations are found elsewhere in this publication. Sam Cramb has been doing an excellent job in preparing for this event.

Keep those cards and letters coming.

Bill Bartel, RUPA President



Cleve Spring, Bill Bartel, Bill Smith, Gardner Bride, Jock Savage, Milt Jines, Sam Cramb and Bruce McLeod



RUPANEWS Editor Jock Savage and his wife Sheila



Sam Cramb, Jay Plank, and Clare Plank



Dr. Bud Schwartz, Dr. John Young, and Milt Jines

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

**1104 Burke Ln, Foster City, CA 94404  
Or Answering/FAX Machine..."1-800-787-2429  
Or E-mail me at clevespring@home.com**

**Snowbirds & Others:**

**The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let me know by one of the methods listed above and I will switch them.**

**Also**

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

**INFORMATION about Membership & Postage Fees:**

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

**Annual Postage Fee.....\$25**

**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**

**ABOUT THE COVER**

Designed and built for N.A.T. only, and purely as a mail/cargo carrier, the Carrier Pigeon flew "The Friendly Skies" from 1926 till 1929. The four wing sections were interchangeable, as were all the symmetrical airfoil tail surfaces. Though not a favorite of pilots, the Carrier Pigeon had a remarkable safety record.

**Technical Data:**

Type:	Mail	Maximum Speed:	120 m.p.h.
Useful Load:	1,855 lbs.	Cruising Speed:	105 m.p.h. at 1,500 r.p.m.
Power Plant:	400 h.p. Liberty 12	Climb:	1,020 ft./min. (initial)
Empty Weight:	3,045 lbs.	Service Ceiling:	15,100 feet
Gross Weight:	4,900 lbs.	Range:	725 miles (at cruise)



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## Editor's Notes

Things continued to be unsettled at United Airlines, with some furloughs occurring, and more threatened. No one can foretell the future, but so-called "informed opinion" states "authoritatively" that the worst of the "recession" is behind us – let us hope so. Those working pilots with a less sanguine view are trying to organize a groundswell of resolutions from their local ALPA councils to have the so-called "unqualified portion" of their pensions paid out as a lump sum on retirement. Whether such effort is a forlorn hope remains to be seen.

Since the "qualified portion" of our pensions, which is all that the majority of us retirees seem to be getting, is probably as safe as anything short of Armageddon can be, it would probably be more helpful for us retirees to have our medical coverage similarly protected.

Those of you who have the ear of serving UAL/ALPA officers may wish to leave that notion with them, for as we age, medical costs play an increasingly significant part of our total expenses – as it will theirs when they, too, retire. While these times are not the best in which to advance such concerns, a start should be made.

In this issue we present a couple of articles on UAL. One is by the company, presenting its plans for its new "Avolar" division, a controversial plan to set up a corporate jet division. The other is an interview by Capt. Pat Palazzolo of Holly Hegeman of "Planebusiness" wherein she expounds her views on what UAL has done right and wrong, and what it could do better.

As is customary, there will be no January *RUPANEWS*, it being replaced by the Annual Directory. If you haven't already submitted changes to your address or email for inclusion – fahgeddaboutit, as it has already been formatted.

At the close of 2001, about the only way to go is "up", so let me close by wishing all of us and ours an enjoyable holiday season and a more peaceful and prosperous new year. *Jock Savage*, Editor



## WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, Ca, 92649

Hello ladies,

This article is especially for the widows who do not have a computer, so, no e-mail, no access to the web site and who do not read the *RUPANEWS* from cover to cover.

My November *RUPANEWS* article got misplaced, so I shall try to write a shortened version.

Effective October 1, companion travel was suspended until further notice.

Companion travel expanded beyond the company's original intent. "Companion passes are being sold and often, employees do not know those using these tickets, which raises safety concerns."

Problems also arose with abuse of companion travel. Some companions not following policies of check-in, listing and dress code. Some are also being used for business travel and that is contrary to company policy.

American and Delta, both, have placed embargoes on companion travel

Then at a later date, 10-03-01, an e-mail was received from Pat Palazzolo, MEC Ad Hoc Pass Travel Committee, saying not to throw away the 2001 companion passes. It is possible they will be reinstated.

As of this date, I have no further news.

I will continue to keep on top of this and will pass any info on to you ladies.

Remember that in January we receive the RUPA roster, therefore no *RUPANEWS*.

'Til the next time, *Jackie*

# BOY'S NIGHT OUT, 2002

Sheraton Gateway Hotel  
San Francisco Intl Airport  
Friday, February 22<sup>nd</sup>, 2002

Sleeping rooms \$99

Sheraton

Call 650-340-8500

"RUPA- Boy's Night Out"

5:00 pm – 7:00 pm,

Reception

7:00 pm – 10:00 pm

*Only \$40 again this year!*

Send checks to:

Sam Cramb, 20090 La Roda Court, Cupertino CA 95014

Please indicate choice of Roast Prime Rib of Beef or Salmon Filet.

## COUNCIL 34 HAIL & FAREWELL

Saturday, March 9, 2002

San Francisco Airport Westin Hotel

6:30 pm

Party reservations \$50.00 per person  
(make checks out to SFO Pilots Retirement Party)

Mr. Alan Cirino, SFOFO

240 Turnberry Rd.

Half Moon Bay, CA 94019

(650) 726-0747 alancirino@aol.com

FREE

Critical, up-to-date retirement planning info

Friday, March 8 9am-4pm

Saturday, March 9 9am-4pm

All pilots and spouses welcome!



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## JFK - COUNCIL 52 ANNUAL

# PARTY

Friday - April 19 - 2002



Cocktails - 5:30 Dinner at 7:30

Sheraton - Newark



Location: Sheraton Hotel - Newark Airport (973) 690-5500  
128 Frontage Road, Newark N.J. 07114  
ask for UAL pilots Council 52 room rate.

**Dinner \$80.** (\$40 for New Hires/Office Staff)

Make Checks Payable to - Council 52 Annual Banquet

Mail to Joe Clafey JFKFO - P O Box 3 - Mechanicsville, PA 18934

Questions call Frank Lyons 215/321-9470 email - F.Lyons@worldnet.att.net

If you cannot attend and would like to help defray the cost of hosting our retirees,

please send donations to Joe Clafey payable to Council 52 Annual Banquet.

Party committee: Frank Lyons, Joe Clafey, Fran Groff, Paul Nestel & Pat Brannigan.

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### COMPANION PASSES

The Company has told us that companion passes won't be available until March or April at the earliest.

*Cheers, Pat Palazzolo*

*ALPA Member, UAL Pass Task Force*

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### Credit Union Insurance

Dear Jock, I learned something the other day that may interest someone else in our group. It has troubled me of late that the credit union, which is like a bank where all the customers work for the same employer and the employer is in trouble, only insures accounts to \$100,000.00. At the present moment, the interest they are paying on money market accounts is the same as a jumbo, five year CD. I'm sure some folks might like to put more than the \$100,000.00 in there but the lack of insurance bothers them. (This doesn't apply to me as I only have \$275.00 in there now and I'll probably need it soon.) I found that if you make your wife a beneficiary instead of a co-owner, you are insured to \$200,000.00. (There is another obvious benefit to that.) The other method that may be more acceptable to your wife, is to create two more beneficiaries, such as children, and then with your wife as co-owner you are insured up to \$400,000.00.

\$100,000.00 each for you and your beneficiary, and \$100,000.00 each for your co-owner (wife) and her beneficiary. I do not believe this will work with an IRA.

Keep in mind that I was a flight manager at one time so you will want to check the accuracy of what I am relating. *Regards, Jerry Bradley*

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### DENVER GOOD OLE BOYS LUNCH

Dick Wagner, Golden, CO

20 November 2001

I missed October's "Good Ole Boys" luncheon, but Curly Baker took the count and we had 19 present. We did a little better today as listed below. We are planning a Christmas Party the 18 December and all the ladies are invited. Mark it on your calendar and come on down. "Ladies Day" Tuesday 18 December at American Legion Post #1, I-25 and Yale, one block East of I-25 on the South side of Yale.

Attending:

John Miller,	Casey Walker,	George Ohlman,	Dick Brinkworth,
John Holody,	Bob Ashworth,	Bill Bates,	Bob Blessin,
Ralph Wright,	Tom Hess,	John Thielen,	Dick Shipman,
Maury Mahoney,	Bill Fife,	R. O. Stewart,	Curly Baker,
Floyd Fahey,	Charles Fellows,	Jim Harris,	Pat Murphy,
Joe Kenney,	Dick Wagner,		

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## **GOLD COAST LUNCH**

The South Florida group met on November 8th for the second time this season. We had a great attendance considering that many of the members haven't returned from the frozen North yet. I told a disgusting joke and then relayed the information about protecting more money in the credit union than the normal \$100,000.00. I wrote a separate letter on this subject for the December newsletter. [*Printed in this section. Ed*] Not much else to say except that it was great seeing everyone.

Present on November 8th were Jimmy Carter, Burt Olson, Jerry Bradley, Russ Burleigh, Stan Blaschke, Ned Rankin, Paul Livingway, Terry Lewis, J.T. Palmer, Guy O'Rear Rear, Glenn Young, Glenn Hall, Bill Falkner, Duane Harrison, Lyn Wordell, Earl Harned, Pete Galant, Hank Fischer, Dick Wiley, Paul Dunne, Walter Kimmey, Sid Sigwald, Dave Peat, Wes Paget and Ed Wheeler.

Next meeting will be on December 13th at The Flaming Pit Restaurant in Pompano Beach. As always, for transportation requests or questions call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. If you would like to be on our post card list, call me at 561 994-6103. See you in December.

*For Jimmy and Stan, Jerry Bradley*

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## **SEA GOONEY BIRD LUNCH**

The monthly luncheon of the Seattle Gooney Birds was held at the Airport Marriott on Nov. 15, 2001 RUPA alert not to throw away Companion Tickets was mentioned. There is an attempt underway to reinstate and perhaps even improve the Companion Ticket program.

Al Black told us of a program to try to establish a data base listing all the recipients of the Distinguished Flying Cross, especially those on the West Coast. Anyone who has received one is invited to contact Al and he will transfer the name to the master being kept at the Museum Of Flight.

Jerry Thuotte sent along handouts celebrating the establishment of The Port Townsend Aero Museum.

This is a tax exempt; and publicly owned facility at the Jefferson County International Airport. The purpose is to keep the antiques flying, offer "hands on" workshops, provide apprentice training, and in general exhibit the "old ones." This now includes Jerry. Those interested are invited to drop in. Those really interested are invited to donate old aircraft or money (old or new) and help with the teaching. Contact the museum at 360-437-0863 or <http://www.ptaeromuseum.com>

Attending:

Brent Revert, Jim Barber, Bob Takeuchi, Ray Hansun, Carl Fein, Bob Berkey, Ivory Brummet, Don Anderson, Jeff Robertson, Bob Berg, Dave Carver, Gerry Pryde, Bob Howard, Fred Sindlinger, Dick Anderson, Chuck Westpfahl, Fred Vinton, Ray Alverson, John Cordell, Hank Kerr, Garry Dunn, Bob Reid, Neil Johnson, Alan Black, Bill Ebersole, Howard Holder, Harv Beery, Walt Fallonn, Vince Wormser, Duane Van Beek, and Vince Evans.

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## **Aboard HORNET, Now Hear This**

*by Dwight Lubich*

It has been three years since we opened the brow to the public for touring. Needless to say, we are a "work in progress" and continue to open more spaces for exploration.

Several of you were original donors and attended the appreciation open house at that time. I was present that night and want to thank each of you once again for helping get this project underway. Since then, many more RUPARIANS have visited and it is always a delight to see a familiar face from the largest chapter of my life (in one crowd there was the smiling face of our Pres). The (only) other fellow docents from our fraternity are Don Merucci and Fred Krichbaum and one retired UAL mechanic. Surely gentlemen, doesn't golf get old eight days a week?!

We now have several aircraft and continue to search for more. Our intent is to display only those types which operated from Essex class decks (unlike the scene on Intrepid!). As you can understand, starting this late in the museum game, so many available planes have been snapped up.

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Our corral is thus: TBM Avenger, FJ-2 Fury, F-9 Panther, F-8 Crusader, A-4 Skyhawk, S-2 Tracker, HUP-1 Retriever, and an F7U Cutlass being assembled at Santa Rosa.

Once birds are located, then the question of transportation, restoration expense, and work facility (spelled lack of) surfaces.

Not unlike the other three museum carriers (Intrepid, Yorktown, and Lexington), we struggle financially and have long-term debt. Income is generated through our Live Aboard Program (i.e. scout overnights), Big Band dances, commercial conferences/banquets, etc., daily gate, and finally some grants, loans and lines of credit (no Federal, State or local help).

Since the United States Navy vacated San Francisco Bay (and not of its plan), this ship is a vestige of a very important component of our armed services, especially as we watch today's news. It is representative of a winning force from WWII to Korea to Vietnam, not to forget it's role in space exploration. Additionally, it is often used as a backdrop for historical documentation's and media interviews for associated current events.

I've enjoyed helping with this endeavor, especially touring visitors and the fact that one can go home at day's end and not stand any watches. When aerial touring the bay (pre 9/11), I would include a little flat hatting (buzzing Navy style) for my passengers over Point Alameda (NAS) with the finale of a mirror pass, with ball call, behind Hornet. So much for that.

Hornet is closed only on Tuesday and the three holidays at the end of the year. Plan on at least four hours for seeing all that is open now. The cost is modest and group discounts are available (sorry no airline pilot discounts, in fact, if they know that you are a UAL Captain, they charge double - my instructions!). Phone (510) 521-8448 for details. See you at the ramp with paddles or mirror, whatever you're comfortable with.

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### **LAS VEGAS HIGH ROLLERS LUNCHEON**

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

The November luncheon was held at Memphis Barbecue on the 20th of the month. Good food, good fellowship, and good stories. A lot of conversation about the fix the company has gotten itself in with the poor leadership and how, as usual, the working stiff's are called upon to bail it out. Would probably been a lot more vocal if our usual number of guests were attending, but with Thanksgiving just two days away quite a number of our faithful are on the road (literally) visiting friends and relatives.

Our December meeting will be held at Lloyd Whitlow's home and will be our Christmas party with presents for "toys for tots" being brought by those attending. The following attended the November luncheon:

Andy & Dawn Anderson

Larry & Mary Doyle

Jerry & Susanna Johnson

Gene & Mary Lamski

Hugh & Kathy Mattern

Lyle Miller

Bud Puckett

Bob Roland

and yours truly Clyde House

Several newly retired pilots have moved into the Las Vegas area and I would appreciate hearing from you if you are interested in joining our group. Just give me a call or e-mail me at your convenience.

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### **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.

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## PHOENIX ROADRUNNERS LUNCH

The Phoenix Roadrunner's met for lunch at Buster's Restaurant in Scottsdale on Friday Nov. 9th. Even though we had 5 cancellations we still had 25 including Bev. & Tom Workinger from Tucson.

Ralph Johnson gave another bit of History on the early days with the Heroic Flight of Jack Knight that kept the Air Mail contracts alive.

Otis Kline was warmly greeted after a long absence. Otis has had serious medical problems and this was his first time out socially, so we felt quite honored. Otis, Ralph & Ruth Johnson both reside at Friendship Village in Tempe. We are hopeful that Ralph will be able to bring Otis to future Luncheon's.

Dec. No Meetings.

Jan 11th-----Cotton Wood C.C. in Sun Lakes

Feb. 8th-----Anzio Landing at Falcon Field, Mesa. You kid's with planes may Taxi right up to the door of the restaurant.

March 8th-----Lakes Club in Sun City. We're trying to get Sergei Sikorsky(son of helicopter pioneer) to speak at this Luncheon.

April 12th-----TBA

Attending:

Fred Anderson

Bill Bay

Ralph Johnson

Phil & Pat McDonald

Jim & Nancy Staib

Tom & Bev. Workinger

Betty Bergbower

Bill Dutton

Ken & P.J. Killmon

John & Shirley Prestegaard

Bob Steeneck

Ralph & Helen Wright

Frenchy & Millie Bourgeois

Betty Johnson

Otis Kline

Gene Paquette

Don & Joan Toepfen

Our invitation is always OPEN to our Large United Family to come Join Us In This Beautiful Desert.

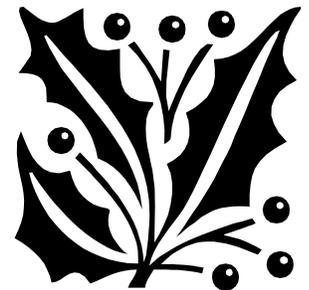
*Frenchy & Millie*

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## ATTENTION WIDOWS AND WIDOWERS OF UAL PILOTS IN DEN

All widows and widowers of UAL pilots in Denver are invited to join the Solo Flyers of Denver at their monthly luncheons. These are held on the last Wednesday of the month at various local restaurants.

For more information, call Karlee Burnham at 303-663-4033.



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**GEORGE F. BENKENDORF**—6190 S. Kili-manjaro Dr, Evergreen CO 80439

Dear Cleve: RUPA Friends, I'm glad to hear our working fellow pilots finally have a more secure working compartment. It was long overdue. A few extra seconds to respond to an intrusion into the cockpit may be the difference between life and death. Here's hoping clear thinking heads will resolve these problems wisely, without the necessity of potential shootouts at altitude.

Keep up the good work. We appreciate it. Cordially, *George* georgebenkendorf@aol.com

**BARRY L. BICKLE**—8249 Alderson Rd, Hughson, CA 95362 blbickle@bigvalley.net

Dear Cleve, Sorry I'm so late getting my dues money in. Was only retired for nine months before I went back to work for Sky King, out of Sacramento, flying NHL teams in the U.S. and Canada. We are using 737-200 airplanes, one was from UAL. Ed Akin and Kel Carson were there before me and now John Diccico and Jim McKinstry have joined us. Just like old home week, Diccico is making noise about starting a union. During the nine months I was really retired, it was great. However, I joined the ranks of real airline pilots and got a divorce after 35 years. This was not the hand I was planning to be dealt. Going back to work has been good for me in that regard. It also has given me a new supply of those little bars of soap.

Keep up the good work. *Barry*

**AL AND DANNIE CAVALLARO**—4240 SE 20<sup>th</sup> Pl #310, Cape Coral, FL 33904

Dear Cleve, Enclosed are the annual dues for 2002. Two years into retirement and life is great. Still spend six months in Ohio and six months in Florida. When in Florida, I enjoy flying a new Cirrus SR20 that we rent. When we're in Ohio (Cleveland Crazy) I enjoy flying a couple of different Pipers at the Lorain County, Ohio Airport. I got my checkout on the Pipers by retired UAL Captain Dick Sanders. He was *very* patient helping me get my head in the VFR mode.

We have a good time down here in Florida and up in Ohio flying around looking for those elusive \$100.00 hamburgers. We keep in touch with a few of the RUPA (S.W Florida Outlaws) guys and

their wives while we're in Florida and with the Ohio group (North Coasters) when we're up in Ohio. Never a dull moment, with fishing, flying, baseball games and golf. Don't know how I found time to *WORK*.

Thanks for all the hard work that you and the guys do to make this newsletter possible.

*Al Cavallaro* EWR, CLE, LAD, ORD alanddannie@hotmail.com

**ROSCILLE COLBURN**—980 S Crook Rd, Fallon, NV 89406

Dear Cleve, I addressed this envelope in the beginning of September so I would not forget to mail this around Earl's birthday. Then, after being delayed in TX with family, due to the terrorist attack, and getting home September 19<sup>th</sup> I wrote the check.

However, I've been unable to write this until now due to computer problems. I had to buy a new computer and reinstall my printer. Finally I can print (we are so spoiled by our modern conveniences).

The letter in the October issue of *RUPANEWS* from Dean Pressgrove was a bit disconcerting to say the least. I have read the information on the RUPA web site and that has helped. Also the information on the United Intranet site lends some understanding to the situation.

When everything is put in the proper perspective we are very blessed to live in the USA.

On a brighter note I went to Ireland in May and was privileged to fly United first class from SFO to LHR. It was a real treat. Dom Pérignon Champagne!

Thank you for the addition of the Widows section and for Jackie Able and her willingness to take that on. I hope she is doing better now. Sincerely, *Roscille*

**LOU DAHARB**—2733 Lake Park Way Longmont, CO 80503 ldaharb@cs.com

Dear Cleve, Thanks so much for all you and your volunteers do to keep the *RUPANEWS* alive and functioning.

Peggy and I are still stunned from the events of September 11, 2001. The ramifications from that tragedy will be with us for a long time. We, like

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many others, are concerned about the fate of UAL in the wake of this act of terrorism.

We are still enjoying retirement and wonder how I had time to work. Last year at this time we were in Portland, OR helping our son and daughter-in-law with the children as they awaited the birth of twin boys. What a blessing for them and us. Our oldest son and his family moved back to Colorado this August and we are delighted. Our health is good and we are looking forward to getting involved with the Colorado Tandem bicycle Club.

Thanks once again. Sincerely, *Lou*

**NORMAN J. DE BACK**—15 Saddle Ln, Novato CA 94947

Hello Cleve, Jock and RUPA. 2001 was a fantastic, spectacular, phenomenal and incredible year for the DeBack family. Retirement truly is great. Life is so wonderful, so prosperous, so stupendous and astounding that everything is coming up roses and what good would it all be if we didn't have the opportunity to brag about it with you. If you can't share in our success, as well as be a tad jealous, then what really is the point of all the great things in our life? Anyway, the family just got back from scaling Mr. Everest after spending a few weeks in Katmandu teaching English to the local children. We had to pull the boys, Michael and Bryce (seven and nine years old already), out of their matriculation at Harvard and Stanford for a few weeks. Their professors let them go with the agreement that the kids would co-teach a post doctoral molecular biochemical engineering class next term - as long as they got a couple of more weeks off to compete their goal of swimming the English Channel next spring.

Pat had an unbelievable year as she's been putting her new ten million dollar grant to use in expanding on her doctoral dissertation work by exploring genetic cloning in our 5,000 square foot basement laboratory. She's doing some work with the Central Indigence Agency on the side but I can't discuss that further. Needless to say it's pretty big news. Of course, the exciting news of the year was that our baby girl Stacey, set a record for ten month olds by becoming fluent in French as well as being the youngest person to ride a unicycle while juggling three balls. She's been reading War and Peace during her break from the third grade. All this and she's two months shy of a year. Talk

about your overachievers.

You'll note our new return address as we've moved out of the old neighborhood (which is still good enough for most of you but maybe your ship will come in next year just as ours did this year).

We got a little stock tip in February, invested our nest egg, and increased our investments immeasurably. Needless to say it was time to get the new Mercedes, Lear jet, and of course, the new house in that exclusive gated community I'm sure you have read about.

If we invited you over you'd get a chance to see our new indoors full size basketball court that rests below our Olympic size swimming pool and full size bowling alley. The latter is right next to our art gallery, which presently has some paintings on loan from the Louvre. That Mona Lisa smile really brightens up the room.

Well, enough about everyone else, as I need to tell you about me. The Pulitzer would have been nice on the mantle next to last years Nobel Peace Prize, but it was nice just being considered with my first novel being a best seller. In case you were wondering, of those I met on tour this year - Oprah is as nice as she appears, Letterman has the quickest wit and Tom Brokaw is a true gentleman. And just think, they were asking for my autograph. Ah, the perks of being rich and famous.

I'm sure next year will be just as great as this one and here's hoping you too can experience even just a little of our happiness. How any family could be having more fun than us is beyond our comprehension. We won't forget about you folks. Annual check enclosed. Fraternally, *Norm*

**DELMER G. DICKIN**—3001 122<sup>nd</sup> Pl. NE, Bellevue, WA 98005

Dear Jock & Cleve; First of all, Jock, I hope this finds you making a good recovery from your surgery. [*Postponed for a bit of chemo and radiation. Ed.*]

It's been a busy year for us with the usual ups and downs. I lost a favorite Aunt last September and my mother passed away in February. On the up side, we had a couple of nice trips. Two weeks in Hawaii in January, and in June I took the whole family to Oahu for two weeks. I had rented a large house on the beach in Kailua and we all had a great time. In May, I helped my son and his

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family move from Illinois to the Tri Cities area of WA. They are now well settled in and we are happy to have them nearby.

Many thanks for all your good work. Cheers, *Del*

**DONALD E. DILL** 9238 Calle Del Rey, Gilroy, CA 95020 Ph. 408-848-3028

E-mail: sandycaptndon@aol.com

Dear Jock, Cleve, and All

Well here I am late again with the postage check. No excuse except that my birthday is Sept. 11. I kind of got distracted.

This has been a very busy year. In October, 2000 my Army flight school class had a reunion. (A five-day cruise to the Bahamas.) Then to Maui, where we bought a condo. (We have wanted a place over there for over 20 years.) April found us in Germany for a week, then to Italy for another two weeks. Home for only three days, then off to Maui again. In July we visited a cousin of my wife, Sandy, in Jacksonville, Florida for a week, then on to Miami and Sandy's high school class reunion, which was a cruise to the Western Caribbean for five days.

My daughter and her husband bought a house in Maryland. It needed some painting and other loving care before they moved in, so old Dad went there to help out on September 5, 2001. I was scheduled to return home on the eleventh, but the work was not quite done. Needless to say, my return was delayed for longer than planned. We went back to Maui at the end of October for the property owners meeting at the Mana Kai. Of course we spent most of the time working on the condo. (Painted the bathrooms.)

Along with all of the running around, I am an officer in the Gilroy Elks Lodge, which takes quite a chunk of time. Things like cooking for Rib Night once a month, working at the Gilroy Garlic Festival for three days the last weekend in July, working with the Highway Cleanup crew every few months, meetings just about weekly, and other duties that go along with being an officer.

I don't forget about my hobbies. I'm still doing a lot of woodworking. I made a replacement windmill for one we had in our yard, which fell apart. After that, the orders came in from all the kids and friends. All of them wanted one too. The windmills range from 18 inches tall to eight feet tall. There is always at least one of the kids with an or-

der for something.

Of course, at least a couple fishing trips with my grandson or my father is required each summer. Sometimes with both of them.

I ran into a group of the Gliding Geezers at the airport a few months back. What a motley crew! It sounds as if they have a great time.

Thanks to all who work on the *RUPANEWS*. It is read from cover to cover every month.

Check is in the mail. *Don Dill*

## **AVOLAR AND AIRBUS JOIN IN U.S. PARTNERSHIP**

ARLINGTON HEIGHTS, Ill.--(BUSINESS WIRE)--Nov. 20 2001--Avolar (United BizJet), a subsidiary of Chicago-based UAL Corporation, and Airbus, the world's joint number one aircraft manufacturer, announced their agreement for an "Airbus Corporate Jet Program."

The program will provide the Airbus Corporate Jetliner (ACJ) to corporations, including those with domestic and international executive shuttle requirements, sports teams, and individuals in the North American market.

Under the terms of the agreement, Avolar will market, but not own, up to 15 ACJs under the Airbus Corporate Jet Program. Avolar customers may purchase a whole aircraft or, in certain cases, may share ownership of one. Avolar will operate the ACJs for these customers to the standards of Federal Air Regulations (FAR) Part 121 under the command of mainline United Airlines pilots. In addition, United Services, a division of United Airlines, will provide round-the-clock total maintenance support with a "one call handles all" service, as it has for ACJ customers over the past two years.

North American customers that buy an ACJ directly from Airbus may also call upon Avolar to manage it for them.

"We are delighted that business aviation specialist Avolar will complement its core fractional ownership business by marketing the ACJ," said Noel Forgeard, Airbus Chief Executive Officer. "With the experience and the operating knowledge provided by United's crews and the dynamic combination of the Avolar management and its dedicated marketing team, Airbus is now well positioned to grow in the corporate market in North

America, where Airbus will continue to market directly the ACJ with its own Corporate Jet Division. The ACJ is a powerfully productive business tool, with the ability to meet virtually any need. With the widest and most spacious cabin, and the efficiency and fuel to fly long legs, it offers unmatched flexibility for Avolar's customers."

"Avolar has been carefully studying the ultra-large cabin corporate jet market for two years", said Stuart Oran, Chief Executive Officer. "We have a solid business plan and now we have the right planes for the job. The Airbus Corporate Jetliner is ideal because it is a dedicated aircraft that can be configured to accommodate any type of clientele, from a private individual to a group of 40 business executives," he said. "We are delighted that Airbus and Avolar are now partners in this new business travel option that will be operated under the guidelines of FAR Part 121."

This major deal for the ACJ demonstrates the unmatched appeal of Airbus' product offering for the business aviation market. The ACJ can fly 12 executives in a luxurious layout up to 6,000 nm/6,900 sm, for example, enough to fly non-stop routes such as New Orleans-Geneva or London-Johannesburg. It can also carry 40 passengers in exclusive comfort up to 4,500 nm/5,175 sm. As a full-fledged member of Airbus' best-selling A320 family of airliners, the ACJ shares full commonality with all other Airbus fly-by-wire aircraft. Offering the most modern and comprehensive airliner family in the world, Airbus is the joint number one manufacturer in the market for large commercial aircraft. With headquarters in Toulouse, France, Airbus is an EADS joint company with BAE SYSTEMS.

Avolar is a wholly owned subsidiary of UAL Corporation, the parent company of United Airlines. Avolar's core business is the sale of fractional interests in business aircraft to individuals and corporations. It also plans to conduct a corporate shuttle business using the Airbus Corporate Jetliner. Under the terms of the agreement, Avolar would acquire these Airbus Corporate Jetliners on behalf of customers, which provide all of the money to purchase them (without the use of funds from Avolar).

Avolar, launched in May of this year, is an investment of UAL Corporation that will provide a frac-

tional business aircraft ownership program, corporate shuttle operations, aircraft management, and charter services.

Aircraft deliveries and operations are scheduled to commence in the spring of 2002. New owners who purchase shares before then will be provided with interim lift using two Falcon 50EX aircraft and preferential charter arrangements.

Avolar orders aircraft and places the initial and progress deposits for the aircraft ordered. Prior to aircraft delivery, the owners who have purchased shares in the aircraft make full payment and take title in the aircraft directly from the manufacturer. Avolar manages the aircraft, including all maintenance and scheduling, as well as providing flight crews and cabin concierges, and all initial and recurrent training.

**JAMES E. DOWD**—6225 SE Mariner Sands Dr, Stuart, FL 34997

Dear Cleve, Only a week late this time. I don't know how the rest of the troops reacted to Dean Pressgrove's informative treatise on "*Chapter 11 & Retirement*" in the Oct. *RUPANEWS*, but I hope it was a wakeup call, particularly to the R&I committee. My understanding is that there is no reason why the "cash drawer" funds cannot be simply transferred to a unitized premium, thus protecting the pensions of the thousands of retired UAL pilots. Hopefully, Chapter 11 was just a gleam in Goodwin's threatening eye and we (UAL) are on the road to recovery. But, let us push for unitization forcefully and immediately. We all know you, Jock, et al realize how much your work on our behalf is appreciated, but just the same: Thank you very much. *Jim*



*"My approach is nontraditional, but from a uniquely Western perspective."*

**MARLENE FREEMAN**—110 Lake Dr. W,  
Wayne, NJ 07470

*RUPANEWS* is such a pleasant read. Thanks to all who get it to us.

Bob flew West six years ago, but I can still imagine him smiling and nodding as familiar names come up, and chuckling at the cartoons and funny stories. Bob, himself, had many an enjoyable tale to tell about his airline days.

One time in the 1940's, he co-piloted for Capt. Bill Kennedy (His Hero) when they remembered, just in the nick of time, that the radio signals reversed in the Southern hemisphere and that they were about to make contact with the top of Australia's Magnetic Island. Luckily, they took evasive action and lived to tell the tale. Bob's first-person narrative was much more colorful and not subject to the constraints of time and space...

United we stand, United we fly! Thanks again,  
*Marlene*

**MARTY GALLAGHER**, 1101 So. State St.,  
Marengo, Il 60152. marsyl5@msn.com.

Dear Jock; I hope that all is going well for you. Sometimes we have to park the everyday aches and pains and take care of the more serious stuff. I've been cancer free for three years now and feel blessed that we started out with two kidneys and that the one I've got is working fine .

The articles about retirement and the survivability of United were quite enlightening. I've always felt the airline was strong enough to weather some rough going, but Sept. 11 and some doomsday prophet have certainly put things in a different light. I feel that United will be around for a long time and that it will take creativity and common sense to put it back on track.

We lost a good friend last month. Joe Carnes a long-time O'Hare based pilot and resident of Crystal Lake passed away at the age of 64. He was a mover and shaker, very involved in his community, and his family. He was instrumental in getting the RUPA lunches in McHenry Il, started. We'll miss his smiling face and cheery disposition.

We've been having a beautiful fall, but that will change soon, like tomorrow according to the weather guesser. All the outside chores are done in preparation for old man winter. The birds, deer, and squirrels are going through a lot of feed . I

hope that's not a bad sign. I saw some of the Leonid meteor shower early this morning . Things in nature still hold high interest for me, it is a good way to keep the events of the world in proper perspective.

Best wishes for the holiday season and keep the faith.

*Marty* ORD-DTW '66-'95

**DICK and JUDY GOUDEY** 204 37th Ave. N.  
#339, St. Petersburg, FL. 33704

Today marks two months since the Sept. 11 attacks. Under the circumstances, the details of our family news are probably best saved for future letters.

We would however, like to offer our most sincere condolences to the families of the crews of Flight 93 and Flight 175.

Words are so inadequate.

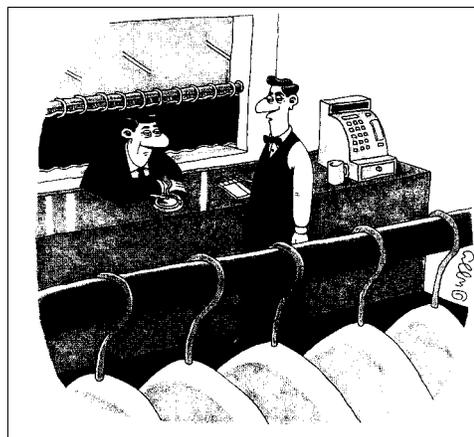
*Dick and Judy*

**RANDOLPH E. GRANT** PO Box 432, DeSoto,  
IL 62924 randyb737@cs.com

Dear Cleve, Thank you for inviting me to join RUPA. Although with United only 9 years I picked a heckuva day to start my last ID, Sept. 11, 2001! Needless to say never got off the ground to experience the cake, fire trucks, and etc. that are associated with one's last flight. Turned 60 on Sept. 14, got in my commuter car and drove home to Southern Illinois.

Hope my career with RUPA will be longer than my one with United. Will look forward to future copies of the *RUPANEWS*. Thanks again.

*Randy*



*"Look, I'm sorry your wife doesn't understand you, but this is a dry cleaner's."*

## 727'S DAYS ARE NUMBERED, AT LEAST IN U.S.

Seattle Post -- The Boeing Co.'s 727, its best-selling jetliner ever after the 737 and the savior of many airlines during the economic crisis of the 1970s, is fast disappearing from commercial service in the United States.

Most of the remaining 727 passenger jets in the U. S. fleet are being sent to California's Mojave Desert for storage as airlines, struggling to survive financially since Sept. 11, discard their older and less efficient jets. Given their age, it is unlikely the 727s will be returned to commercial service once the current downturn ends. Most will end up as scrap.

Last week, United Airlines retired its remaining fleet of 75 Boeing 727s. They averaged 22 years in age, said airline spokesman Joe Hopkins.

Another 727 customer, American Airlines, plans to retire its 50 727s in a few months. Trans World Airlines (since taken over by American) and US Airways retired their 727s last year. Delta is accelerating retirement of more than 60 727s, although the Atlanta-based carrier has said a few likely will remain in its fleet for a few more years. The 727 will continue to be used as a freighter by some operators such as FedEx. And there are still hundreds of the planes listed with operators and leasing companies in other parts of the world, though it is not clear how many are being used to carry passengers.

But the 727's days as a commercial transport, at least in this country, are clearly numbered. The passing of the 727 as a commercial transport will



*"You steered the proper course, Cap'n, when you had us bury this instead of investing it in the market"*

end a remarkable era for a plane that was not supposed to do all that well. Boeing's initial market forecast was that it would sell about 250 planes. Boeing ended up delivering 1,831. All were built at Boeing's Renton plant. Most of those were a stretched version known as the 727-200. The first 727 went to United in October 1963, although Eastern Airlines was the first to put the new plane into service, on Feb. 1, 1964. The last 727, a freighter, was delivered to FedEx in 1984. Ironically, many airlines bought the then fuel-efficient 727 to save money during the oil crisis of the 1970s. It was also the right-sized plane for the market at the time.

Although the 727 had the same-width fuselage as Boeing's 707, it was designed to land and take off on much shorter runways, which opened up many more airports to jet service.

The secret was an ingenious flap system for low-speed approaches to short runways. Launch-customer Eastern required a jet that would be able to use a short runway at New York's La Guardia Airport, the only one equipped at the time with an instrument-landing system. Early on, Boeing considered various two- and four-engine configurations for the 727. Finally, engineers decided on three engines -- two on the side of the aft fuselage and one in the tail cone. It became the only Boeing-built commercial jetliner in which the engines were not hung under the wings. Although the jet became a pilot favorite there were a series of crashes in 1965 that promoted calls by some in Congress for the 727 to be grounded. Within six months that year, four of the new jets crashed on final approach to an airport. Investigators found that the pilots were at fault because they exceeded sink-rate limits. "The real culprit was a jet transport that handled like a fighter but still had to be flown strictly by the book," wrote Robert Serling in his book *Legend & Legacy*.

**J. H. HANSEN** 47 Oakwood Drive Madison CT 06443

Justice would be nice.

Revenge will do!

SEMPER FI!

Jack

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**DAVE HANST**

I am two months late with my postage check, 23 years since I retired. Still getting around on two good legs, health in general very good. No traveling worth mentioning. Am forwarding a check for the postage fund to Cleve.

*Dave Hanst*

**ELIZABETH HAWS**—493 Alpine View Ct, Carson City, NV 89705

Dear Cleve, I am eighty-eight years young and still keep active and fly United several times a year, especially to visit my two sons who are in the east. I enjoy Bill's seniority of 38 years, but Bill Dixon, whom I visited recently, has a better seniority than Bill Haw's.

I am computer ignorant, but use the phone instead. I'm sorry this has to be written in cursive, hope you can read it.

I hope United Airlines survives these terrible times. What a tragedy this has been for everyone. Thank you to all you good people who keep our monthly *RUPANEWS* being published for us to enjoy. Good luck, *Elizabeth*

**HEALTH TIPS****Low-dose aspirin helps to prevent gum disease.**

Men taking 100 mg of aspirin daily - slightly more than one baby aspirin to prevent heart attack had healthier gums than men not on aspirin therapy. Theory: Aspirin reduces inflammation and inhibits the chemical messenger prostaglandin E2, which triggers bone loss. Important - Aspirin should not be taken by people who have bleeding gums.

Arthur Drouganis, MDS, postgraduate in periodontics, University of Adelaide Dental School, Adelaide, Australia. His study was published in the *Journal of the American Dental Association*, 211 E. Chicago Ave., Chicago 60611. Monthly. \$85/yr.

**Vision Correcting laser surgery can make driving at night dangerous.**

Two to seven years after undergoing photo refractive keratotomy (PRK, 56% of patients failed a contrast sensitivity test that measured their ability to see clearly at night. Theory: Laser surgery damages the stroma, the corneal layer that is responsible for night vision. Researchers fear that the re-

duced night vision is permanent. LASIK, a vision-correcting procedure similar to PRK, could cause comparable problems.

William Jory, MD, consultant eye surgeon, London Centre for Refractive Surgery. His study of laser eye surgery was presented at a recent meeting of the American Society of Cataract and Refractive Surgeons.

**Olive oil versus blood pressure.**

Twenty-three people with high blood pressure were put on a reduced fat diet. One group got most of its fat from sunflower oil. Another got most from olive oil. After six months, those in the olive oil group needed 48% less blood pressure medication. The sunflower oil group could reduce its medication by only 4%.

L. Aldo Ferrara, MD, associate professor of medicine, Federico 11 University, Naples, Italy. His one year study was published in the *Archives of Internal Medicine*, 515 N. State St., Chicago 60610. 24 issues. \$115/yr.

*Bottom Line Health* - April, 2001

**BRIAN H. HENDERSON**—1525 Marlin Dr, Naples, FL 34102 Condor118@yahoo.com

Dear Jock and Cleve,

Late again. What a shock. The only blip on the radar is a bout with prostate cancer, but it was caught early and it's not aggressive, so the prognosis is good. After exhaustive research I'm having seeds implanted in mid November at Los Gatos Community. My PSA was 4.6 and fortunately my urologist insisted on a biopsy. The radiation oncologist commented that if it weren't for the PSA test we would not have been sitting there discussing treatment options, because he wasn't able to feel it on the finger wave. I'm urging all my friends to get those annual PSA's. Other than that, all is well with Patti and I. Life is good.... enjoy each and every day to the max. Thanks for all your hard work. *Brian*

**BUCK HILBERT**—PO Box 424, Union, IL 60180

Cleve; Check is in the mail! Where have you heard that one lately. But it's true, it's on the way. Seventeen years since I parked that DC-8 at ORD. Still playing little Airplanes. My Fleet and

Aeronca Champ are really good mosquito killers. The Aeronca C-3 is still in the Hangar as well. The United Airlines Historical Foundation is on a roll. We are co-sponsoring the EAA's restoration of a Varney Airlines Swallow Replica. It should be flying late next summer. I am recovering the wings and EAA is doing the Fuselage. The Engine will be a Continental 220. The Airplane will be based at the EAA Air Venture Museum's Pioneer Airport where it will be available for rides. The Denver TK Museum is shaping up very well. Tom Angelos is doing a great job. When it's all completed the display will do all the retirees proud.

Looks like the last of my co-pilots have now retired. I feel somewhat like a has-been, but then every so often one of them drops in here at the "Funny Farm" Airstrip and we have a time of reminiscence.

Keep up the good work on the Newsletter. I hate to see the shrinking going on within the Airline, but maybe they will now concentrate on their business and get rid of the triple tier of management. Over to you, **Buck** ORDFO

### **United's Next Step**

*By Patrick Palazzolo*

Airline analyst Holly Hegeman, Publisher and Editor of *Planebusiness.com*, talks about United and the industry. And where she believes United has to go from here.

*Holly, if UAL's new CEO Jack Creighton asked you, "Holly, what the heck has gone wrong here at United, and what do I have to do to fix it?" What would you tell him?*

First: I'd tell him to improve employee morale. Convince employees that United isn't going to go away. United has some natural and inherent strengths. But United has to communicate much better with its employees. For an entire month after September 11<sup>th</sup> while other airlines were reassuring their employees, United didn't send out one single letter to its employees. And then when they finally did, it was the "perish" letter.

Second: Convince the passengers that United isn't going to go away. The perish letter and the news that followed was a P.R. nightmare for United.

Third: Your costs have gone through the roof.

Cut them but don't do it stupidly. Instead of just cutting something in every department, also ask yourself if there are some departments that shouldn't even be there to begin with.

Why have costs gone through the roof? Beginning with the US Airways merger, United management ceased paying attention to the airline. When management stopped managing, costs went out of control. At the same time costs went crazy, revenue went through the floor. But management was so busy focusing on the merger that no one was paying attention to what was happening to the airline.

Fourth: The people who got you into this trouble are probably not the right people to get you out. There has to be a house cleaning within management.

Fifth: Begin treating your passengers better. After September 11<sup>th</sup>, American got the jump on United by modifying their frequent flyer program to appeal to their best flyers. United was asleep.

Sixth: You've got to improve your operational performance. Your customers are being hurt with hassles and problems when flying on United.

Your baggage handling, customer complaints, on time performance have been dismal. You're not going to get the high quality customers you need with that kind of performance.

Seventh: Sit back and do some serious thinking about Avolar. Is it really needed? Is it going to undercut your high yield revenue?

Eighth: Overhaul revenue management. The rules for business travel have changed – permanently I think. United has to look at how the rules have changed and adapt. Frontier, for example, is eating your lunch in Denver. Why? Because they offer a much lower walk up business fare than United – and they're offering better service.

*How did United get into this predicament?*

When I visited WHQ in 1999, I went away with the definite feeling that there was no cohesion within your senior management. No sooner had Mr. Goodwin been appointed that I sensed a lot of jockeying from those immediately below him to succeed him. I found this very odd. Rather than supporting him, instead I felt there was a feeling from others in senior management that he was not a worthy CEO and that he was there mainly because the unions wanted him to be. I didn't like this at all. Even though at the time I said some

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glowing things about United – its route structure, its premier alliance – United was positioned the best at that time, but the lack of management cohesion has hurt you.

I think what's happened over the last few years is that there was simply a lack of cohesive leadership at the top of the airline. And when you look at the runaway costs – and that's always a tell-tale sign whenever you have a company that's not well managed -- you're going to have a situation just like you have at United.

I've watched two things happen at United. Just two years ago you used to have one of the highest revenue per available seat miles. I remember going over some figures city by city with Rono Dutta where he showed me that United was really beginning to pick up some serious market share from American. United was focused. At the same time over at American things were very unfocused. Crandall had just left, Carty hadn't proven himself yet, the employees and management were battling each other and American's DOT numbers were sliding downhill. You were in a natural position to take advantage of that. You took advantage of it only because United was the *only* alternative. Where United dropped the ball was that you didn't actively try to do something to make yourself the *better* alternative. But shortly thereafter two things happened simultaneously. It became clear that American was starting to get its act together. Carty was making more and more decisions that showed the airline was in control. But at the same time United's management fell asleep at the switch as it looked at US Airways, and the wheels started to come off at United.

What really sealed your fate was where Stephen Wolf and American Airlines took United to the cleaners. They set you guys up real good with the US Airways fiasco. American made Goodwin feel that they wanted to buy US Airways and that if you didn't, they were going to do it. They pulled the bluff very well.

And to add insult to injury, when we saw the deal announced and when we closely examined the deal, it was clear Jim Goodwin had very little to do with designing the deal. Let's face it -- Stephen Wolf orchestrated the entire thing. When I first heard about the deal I thought it could have some positives for United. But clearly

after getting into the deal more closely it became apparent that it was a *Win/Win* for US Airways and a *Maybe-Win/Lose* for United.

What was additionally distressing was that United continued on course even when all the signals were indicating that this was going to be terrible for United. United refused to walk away until the government made them.

What was even worse, after United had dug itself deep into this hole, they started digging even deeper by coming up with that horrible deal with American and TWA. American was sitting there probably saying to themselves, "Look at these fools at United! And look what else they're going to do for us – they're giving us TWA!" At that point you just had to shake your head.

And that's the point when I started getting all this feedback from middle management at United saying things like, "Holly, we have no faith in this management whatsoever. What the hell's going on?" The rank and file within the middle management were clearly becoming demoralized. When you hear that and when you get the sense that the resources of the airline are being spent in very counterproductive ways, that is a very dangerous thing.

As a result, United's preoccupation with US Airways not only shut down the management of the airline, but also shut down any kind of strategic thinking at United, while American took off with TWA's market share for a song. Now I have to believe that American is probably second guessing that decision right now and probably for the next few quarters as well. When the deal was done, there's no doubt it was brilliant. But right now they're hurting. It'll be interesting to see what's left with TWA after the next few quarters because right now American's got their hands full. I was somewhat shocked that American's 3Q numbers were as bad as they were. In the worst case for American, they're going to end up with the assets they wanted from TWA and they're not going to be saddled with any of the negatives. But with regard to United, the US Airways deal caused United management to basically shutdown for more than a year and that is a principle cause of their current predicament.

And then you also have to look at the question of whether Goodwin was foolish to try to go into this deal without having his pilot contract settled and

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the answer is clearly yes. The first mistake was letting Wolf railroad United into the deal, and the second mistake was not having the pilot contract or at least an understanding or agreement on both sides before this thing broke loose. It was so negative on so many fronts. Clearly one of management's biggest mistakes was that they didn't try to get buy-in from one of their most important stakeholders -- their employees. That was a critical mistake. It was the "Ivory Tower Syndrome:" "We know what's best for you."

*How did United's preoccupation with US Airways cause the airline's costs to get out of control?*

Well that's reflective of what happens when you have your managers pulled away from what they were supposed to be doing. Costs went through the roof and service levels went through the floor. Management even agreed to a pilot contract that I didn't think at the time they could afford. And it was such a ludicrous assumption on their part that a deal with US Airways would somehow make everything better.

I don't blame the pilots' union and I don't blame Dubinsky. The pilots did a very effective job in putting their hand to the metal and saying, "OK, we want an agreement." But I don't think that rich of a contract would have happened nor would we have had the disruptions during that summer if United had taken the time to negotiate a contract before they went after US Airways.

*What does United have to do to get back on track?* You're not utilizing your resources properly.

Look at your costs per available seat mile. It's 11.27 cents per available seat mile. American's is 11.21 cents largely because it's trying to digest TWA. And except for US Airways, everyone else's is 8 or 9 cents.

It used to be that United had an advantage on both the cost side and the revenue side. Look at your yield -- it's down to only 10.90 cents per revenue seat mile. You guys used to be way up there. A little over a year ago you were at 12.68 cents and that was during the summer from hell, too.

That's why Frontier is beating your brains out in Denver. They have educated their passengers to the idea that they can walk up to a Frontier ticket counter the day of a flight and pay probably 50% less, if not more, than if they walked up to a

United counter. And as a result, they've picked up a really big portion of your former passengers, and it's also partly because of what happened last year. And as a result Frontier posted an ungodly huge yield this past quarter -- over 15 cents per mile. That's incredible. And that's an indication that they're getting a lot of money for their seats. They're selling a very high portion of their seats at full fare tickets -- but their full fare is lower than your full fare.

So whenever you see United's yield drop like it has it tells you that United's high-end travelers are either not flying at all, flying on somebody else, or they're flying on United at leisure fare tickets. The other thing to keep in mind is that United has historically received a larger portion of high-paying business travelers than other carriers. But those travelers are the first to cut back when the economy tanks. So in good times United generally does real well, but in bad times it hits United the hardest. And that's why you're seeing such bad revenue and yield figures at United right now. Some of it United can't control. And some of it can be through good revenue management. And United has to do a better job with that.

The other problem United faces is that it is exposed more to international flying than most other domestic carriers. And international flying is a big liability now. United's going to get hit harder than say, American. Northwest is exposed in the Pacific but not that much in the Atlantic. In fact their Atlantic flying did fairly well.

*Some have said United is bloated. Do you agree?*

If you're talking about what an airline needs to be in order to move forward profitably, then I think yes. But compared to say, American, then no. You are definitely more bloated than Continental because they had the opportunity to be rebuilt from the ground up and the dead trees were able to be cut away. In the case of Northwest, they've always run a very tight ship and the past year has seen them clean up their act with cost cutting even further. So I think both United and American are clearly too bloated to be able to continue in this type of economic environment.

*Is United capable of remaking itself?*

It has to start at the top.

But I think United is certainly capable. Let's look at Continental. Right now is United in as bad as

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shape as Continental was when it was bankrupt? Clearly not. So it can be done.

There is a lot of room for United to pare down. In fact, when you look at Continental, in a lot of areas, it's very virtual. It outsources *a lot* of stuff. And so does Northwest, and we haven't even talked about Delta. So there is a lot United can do to cut costs.

The big question is, we have this huge hub airline, a big international airline, how can we economically change this business model so that it works? I can tell you that right now the revenue management people at all the major airlines are trying to figure out how we have to change the revenue model so that it works going forward in this type of new environment. And the folks at Northwest just made the first stab at it by changing their entire fare structure. They didn't hit it quite right, and they'll probably come back with something else, but it was a good first step.

But I don't care if the economy bounces back next year like the Phoenix rising, it's important to recognize that business travel has changed. And it was already changing even before 9/11. So if you're going to change your revenue model, you're going to have to change your cost model also.

I think the problems at United are so inherent that it could do very well if it has someone very strong at the helm. I hate to use Bethune's name, because people either love him or hate him, but that's the kind of personality United needs to lead it forward. Maybe even a Herb Kelleher, or a David Neeleman, or a Greg Brenneman – he's more of an operational person, but he certainly has the vision that's required. It cannot be someone from the old-world thinking -- it cannot be a recycled commodity or that would be it for United. I've liked what I've heard Creighton say so far. And perception is a big part of it – especially with Wall Street. How far he gets with this, we'll just have to wait and see.

As far as other senior managers, there has been so much in-fighting at the level just below CEO that I would be very disappointed if Creighton didn't clean house. I think that would benefit the company.

Let me add that United is in a great position to recover. It has the best route system. It has the best international alliance, and the best alliance partner

in Lufthansa. It's just going to take someone to pull it all together, to reassure passengers, to reassure Wall Street and to reassure the employees that it can be done. You just can't say that United can't do it. United has just too many natural, inherent positives. And remember, if Continental could do it, and they were in far worse shape than United, then United can certainly do it too.

**GAYLAN KESSEL**—12140 Candy Ln, Saratoga, CA 95070

Hi Cleve: Thanks to everyone, we enjoy reading about all their adventures. Kay and I are still in our Saratoga home, 36 years.

We have been trying to do some things we have always put off. I am still hunting and fishing, and travel with Kay wherever she likes to go. UAL is down to 10 bucks. Now is the time to buy the airline. Sincerely, *Gaylan* gaylank4@aol.com

**NORM & ROSEMARY LITTLE**—12331

Woods Rd, Worton, MD posabe@dmv.com

Dear Cleve; Well, another year, which makes it seven great years of retirement and wading through that long list of "honey dos". This past year we decided to travel here in the good old USA. We drove coast to coast and logged 7,550 miles in about two weeks. Along the way we visited our kids, now living all across the country. Additionally we finally filled our pledge to visit old friends from our Air Force days (some dating back to the 50's and 60's). What a great experience it was to relive those glory days, tell war stories, and refresh our life-long friendships. I must take this opportunity to bid a fond hello to all UAL friends out there in RUPA Land and wish you all the best and happiness in the coming Holidays.

Finally, I ask that we all say a prayer for our young Troops now in Harms Way attempting to bring justice to the sick and cowardly terrorist of SEPTEMBER 11, 2001. May Osama and his tribe, rot in hell. Best Regards; *Norm & Rosemary*

**Just a Reminder**  
**Postage Fees are Now \$25.00**  
**Effective Immediately**

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***A Christmas Poem***  
***Submitted by Joe Schenke***

*Twas the night before Christmas, and out on the ramp,  
Not an airplane was stirring, not even a Champ.  
The aircraft were fastened to tie downs with care  
in hopes that come morning, they all would be there.  
The fuel trucks were nestled, all snug in their spots,  
while peak gusts from three two zero reached 39 knots.  
I sank behind the fuel desk, now finally caught up,  
and settled down comfortably upon my butt.*

*When over the radio, there arose such a clatter,  
I turned up the scanner to see what was the matter.  
A voice clearly heard over static and snow,  
asked for clearance to land at the airport below.  
He barked out his transmission so lively and quick,  
I could have sworn that the call sign he used was "St.Nick".*

*Away to the window I flew like a flash,  
Sure that it was only Horizon's late Dash.  
Then he called his position, and there could be no denial,  
"This is St. Nicholas One and I'm turning on final."*

*When what to my wondering eyes should appear,  
A Rutan sleigh, and eight Rotax Reindeer.  
Cleared for the ILS down the glideslope he came,  
As he passed all fixes, he called them by name:  
"Now Ringo! Now Tolga! Now Trini and Bacun!  
On Comet! On Cupid! "What pills was he takin'?"*

*Those last couple of fixes left the controllers confused,  
they called down to the office to give me the news.  
The message they left was both urgent and dour:  
"When Santa lands, could he please call the tower?"*

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*He landed like silk, with the sled runners sparking,  
Then I heard "Exit at Charlie," and "Taxi to parking."  
He slowed to a taxi and exited Three-Two,  
as he came down the taxiway the sleigh bells' jingle grew.  
He stepped out of the sleigh, but before he could talk,  
I had run out to him with my best set of chocks.  
He was dressed all in fur, which was covered with frost  
and his beard was all blackened from Rotax Reindeer exhaust.*

*His breath smelled like peppermint, gone slightly stale  
and he puffed on a pipe, but he didn't inhale.  
His cheeks were rosy and jiggled like jelly,  
His boots were as black as a cropdusters belly.*

*He was chubby and plump, a right jolly old fool,  
and he kindly informed me that he needed some fuel.  
A wink of his eye and a twist of his toes,  
led me to know he was desperate to powder his nose.*

*I spoke not a word, but went straight to my work,  
and I filled up the sleigh, but I spilled like a jerk.  
He came out of the restroom with a sigh of relief,  
and then picked up a phone for a flight service brief.*

*And I thought as he silently scribed in his log,  
that with Rudolph, he could land in eighth-mile fog.  
Next, he completed his preflight, from the front to the rear,  
then he put on his headset, and I heard him yell "Clear!"  
And laying a finger on his push-to-talk,  
He called up the tower for his clearance and squawk.  
"After departure fly heading three two zero,"  
the tower called forth,  
"and watch for a Luscombe inbound from the North."  
Then I heard him exclaim, 'ere he climbed in the night,  
Merry Christmas to all, I have traffic in sight."*

**DALE L. LOBSINGER** 5430 Sawmill Rd. #19 Paradise, Calif. 95969

What is about to be voiced are thoughts that have been expressed many times previously; but now it seems to be my turn.

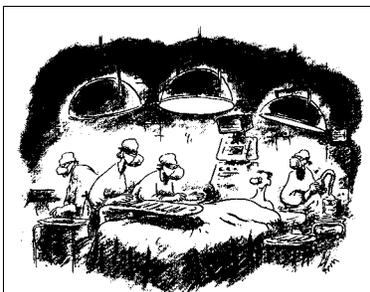
As former friends and buddies pass from the picture, one rarely seems able to find a name in the *RUPANEWS* which is recognizable. Fearing that I might allow time to run out on me, I should like at this time to call upon those still with us for possible assistance. The nature of aid, briefly stated, is, simply this:

In World War Two it was my extremely good fortune to be a member of a Naval Air Transport Squadron, VR4. Serving as a ground officer, I came to know some former UAL pilots who were in the Navy Reserve and subsequently joined NATS to do their bit during the conflict. Some of those well known, especially in the Western Division of UAL were B.B. Cole\*, Gil Plymire\*, Jake Hurst, John Mac Fadden\*, and, of course Gus Sommermeyer\*, and Slim Larned\*. The latter two headed other squadrons, but they were widely known. Others in the squadron include Jack Thayer of WAL, Jack Gandy\* of TWA, and Bob Ewers of TWA.

Where an asterisk follows a name, I know the person has left us. My basic interest in this piece is to learn if there are others from the squadron still living, and if possible to learn of an address where they might be reached

The notorious Henry Hollenbeck of WAL was C. O. of our Squadron - wryly referred to by our wonderful John Mac Fadden as "Horrible Hank"! In truth, the man was not particularly popular. If any of our readers have current information about surviving members of those listed, I would be most thankful to receive same.

*Dale L. Lobsinger*



*"It would be a great honor for me to be counted as one of your successes."*

**DEAN MC GIVEN**—1187 Fairbrook Dr, Mountain View, CA 94040

Dear Cleve, Enclosed check is for two years, if any left over put in the kitty.

As you probably know, Myra passed away on August 19 after six years of the terrible disease, Alzheimer's.

Thanks to you, the great gang who keep the *RUPANEWS* coming, and the Stuffers.

Sincerely, *Dean* 1946-1980 SFO, MDW, LAX, SFO

### **WHAT IS THE CATERPILLAR CLUB?**

*It Consists Of Pilots Who Have Saved Their Lives By Jumping With A Parachute From A Disabled Aircraft.*

Before 1919 there was little way to jump out of a plane and deploy a parachute, although it had been tried and found difficult by German fighter pilots and balloonists during World War I. There was a fear you would have no control of your limbs—going at 100 mph, 1000 feet in the air - Leslie Irvin proved them wrong. Irvin a member of the Army Air Corps parachute research team at McCook Field, Dayton, Ohio was determined. With a pull of his rip cord, on April 28, 1919, Irvin's 28-foot chute deployed. He was so excited by the successful jump that he made a careless landing and broke his ankle.

On October 22, 1922, Lt. Harold Harris, a young test pilot for the Army Air Service at McCook Field, was flying a Loening PW-2A monoplane fighter, which had been equipped, only the day before with experimental balanced ailerons. He was flying a mock dogfight against his friend, Lt. Muir Fairchild, who was flying a Thomas Morse MB-3 test fighter equipped with experimental tail surfaces. On Fairchild's tail in a diving turn, Harris' airplane suddenly rocked violently, the ailerons began oscillating and the wings began to flutter. He suddenly realized he couldn't control the aircraft and would have to bail out.

Standing up in the cockpit, he was sucked out by the slipstream. After three attempts at finding the ripcord he was successful and saw his main chute open about 500' above Dayton. He had no difficulty in controlling his arms and legs. He landed in a grape arbor at 337 Troy Street, close to a school where children at play looked up in wonderment.

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Lt. Harris had become the first American known to be saved by a manually operated parachute in an emergency jump from a disabled aircraft. Two engineers from the parachute section, Milton St. Clair and W.D. Mumma rushed to the plane wreckage. St. Clair called the Dayton Herald newspaper and met with reporters Vern Timmerman and Maurice Hutton to discuss a plan to record future life-saving parachute jumps. St. Clair described the origin of the name "Caterpillar Club."

"Suggestions for an appropriate name were offered, such as "Skyhookers" and "Crawlers," but they didn't fit. I had received some literature from Caterpillar Tractor showing a design for their ads and it suddenly dawned on me that this would be an appropriate name, "The Caterpillar Club." After all the parachute main sail and shroud lines were woven from the finest silk. I called the two reporters, Timmerman and Hutton, and they agreed. From that day on, these heroes will be known as simply, "Caterpillars."

In November 1922, Lt. Frank Tyndall, another young service pilot bailed out of his Boeing MB-3A near Seattle and qualified to become "Caterpillar #2."

Several members of that original parachute section went on to become famous aviation designers. Among them were Glenn Martin, Floyd Smith, Guy Ball, Leo Stevens, James Russell and Leslie Irvin.

Irvin had left the section shortly before Harris's jump and was now producing parachutes in Buffalo, N.Y. Irvin was excited about the formation of a club and in 1922, volunteered to assist in recording all life-saving jumps. His contribution to the club was keeping records of all future safe jumps with Irvin chutes. He also assisted St. Clair and Ball in the design of a small gold lapel-pin incorporating the recipient's name, rank, and the date of the jump.

In the first three years of its existence, the new Caterpillar Club had acquired 27 new members in the U.S. alone. One of the earliest was a young aviation cadet from Minnesota by the name of Charles Lindbergh, who saved his life in a jump near Kelly Field, Texas, in 1924.

Sadly, in 1945, both reporters, Hutton and Timmerman were killed in an airplane accident. Ironically, neither could save his life by

parachuting from their disabled plane over McCook Field. What an ironical miscarriage of fate that denied two of the club's founder's admittance into their own order.

All records with pictures of new club members were moved from McCook Field over to the newly established Wright Field in October of 1928 (the 25th Anniversary of the Wright's first flight). For the first 17 years the club functioned only as a name, but among airmen the club was known about as well as any society, yet in its brief history the members never had met or appointed officers to administer its affairs.

World War II however provided a rapidly expanding number of Caterpillars and necessitated the addition of paid staff in Irvin's company to keep up. Today, there are well over 100,000 official members of the club.

In addition to Col. Lindbergh, some of the more famous members were Jimmy Doolittle, Roscoe Turner, Frank Hawks and Wiley Post.

*Florida Aviation Historical Society Nov., 2001*  
*I'm sure that RUPA members who are open-cockpit and/or WWII veterans (the most likely source) are getting thin upon the ground, but if we have any members who are members of the Caterpillar Club, would they drop me a note telling how they attained that status, I'm sure it would make interesting reading. Ed*

**WILLIAM M. MEYER**—5011 Seashore Dr, Newport Beach, CA 92663

Dear Jock & Cleve, Enclosed is check for postage for next year. Two of the October Newsletter articles were quite interesting. First was from Matt Biggs reference Nixon Galloway, the artist whose work frequently is on the cover. He is living in Manhattan Beach, CA, phone number 310-545-7709 and FAX 310-545-7096, e-mail is nixongallowayartist.com. He assures me that he would like to hear from RUPA members.

The second letter, which also piqued my interest, was from Daniel Hennessy reference Ching Willocks and his book entitled "Damn Serious Business". Truly one of the funniest books I ever read. I purchased my copy at the Mainliner Club at DENTK, probably late 1970's and one other entitled "With Good Intentions". There were supposedly other works out there but never could locate them. Seems like the Mainliner Club tried

but no further luck and they thought he was a UAL pilot. From the material in "Damn Serious Business" it seems he must have been one of us. The only other info is that Earl W. Willis and Peerless Publishing Co. copyrighted both books in 1978, 1989 Broadway, Denver, CO 80202. Hopefully, someone can find out more!

Like everyone else, am certainly distressed about the events of 9/11, and also by the totally inept remarks made by our now erstwhile CEO. He sure knew how to help shareholder confidence.

Everything is OK here. I would have e-mailed you, but at 5 letters per minute, I'd owe two years postage by the time it was finished. Email address is aerobat747@yahoo.com.

Regards, **Bill**

**RENE MICKLE**—1109 San Julian Dr, San Marcos, CA 92069

To the RUPA Staff, Sorry to be so late with the annual postage fee. August 1<sup>st</sup> was Bill's birthdate, and I should have been on top of things. Of course since 9-11 other issues somewhat more important.

I have had a very busy year as I am still working as an operating room nurse at Green Hospital in La Jolla. Just celebrated 23 years as an employee of Scripps Green Hospital.

The highlight of the year was my trip to Fiji to do plastic and reconstruction surgery with the International Relief Team. We were able to do 35 surgeries in 5 days with a 4-person team. Our primary patients were children. It was a great experience and I am looking forward to returning there if we are able to get the financial help that our group will need.

My prayers and condolences to any in the United Family who may have lost family on 9-11. Please keep praying for us who have members of our family in the service of our country.

Best wishes to all, **Rene**

**PAUL A. MILLER** 1001 E. Lisburn Rd., Mechanicsburg, PA 17055

I made it through another one – the 82nd. In farming country, a farmer calls an old, worn-out horse a "plug." Applying that to me, I'm simply plugging along.

Thanks for your work on *RUPANEWS*.

Peace, **Paul Miller**

P.S. Check sent to Cleve.

**ROGER NEILL SEA-LAX-ORD-DEN-SFO-LAX**

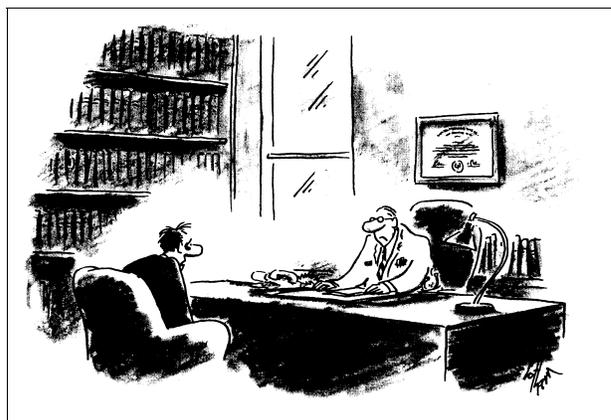
Dear Jock:

Happy to report that Dorothy and I continue to enjoy retirement and are keeping in good health.

We keep busy with RV travels, family and friends and our volunteer work. Early in the year we spent several weeks in Southern California, Arizona and Nevada before heading home to prepare for a summer in Alaska, Yukon, Northern BC and Alberta. In Southern California we visited our younger son, Doug, and his wife, Vicki, at their new home in Aliso Viejo.

While in Arizona we visited Jim Bleasdel (classmate in original intake class DENTK in 1967) and his wife, Kay, at their winter home in Yuma. My two cousins and their spouses from Calgary, AB, also winter in Yuma so we had a great time there. Spent a half day watching the Golden Knights Parachute Team practicing at their home base at the Army Proving Ground, and the next day attended the annual air show at the Marine Base. The Harrier Jump-Jet is still a fantastic aircraft to watch in action. Back in 1962 I was lucky enough to see the two original prototypes of that aircraft fly at the Farnborough Air Show and the fact that these aircraft are still front-line fighters is most remarkable!

The Museum of Flight in Seattle will soon have a Harrier on display and all of us associated with the MOF are looking forward to its arrival. During the past year the MOF acquired Cliff Robertson's Spitfire MK IX but lost the DeHavilland DH-4B and a Hiller helicopter. These two aircraft were returned to Dale Smith (Evergreen) to be



*"I just wanted to confirm the diagnosis you made at the cocktail party."*

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placed in his new museum in McMinnville, OR (the new home of the Spruce Goose). The plans to expand the MOF to accommodate the Champlin Fighter Aircraft collection (presently at Falcon Field, Mesa, AZ) are still proceeding, as far as I know, in spite of the current drop in tourism in the Pacific Northwest. Since the Boeing Company lost the JSF competition there have been strong rumors that the MOF might acquire one of the prototypes. Wouldn't that be great!

In spite of it being the wettest summer on record in Alaska we nevertheless enjoyed our two-and-a-half-month RV travel through the far north. One of the highlights of the trip for me was a flight around Mt. McKinley in a Cessna 185. A landing on a glacier at the 7000-foot level was part of the tour.

We're now enjoying the salmon I caught on a fishing charter out of Seward, too.

Again, many thanks to you Jock, and all the others who work so hard to keep the *RUPANEWS* coming to us each month. Dorothy and I hope that you continue to improve health-wise, Jock.

Happy Holidays to all. *Rog*

*Thanks for the inquiry, Roger, I'm proceeding with chemo and later, radiation, which it is hoped will reduced the nodes enough for surgery.*

*I was pleased to read that Cliff Robertson's Spitfire has found a good home. It used to be flown by my old Sabre instructor at Chatham, Jerry Billings. When Jerry retired from flying, Cliff Robertson wisely decided not to sell it to just anyone with the funds – for fear it would be crashed. Ed*

**ED & PHYLLIS NELSON**—18740 N 89 Ave, Peoria, AZ 85382 enelson3@mindspring.com We enjoyed a Caribbean cruise on Stonecroft's first cruise in March with Gospel singer Steve Green. April, we took Ruth, Lee Mallory's widow to RUPA luncheon, & were treated to Jack & Angie Davis (Jack flew Orbis Eye Surgery DC-8's & DC-10's worldwide) joining us. July, we were at Pebble Beach with Marv & Jean Becker, all drove to Solvang, where Marv & I took in a J-3 Cub Fly-In at Lompoc Airport, & celebrated Phyl's birthday. Phyl & I escaped some August PHX heat with a month in Denver, saw Stan Rudeens, Dave Stahnkes. & Jim & Jesse Harris (35 missions in B-24s). Saw grandson Jesse off to Budapest for his 3<sup>rd</sup> year Georgetown University study

& celebrated Abbey's 8<sup>th</sup> birthday at the Inn at Mt Vernon. Nov 18<sup>th</sup> we'll have Retired Capt Tom Harris speak to our Couples Club at LUKE O'Club. Tom & Carol will stay overnight with us. Our prayers are with Pres Bush, our leaders, & troops, & now our own UAL. May GOD Bless America!

## **CAN YOU RELY ON A DOCTOR SUBSTITUTE?**

*By Marvid D. Lipman, M.D.*

Recently I referred a 49-year-old woman with a complicated history of stomach problems to a very good but busy gastroenterologist. I was surprised that she had to wait only a day before being seen. But once there, she was angered to discover that she would be seeing a physician assistant rather than the specialist to whom she was referred. The physician assistant talked with her for a half hour and told her she had an irritable bowel. "A complete waste of time," she later told me. "I didn't have to go to him to find that out"

At my request, the gastroenterologist saw her himself ten days later and came to a totally different conclusion. Appropriate testing and key questioning led him to make a diagnosis of adult celiac disease. A gluten-free diet solved her longstanding problem in a week.

Soon after that, another patient with similar symptoms called to thank me for referring her to that same office. She appreciated getting in to see someone quickly and enjoyed the leisurely but fruitful meeting she had with the very same physician assistant, who prescribed a medication that relieved her symptoms.

Those two examples demonstrate the drawbacks and benefits of being treated by medical personnel who don't have M.D. after their names. With Americans becoming increasingly knowledgeable about their health, more patients than ever are flocking to physicians' offices. As a result, appointment schedules have become more crowded, waiting room times longer, and visits with the doctor briefer. By shouldering some of the doctors' workload, non-physician clinicians help patients receive medical care that's more prompt, less hurried, and less costly for insurers.

But compared with physicians, non-physician clinicians are limited in the types of medical problems they can effectively diagnose and treat.

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With the greater demand for medical attention, it's clear that physician alternatives are here to stay. But just who are these individuals? What's their training? And most important, can you really trust your health to physician substitutes?

#### *WHO'S TREATING YOU?*

The most common types of physician alternatives are nurse practitioners (NPs) and physician assistants (PAs). They perform many of the same tasks but differ in training and autonomy. NPs are licensed registered nurses, most of whom hold graduate degrees. Most NPs function as primary care providers and can practice independently of physicians in nearly half the states. They can write prescriptions in all states.

Unlike NPs, PAs work under a supervising physician rather than independently. They are permitted to write prescriptions in 46 states. PAs complete a rigorous two-year training program preceded by at least two years of undergraduate courses in the sciences.

NPs and PAs are perfectly capable of evaluating and treating most commonplace medical problems. In fact, a recent randomized study indicated that one type of non-physician clinician, the nurse practitioner, is just as capable of taking care of patients with asthma, diabetes, and hypertension as physicians are. Earlier studies involving PA administered care reached a similar result. Only a minority of health complaints absolutely require a physician's expertise. Well trained NPs and PAs learn to identify those complex problems and refer them to a doctor.

Most patients who've been treated by non-physician clinicians such as NPs and PAs have been satisfied with their care. That satisfaction is understandable, since patients who are treated by NPs and PAs can, generally expect to:

- Spend less time waiting in the waiting room and to book an appointment.
- Spend more time with the physician substitute during a routine office visit.
- Receive more information on disease prevention and health maintenance.
- In some cases, enjoy freer communication and feel less intimidated than they might with a doctor.

To make sure you receive the care you need from health professionals:

Avoid surprises. When making an appointment,

find out whether you'll be seeing a physician or a physician substitute.

Speak up if you think your problem needs a doctor's attention. For instance, you should see a doctor if you're seriously ill, need a comprehensive checkup, or if your symptoms don't improve.

To ask for a physician's input, simply tell the physician substitute or receptionist, "I would like the doctor to review my case and get back to me." A skilled physician substitute will welcome that request rather than feel insulted by it.

If your local clinic is staffed only with physician substitutes, ask about their contact with a supervising doctor. Also ask about whom to call in the event of a medical emergency.

Marvin M. Lipman, M.D., has been Consumers Union's chief medical adviser since 1967. He is a diplomate of the American Board of Internal Medicine (certified in endocrinology and metabolism) and a clinical professor of medicine emeritus at New York Medical College.

NOVEMBER 2000, *CONSUMER REPORTS ON HEALTH*

**WILLIAM P. (BILL) NOLAN** 15271 Williamsport Pike, Greencastle, PA 17225

RUPA, really enjoy the *RUPANEWS*; It's great to keep abreast of the industry, especially United, and also old friends. It's a pleasure to hear of those doing well and enjoying retirement, yet sad to hear of those in difficulty! Anyway, here it is birthday time again, (October), thus my check is enclosed! I really don't understand it; my wife and I keep having birthdays, but we don't get any older. Our kids get older but we don't! We do have 4 kids, 12 grandchildren, and 5 great grandchildren. We're all healthy and hearty, praise God!

We're still busy with dogs and training. We get to do some traveling: some for dogs, and some, just for us! The last time we saw (the World Trade Center) was in July. My wife and I were flying our Navion back from Vermont. We flew to Albany, and then due south, following the Hudson River. In the NYC area, approach took us down to 2000 ft, right on down the Hudson. Manhattan was off our left, almost as high as we were. We circled the Lady, and then due west, home to

Hagerstown! At that time the World Trade Center was standing tall and majestic; today, of course it's lying on the ground. Over and above that tragedy, there were many miracles that day; not the least of which, was a blind man working on the 78th floor of the first building. His seeing-eye dog lead him down those 78 flights of stairs to safety. Despite the number of deaths that day, there was a bright side! The total number of people murdered, (World Trade Center, airplanes, Pentagon) was only 10% of the number that would have been killed if everyone was where they normally were; on this note, I will sign off-\-see ya next time. *Bill*

**JOHNNY ODOM**—1032 Woodland Dr, Port Townsend, WA 98368 [ipodom@olympen.com](mailto:ipodom@olympen.com)  
Hello Cleve and everyone, My address, etc did not make it in time last year for the directory, so it is all above. Patty and I are somewhat settled into our house in Port Townsend, and life is still very busy. We are both healthy and happy and are thankful for that.

The attack on our country has put a damper on things. I am very pleased with President Bush's response. I also have been very pleased with ALPA'S response. It is time to take a new look at a lot of things.

My check is enclosed and I appreciate all the work done by those who make the RUPANEWS available to all of us. Regards, *Johnny*

**Did you know that the last two years of the RUPANEWS are available on the RUPA Web Site, [www.rupa.org](http://www.rupa.org)?**

**WILLIAM E. "BILL" OLIVER**— 4305 Gull Cove, New Smyrna Beach, FL 32169  
November 29, 2001 marks my 79th birthday, and it has been some twenty-three years plus since I retired from United Airlines. The years have treated me very well.. Good friends from UAL have made it particularly worthwhile. Since the last letter to *RUPANEWS*, Mary and I have begun to feel like New Smyrna Beach is home. I have been busy with club meetings such as the Artists' Workshop, Sand dabs, NE RUPA at Spruce Creek CC, the Southeast Volusia Camera Club, and Li-

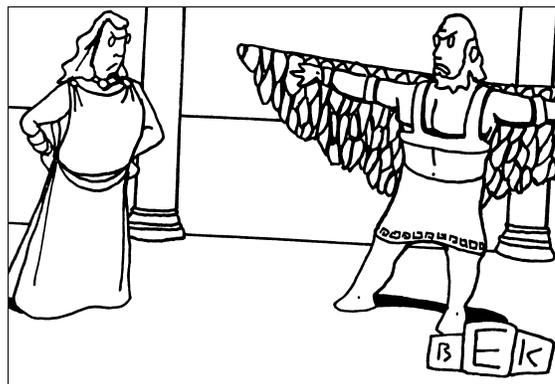
ons Club. Mary is secretary for the Lions Club this year. In addition to these activities, we have had visits from relatives from Boston and friends from California. Mary's son and daughters visited us in June, and my daughter and her family in Tallahassee spent Labor Day weekend with us. On May 2, 2001, my daughter Elizabeth gave birth to a daughter, Katherine Adell, who is my sixth grandchild. Soon after her birth we went to Placerville to help with household duties for a week while Elizabeth rested and Katherine ate. In August we went to Texas to attend Mary's sister-in-law's 80th birthday celebration and to California to attend a 50th wedding anniversary. Every two years the London Symphony comes to Daytona Beach for a week of concerts. We were fortunate to be able to attend two of the concerts in July. We are scheduled to take a Western Caribbean cruise on the Norwegian Cruise Line, which visits the islands of Grand Cayman, Roatan, and Cozumel, and the country of Belize. After visiting Cozumel, we head back to Miami and the drive home to New Smyrna Beach.

I still correspond with Eddie Edwards, my mentor in 1946 when I started at SFODD, Ozzie Osgood, and Clem Ellington. I hope all of you have had a great year.

Cheers, *Bill* PITFO, DCAFO, DENFO/DD

**ALVIN G. ORR**—PO Box 305, Deerwood, MN 56444

Greetings Cleve, Another year has gone by since my retirement and as yet I'm in good health and hope to see more years as they go by. My regards to all the RUPA group. *Al*



*"Why do you automatically assume that I'll fly too close to the sun?"*

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**KEN PERKINS**—100 Mill Rd, North Hampton, NH 03862

Dear Cleve, Another year has gone by and we are doing fine. Just became a grandfather again. We took a trip out west recently. MHT, ORD, SAN, DEN, GEG, ORD and BOS. Every leg was oversold, but we got on each one until we got back to ORD. We spent the day there trying to get back to MHT and our car. Ended up going to BOS, last two seats, and van up to MHT. Maybe they should start charging real money for seats on good old UAL.

Still flying my 1931 Stinson around when I am not in a hurry.

Keep up the good work. *Ken*

**KENNETH G. POH**—11190 SW 71<sup>st</sup> Ct, Ocala, FL 34476

Hi Cleve; My annual postage enclosed. Hope the mail arrives safely. All's well in the Poh's health dept. Wish I could say same about UAL problems.

Many thanks to all the officers, and Folder & Stuffers for all their good work.

Fraternally, *Ken*

**A.L. "ED" PROSE** 8400 Vamo Rd., #732, Sarasota FL 34231

'40 - '76, CG, ORD

Dear Jock: November 15 starts my 26th year of retirement. Still living in our retirement continuous care apartment (Old people's home). We are both still in fairly good health and happy, but not much traveling.

Thanks to all for an excellent publication.

Happy holidays and good health.

Sincerely, *Ed Prose*

### **LESS PILOT ERROR**

BALTIMORE, Jan. 8 (AScribe News) -- A scientific study of aviation crashes in the United States concludes that "pilot error" is a decreasing cause of crashes involving major airlines.

Johns Hopkins researchers report that pilot error accounted for 34 percent of major airline crashes between 1990 and 1996, compared with 43 percent from 1983 to 1989. This continues a downward trend that began in the 1960s, when pilot error was a factor in an estimated 45 to 67 percent of airline crashes, the authors say.

"It's very encouraging that pilot error is decreasing as a cause of crashes of commercial flights," says Guohua Li, M.D., Dr.P.H., associate professor of emergency medicine and lead author of the study. "This decline is possibly due to increased use of advanced technologies and improved crew training."

The report, published in the January issue of *Aviation, Space, and Environmental Medicine*, also found that weather continues to be a significant factor in pilot error. Crashes in conditions of poor visibility that forced a pilot to rely on instrument navigation were nearly four times more likely to involve pilot error than those in which the pilot could see clearly.

"We observed a very high correlation between bad weather and pilot error," says Susan P. Baker, M. P.H., another author of the study and professor of health policy and management at Hopkins' School of Public Health. "The primary cause was the pilot's inability to deal with the weather -- as the situations became more demanding, the risk of error increased. Improving our ability to predict poor weather conditions and providing better guidance to pilots in those situations warrants attention."

Li, Baker and their colleagues studied files compiled by the National Transportation Safety Board of crashes in three categories: major airlines, commuter/air taxis and general aviation (defined as personal business flights, corporate/executive flights and instructional flights, among others). They studied the sequence of events leading to the crashes and developed a mathematical model to predict the likelihood of pilot error.

Overall, 371 major airline crashes, 1,735 commuter/air taxi crashes and 29,798 general aviation crashes were reported between 1983 and 1996 (incidents resulting in only minor damage to the aircraft were excluded). Of those, pilot error was listed as a probable cause for 38 percent of major airline crashes,

74 percent of commuter/air taxi crashes and 85 percent of general aviation crashes. Other findings of the study include:

- More than half (53 percent) of fatal major airline crashes were attributed to pilot error, compared with 36 percent of nonfatal major airline crashes. The prevalence of pilot error also was significantly higher in fatal com-

muter/air taxi crashes and general aviation crashes.

- 45 percent of major airline crashes occurring at airports were caused by pilot error, compared with 28 percent of those occurring elsewhere.
- More than 88 percent of crashes involving student/private pilots were attributable to pilot error, compared to 80 percent for pilots with commercial or airline transport certificates.
- Female pilots involved in general aviation crashes (4 percent) recorded an average 888 total flight hours, compared with 2,411 hours among their male counterparts.
- The prevalence of pilot error was similar for daytime and nighttime crashes in each aviation category.
- Helicopters constituted 18 percent of commuter/air taxi crashes and 6 percent of general aviation crashes; pilot error was less prevalent in helicopter crashes than in airplane crashes.

*AScribe - The Public Interest Newswire / 510-645-4600 January 9, 2001*

### **RICK SABER**

Jock: Just want to let you know the pleasure derived from our *RUPANEWS*....most especially the dedication you put into keeping us together.

Happy Thanksgiving from one grateful pilot.....  
*cap'n crunch*

**VISIT OUR WEBSITE  
WWW.RUPA.ORG**

**LINDA SANGSTER-MALLOCH**—PO Box 922, Brookdale, CA 95007

I can't believe that it is November already, and as usual I am late sending in my postage. I am still in the Santa Cruz area and am still an employee of United. For how long it remains to be seen. I do miss the Bay Area, but it is very pretty down here. I also miss all of the people that we used to see. However life goes on.

I want to thank everyone who contributes to the mailing, and all of the work that goes into it. The enjoyment goes without saying. Once again thank you all.

I also would like to wish everyone the Best of Holidays. *Linda* malsang@compuserve.com

### **WHAT DOES "ZIP" CODE STAND FOR?**

"ZIP.... stands for "Zone Improvement Plan" and was introduced on July 1, 1963; The originator, H. Bentley Hahn, died in San Antonio, Texas on Nov. 23, 1998 at the age of 88.

Hahn, a postal inspector in Baltimore, propounded the theory that a numbering system could guide each letter along the speediest route to any of 44,000 American post offices, stations or branches.

In June 1962, a committee appointed by Postmaster General J. Edward Day stated: "The problem was a clerk in Los Angeles could not know the proper routing for mail to Alexandria, Virginia. That meant mail had to be stopped at Cincinnati, resorted and held until the next train. Often it meant a day lost. " ZIP Code overcomes the problem by identifying the travel route so that mail is now shipped directly from LA To Alexandria. Implementing the ZIP code system meant realignment of mail transportation routes all over the U. S. It meant a shift from rail to truck as primary land transportation. In time it meant a shift to planes as the primary carrier among major distribution points and this in turn lead to overnight delivery. There just weren't enough trains. In the 1930s there were 10,000 a day that could carry mail; in the 1960s there were about 1,150. Today Hahn's ZIP codes speed the mail throughout the U.S. and the concept, throughout the world.



## THERE WAS LIFE BEFORE THE COMPUTER

An application was for employment  
A program was a TV show  
A cursor used profanity  
A keyboard was a piano!

Memory was something that you lost with age  
A CD was a bank account!  
And if you had a broken disk,  
It would hurt when you found out!

Compress was something you did to garbage  
Not something you did to a file  
And if you unzipped anything in public  
You'd be in jail for a while!

Log on was adding wood to a fire  
Hard drive was a long trip on the road  
A mouse pad was where a mouse lived  
And a backup happened to your commode!

Cut- you did with a pocket knife  
Paste- you did with glue  
A web was a spider's home  
And a virus was the flu!

I guess I'll stick to my pad and paper  
And the memory in my head  
I hear nobody's been killed in a computer crash  
But when it happens they wish they were dead!



*"Medicine is giving the eat-drink-and-be-merry model another look."*

**DICK & FRAN SCHULTZ** [ New permanent address] 809 Derby Course, St.Charles, IL, 60174  
E-mail rpscessna@aol.com, phone number & fax 630-513-8385 [1955-1988) ORF-DCA-YIP-MDW-LGA-MDW-ORD  
Check to treasurer.

Hi to all, we are a little late this year because a lot has taken place in our life. As you can see we have moved from NV, to IL reason for the move, we were to far from our grandchildren and children and also the house and yard were too big to take care of. The house in Boulder City, NV. is for sale, it's a beautiful house overlooking Lake Mead - if anyone is interested give me a call. Sold our beautiful Cessna 182 in March, we sure had a lot of fun in that airplane, but all good things come to and end, so we move forward to a new adventure.

This last June, the aviation program at Rancho High School in Las Vegas had its first graduates of 84 students, it sure was great to see those young adults graduate and go off to higher education in the field of aviation, and all of you in RUPA helped make that possible with that generous donation to that aviation program a few years ago, thank you all. We will miss all of our good friends in NV, they were great people so giving of their time and energy and also their aircraft so we could fly over 5000 young people for the EAA Young Eagles Program , thank you all very very much.

Our son Dave is a Capt. on B727 at UAL will be moving to the B767-757 as of Oct. 31st as we all know UAL is parking all the B727 and B737-200 at that time, I sure hope that all of us that retired after 1980 will have a retirement check after our good old UAL management has fouled up the airline again, they sure do not learn from experience do they. Fran and I are praying for all the families of the crews that lost their loved ones on September 11th and for the good old US of A, and for our leaders in DCA, may they show more leadership then those at the helm of UAL.

Fran and I wish all of you fellow RUPA members a very Happy and Joyous holiday season and may 2002 bring us peace and happiness throughout the World.

*Dick and Fran Schultz*





**DAVID B. STEWART**—2201 Palomar Dr, Roswell, NM 88201

Hi Guys! Age 90 on the November 12. I'm all OK health wise. Best regards to the ones who still member me! *Dave*

***Just a Reminder***  
**Postage Fees are Now \$25.00**

**RUSS WRIGHT** 2695 Alkire Street Golden, CO 80401

Oct.1938-Nov.1975

Hi to the whole outfit: Twenty six years on the beach. It has been a busier year than usual. I had my right knee replaced and it is working fine as I had anticipated. However, I hadn't planned on a staph infection. That little hummer takes up a lot of time and the drug store is real proud of the medication.

I enjoyed the 247 articles. PCA had a dozen or so when I started. I have about 1600 hours on the type. I had the doubtful privilege of putting one in the trees on my eighth flight as captain. Lost the right engine immediately after takeoff from Charleston, WV- the old field down by the river and RR tracks, not the present airport. Jay Gould's granddaughter was a passenger. Investigators were thicker than the trees.

Thanks to the folders and stuffers. Check to Cleve.

Y'all stay healthy, *Russ*

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## IN MEMORIAM

### **WILFRED N LAMBERT**

Will Lambert went west this past September after a long battle with Cancer. I visited him at Chandler Hall at Newtown, PA about two weeks before he died. We never flew together, but I have known Will for many years. Will started with Capital on DC3's & retired from United on the 747, He and his brother Harold built a beautiful Pitts, he also had a classic Gull Wing Stinson Reliant, which had been meticulously restored by Steve Pitcairn (the auto gyro people). He kept his airplanes in a hangar next door to my hangar, so we did a lot of visiting. Incidentally, his brother said he will be selling the airplanes, because he has an eye problem & can no longer pass a physical.

Wilfred N. Lambert, 76 of Point Pleasant Beach died at Chandler Hall, Newtown Pa, He was a retired Captain for United Air Lines and was based at JFK Airport New York.

He was an Army Air Force pilot during World War II. He was a member of the Retired United Pilots Association, the Quiet Birdmen in Fort Lauderdale Fla., the Experimental Aircraft Association, Burlington Lodge F&AM in Burlington, and the Trenton Elks 105, West Trenton. Born in Sergeantsville he resided in Point Pleasant Beach for more than 40 years.

He was predeceased by his parents, Fred and Leona Curtis Lambert. Surviving are two brothers and two sisters-in-law. Contributions may be made to the American Cancer Society, Lawrenceville, NJ.



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**JACK DONATTELL MILSTEAD**, 92, of Westlake Village, passed away Friday, Oct 5, 2001, peacefully at home.

Jack was born Sept 8, 1909, in East St\_ Louis, Ill., the son of Won and Ethel Milstead. He had been a Ventura County resident for 22 years, coming from the San Fernando Valley. He was raised by his mother, Ethel Burns, maternal grandfather and stepfather, Edward Burns, with his two sisters, Elizabeth and Jane Jack graduated from Purdue University in civil engineering and served in the Army Air Corps. He married his first wife, Doris, who, sadly, died from breast cancer, when son, Mike, was approximately 11 years old. He married Lea on June 15, 1955.

Jack was a retired United Airlines pilot from LAX for 35 years. He loved being a pilot, having flown DC-8 jets. Jack loved being with his wife and his dog, JD. In his younger years, he played golf, bridge, gin rummy, created beautiful stained-glass windows, lamps and mirrors. He and Lea belonged to the Woodland Hills Country Club for 50 years

Jack loved his job, home, and the numerous dogs he owned during his life, including JD, Riccho and Googie.

He is survived by his devoted wife, Lera Bell (Lea) three children, Mike, John and Phillis-Monica; seven grandchildren, ranging from ages 2 to 34; daughters-in-law, Roberta and Tracy, these are all Milsteads, and sister, Jane Forgy in E Evansville Ind.

Contributions may be made, in memory of Jack D. Milstead, to the families of the airline employees killed Sept 11, 2001, to the Mariners Church, attn: Eric Head, 5001 Newport Coast Dr., Irvine, CA 92612.



## **JOSEPH BLAINE SABAL**

Joe Sabal went west June 2, 2001 after a long battle with complications from cancer and several strokes. Joe was one of the finest pilots and the best race car driver I ever knew. In the last race the SCCA ran through the streets of Watkins Glenn (1950's) most people thought Joe would have won that race if it hadn't been cancelled after a car spun into the crowd & killed several people. Joe stopped racing after that accident, he drove an Allard with a modified Chrysler V8 engine in that race.

Joe started with PCA in 1942 on the DC3 & retired from United on the 747, he had a Fleet and a Jungmeister, which he flew from his private airport (Eagle Ridge) located on a hill top SE of Seneca lake near Watkins Glenn, NY.

Joe's son Tom is a Capt with UAL - he flies out of DCA.

*Obit from Elmira Newspaper*

Joseph Blaine Sabal Of Fairfax Station, Virginia and summers in Watkins Glen, New, York died, on June, 2, 2001. Blaine is survived by his son, Thomas B. Sabal.

Blaine, born in 1915, worked during War II as a flight instructor, teaching British Air force (RAF) cadets.

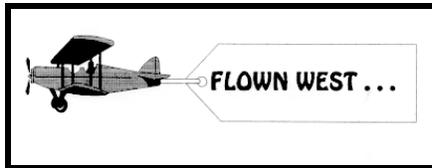
After the war he flew for Pennsylvania Central Airlines which later became Capital then United Airlines. During late 40's and, early 50's, as a hobby, he, raced, at Watkins Glen. He summered ,in the Glen where he enjoyed flying his two antique planes from, his own private airport. Contributions can be made to the Anne Morrow Lindbergh Foundation, 2150 Third. Ave. 'North, Suite 310, Anoho, MN 55303-2296, 612-576-1596.



## **ROBERT H. WARD** Aptos CA

Capt. Bob Ward of Aptos CA passed away at home Friday the 9th of November. He was 74.

*Barrie Nelson*



<b>JOSEPH BLAINE SABAL</b>		<b>2 JUN 2001</b>
<b>WILFRED N LAMBERT</b>	<b>JFK</b>	<b>SEPT 2001</b>
<b>JOSEPH M. CARNES</b>		<b>1 OCT 2001</b>
<b>JACK DONATTELL MILSTEAD</b>	<b>LAX</b>	<b>5 OCT 2001</b>
<b>ROBERT H. WARD</b>		<b>9 NOV 2001</b>



## **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.**

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

- 1st Tue. San Diego Co. - *Quails' Inn, San Marcos* - 760-723-9008  
2nd Mon. SW FL - *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—*Lloyd Whitlow's Home for Christmas Party*—  
702-658-6168  
3rd Tue NE FL—*Spruce Creek CC* - 904-760-9736  
3rd Tue Dana Point CA—*Wind & Sea Restaurant* - 949-496-2691  
2nd Thu. LAX - *Hacienda for Holiday Lunch, (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—*Springfield CC*—540-338-4574

### Other Events

22nd Feb '02 Boys' Night Out—SFO Sheraton Gateway Hotel, Burlingame.

Deadline: January 23, 2002

Mailing: February 7, 2002

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**PERIODICALS**

## **RUPANEWS**

1104 BURKE LANE  
FOSTER CITY CA 94404

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