



# RUPANEWS

Journal of the Retired United Pilots Association

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# RUPANEWS

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## EDITOR'S NOTES

The President's Report is missing from this issue for the sad reason that our president, "Scotty" Prescott, is indisposed, and likely to be so for a couple of months because of what I understand to be the onset of glandular problems which necessitated his sudden return from a visit to Kadena AFB Okinawa, where he and Sandy had gone to welcome the arrival of Sandy's and his second grandchild. I'm sure that all members wish Scotty and Sandy a speedy recovery for Scotty and a return to normality for them as soon as possible.

In consequence of our president's absence, I have agreed with Vice President Bill Smith to fill in any news items that Scotty would have wished to pursue. I think that the top item on Scotty's agenda is ensuring the success of the upcoming RUPA Convention in Las Vegas. Great effort has been made to try to ensure that the timing, the site, and the price will make this an event that can be easily and economically attended by most RUPA members.

The local Las Vegas volunteers, under the leadership of Barry Dixon, are sparing no effort to make this an event to remember. I hear of plans for bus tours, tennis tournaments, golf tournaments, skeet shooting, bridge tourneys - plus the ever popular attractions of the one-armed bandits

Look for increasing news about the specifics of the attractions of the convention in succeeding issues of *RUPANEWS*. However, don't wait until the last minute to make your decision to be there. As you know, events like this tend to build, and if you decide to go, pretty soon your buddies will decide to go too. Not only that, but as the hotel begins to get increasing numbers of bookings, your representatives can get better deals for our group - so things build from that perspective too. Speaking of bookings, when you phone the 800 number to book a room at Hurrah's, don't forget to mention the magic word "retired" which assures you of the special rate, and lists you on the RUPA attendance list, so we have some idea if we are nearing our desired 500 members plus wives.

Another function which has just been reported is the annual RUPA picnic in Palo Alto on 11th August. I'm not sure why this is called the RUPA picnic - it is certainly one of them, but I hope that many others will be held in the various quarters of this fair land where RUPA members congregate.

In my editorial function I have received some kudos for the look of the last *RUPANEWS*, intermingled with a few raspberries for my incompetent inaccuracies. For the kudos, thanks; for the screw-ups, here follow the *mea culpas*.

In two places, I mistakenly gave the web address of the RUPA website as "rupa.com" instead of "rupa.org" I knew what it was, but just plain had a "senior mo-

ent". I further displayed my lack of intimate knowledge of webese by misquoting the website address for the TWA 800 crash devotees site as "twa.com" instead of the correct "twa800.com".

This also is the place to apologize for the odd typo which slips through. We do use computer spellchecking, but that can allow a multitude of errors - there for their - and so on. Add to that the vagaries caused by the fact that most letters (those which are not hand typed by us) are scanned in our OCR (optical character recognition) software via our flatbed scanner. We are currently on the third improved version of "Omnipage" as it is called, and it does a creditable job, but, still, depending on the type font of the material you submit, it can err - in fact if you send us a letter typed in script font, we have to retype it, for the OCR blows up at the very sight of it. Hence this apology to the most estimable Bob Burns who, on page 34 of the last issue was called ROBERT L. BUMS, the error of which is explicable when it is related that his letter was one of some that were typed and forwarded on disk by the multifaceted and multitalented, Cleve Spring. Unfortunately, through a computer error, it was not immediately transferable to the editorial archives. In reclaiming it, some scanning was again necessary - when the letters RN were scanned as M, and the resulting error was missed by weary eyes. For that and other errors *maxima mea culpa*.  
*Jock*.

### **Sending a Fax to the Editor**

How you do this depends on your machine and the way you have it set up. In many instances, all that should be necessary is to dial my number and your machine should interrogate mine and send the fax. If it doesn't, you need to listen for the tone at the end of my message, then push \*51, and at the fax tone, push transmit.

### **Sending e-mail**

As more members are becoming familiar with the use of the internet and e-mailing, it is only to be expected that there will be some puzzling snafus. Remember, these machines are idiots - you must give them *exactly* what they ask for. You will not reach me if you don't type my address exactly as follows:

jock\_savage@compuserve.com Don't forget the underline joining my lower case names, to keep the address string unbroken. When sending a list, don't try to format it, it almost never stays that way - when you try formatting, use "view" to show you how you can clutter the message. Just separate the names by commas. Thanks for your efforts. *Jock*

**PLEASE SEND ALL  
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INFORMATION about Membership & Postage Fees.**

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

**Annual Postage Fee.....\$20**

**U. A. Retired Pilots Foundation, Inc.**

**Send all donations for the United Pilots Foundation to:**

**Capt. T. S. ATed@ Bochniarz, Treasurer  
11165 Regency Drive  
Westchester, IL 60154-5638**

**PILOT VOLUNTEERS WANTED**

**The "IDEA CENTER" for gifted children, located at George Hall School on Curtis Road (off Hillsdale Blvd.) in San Mateo, is looking for some pilots to talk to their children about aviation.**

**Captain Milt Jines has agreed to coordinate the project, which will take place in a one week period between April 16 and May 20, 1999. The exact date will be decided to suit the convenience of the volunteers. The hours will be from 9:00 a.m. to 11:00 a.m., Monday thru Friday.**

**This worthy project will take only ten hours of your time, but may result in encouraging some talented children to pursue the same fulfilling career that you have enjoyed.**

**Contact Capt. Milt Jines, 1752 Monticello Rd. San Mateo CA 94402  
Phone 650-341-4951 E-mail miltjines@worldnet.att.net**

## CONVENTION '99 7 - 11 IN LAS VEGAS - A WINNER

Mark Your Calendar  
Time: November 7 thru 11  
Place: Harrah's Hotel and Casino  
LAS VEGAS, NEVADA  
EVENT: RUPA'S 1999 CONVENTION  
Rooms \$55 per night  
CALL: 1-888-458-8471 for Reservations, mention "retired"  
GOLF TENNIS TOURS GAMES SKEET  
SOMETHING FOR EVERYONE COME ALONG AND MEET YOUR FRIENDS  
For further information or to offer help  
Barry Dixon, Local Chairman  
(702) 363-3089 E Mail lb\_dix@compuserve.com

### TENNIS OR SKEET SHOOTING AT LAS CONVENTION

Nellis Airforce Base is interested in providing their Sporting Clays range for us during our RUPA Convention 1999. It would be available for the three days 8,9,10, Nov 1999. Costs would be \$30.00 per person/round (1 round = 100 shots); \$5.00/shotgun rental/day Ammo will be available at the range, cost unknown at this time, and also available in Las Vegas at numerous places.

A minimum of 10 persons required to have the range available. The range is well known, and a number of competitions country wide are held there .Approx. 60 days prior to the shoot, I will need the names of the participants for the USAF to ready permits to access the range.

Also, we wish to run a tennis tourney concurrently with the convention, if enough interest is shown.

Let me know as soon as possible if you are interested in either or possibly both of these activities, so early arrangements can be made.

PH.# 702-363-3089 E-MAIL lb\_dix@compuserve.com Barry Dixon, Chairman Convention 1999

L.B. Dixon, 3025 Golf Links Dr. Las Vegas NV. 89134

## Convention Golf

### Monday Nov 8th.

Tee times starting at 9.00 am. this will be a four- man best ball & low individual, low net.

### Wednesday Nov. 10th

This will be a four-man scramble Shot Gun Start, at 7.30 am.

Cost will be \$ 165.00 for green fees, cart, Bus Service from Hotel and prize money.  
Send in your money, along with your handicap, to Cleve Spring as soon as possible, so we can plan on how many golfers we are going to have.

We are planning on playing the **HIGHLAND FALLS** course in Summerlin, Las Vegas,,  
It is a very nice course.

**Oak Porter, Convention Golf Chairman**

. PH # 775 727 1118

E-Mail oakporter@pahrump.com

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### DEN Good Ole Boys' Lunch

Dick Wagner, Golden, Colorado irwagner@ix.netcom.com February 16, 1999

This Tuesday the "Good Ole Boys" luncheon was held in the main dining room, as our usual back room was booked. It worked out o.k., but not enough room to mingle. - We had a good bit of hangar flying with some discussion of AA sick-out, HMO's and "what's his name" (Clinton).

Our next luncheons will be 16 March and 20 April, 1130 hrs, the *Country Buffet*, 7200 W. Alameda Ave. (Villa Italia). They are always the 3rd Tuesday of the month Those present were:

Mack Connelly	Jim Tally	Tom Hess
Bill Hoygaard	Bill Bates	Dick Garbrick
Duane Searle	Warren Mugler	Bill Pearce
Howard MorganR.	G. Rohe	Ray Bowman
Dick Wagner	Curly Baker	Pat Murphy
Jerry Kennedy	Jim Harris	

### DEN Good Ole Boys Lunch

Dick Wagner, Golden, Co. irwagner:&jx.netcom.qom January 19,1999

I was surprised to arrive for "Good Ole Boys" luncheon to find they had no record of our meeting. We did, however, get the back room, so everything turned out o.k.

We lost one of our own on the 60th of January: Capt. Rod Beebe (Ret) took his last flight West. His interment was at Fort Logan National Cemetery, as he was a Navy Veteran.

We look forward to next months' luncheons on 10th February and 16th March, 1130 hrs. at the *Country Buffet*, 7200 West Alameda (Villa Italia), always the third Tuesday of the month. Of course, guests are always welcome.

Dick Wagner	John Holody	Ted Wilkinson
Pat Murphy	Jim Tally	Bill Hoygaard
Tom Hess	R. O. Stewart	Virg Vaughan
Bill Pearce	H. W. Reid	Curly Baker
Bob Crowell	Bill Meston	Hal Meyer

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### Las Vegas Lunch February 18, 1999

The local Las Vegas RUPARIANS had their second organizational get together February 9 at the *Big Dog Casino*. The continuation of our group seems assured, as we had fourteen tried and true locals indicate their desire to do so. It was determined that we could gain some additional members if we moved the meeting date to Thursdays. So our next date will be 1100 hrs March 4, 1999, the **first** Thursday. I emphasize first, because this is a change that was necessitated by scheduling difficulties with The Big Dog.

Barry Dixon gave more info on the convention, Woody Woods is looking into a possible tour of Nellis AFB and the Thunderbird hangar and Bruce Barton showed up on the right day. Good job Bruce!

The following were in attendance:

Arcamuzi, Harry and Georgia	Lamski, Gene and Mary
Barton, Bruce and Joyce	Morris, Hal and Shirley
Crandall, Bill	Mattern, Hugh and Kathy
Dixon, Barry and Ruth	Porter, Oak and Fern
Doyle, Larry and Mary	Roland, Bob and Misty
Drummond, John and Neola	Smith, Dave
House, Clyde and Marie Loquet	Woods, Woody and Shirley

A good buffet and good conversation was had by all.

I again repeat our next get together will be the first Thursday in March on the 4th. All members and guests are welcome but please call Gene Lamski, 658 6168 by the 1st of March to confirm. Adios from the Land of Luck.

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### LAX Lunch

JIM DAY Woodland Hills, CA 91364

Our LAX group had our regular monthly luncheon at *Billingsley's* restaurant in the San Fernando Valley, on January 21, 1999. We had a good turn out with the following present: *continued overleaf*

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Herb Goodrich	Lee Cameron	Doug Rankin
Ben Harper	Ken Williams	Bob Mosher
Gerry Beyer	Dick Unander	Clay Lacy
Bill Blankenship	Rex May	Jim Day
Walt Albright	Cliff Berg	Tom McQueen
Bob Clough	Ken Kuecker	Steve Martin
John McKinnon	Jack Moore	Dave Tank
Mike Herriott	Norman Simpkins (Guest of Dave Kirkendall)	

Lots of good conversation and a few bad jokes, but everybody laughed. Reminder: Next regular get together is Thursday Feb. 18, at the *Hacienda Hotel*. See you there.

Remember, we hold our luncheons on the third Thursday of the month. On odd months we go to *Billingsley's*, in Van Nuys, and on even months, the *Hacienda Hotel* in El Segundo. Mark your calendars.

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### Sundowners

January 26, 1999 Jim Feneley, 3246 Hyde Park Dr., Clearwater, Fla., 33761

A very congenial group of Sundowners gathered Jan. 21st in the Oasis Room for libation and lunch. We were certainly happy to have "PK" Smith back from the north country, where he was recovering from a blood disease. Lil Borneman stopped by to say "Hi", and we expressed our appreciation for her securing for us the amenities of the Countryside Country Club. Those attending were:

Jamie Krapf	Paul Fidler
Jim Irwin	Paul Smith
Woody Lynn	Jack Moran
Ray Schlage	Lars Warn
Stan Crosier	Paul "Bud" Huffman
Warren Jones	Me (JF)

Next month, Feb. 18th, the meeting is coed, 11:30 at the Countryside Country Club on Countryside Drive in Clearwater. If you plan to attend, please call me at 727-785-5971 prior to the preceding Tuesday (Feb. 16th). This is necessary so that I can give Lil Borneman an estimate of the number expected to attend so that she can make arrangements with the Club's management. The number is rounded off on the high side so if at the last minute you can make it, do so. This invitation to all Ruparians and their guests. JSF, RS, JR.

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### SEA Gooney Birds

Dick Wiesner Seattle January 23, 1999

Our Gooney Bird group met as usual for lunch and conversation. Your correspondent was unable to attend, but Jeff Roberts, very ably filled the responsibility of announcing that there was no program. He has informed me that there were no important announcements from the group.

Attending were:

Jeff Roberts	Fred Sindlinger	Chick Renn
Ralph Stevens	Chuck Podhasky	Al Meyering
John Cordell	Chuck Westpfahl	Bill Brett
Ralph Vrtacnik	R. S. Berg	Gregg Donald
Tom Pierce	Jack Brown	Lee Biermann
Walt Fallon	Ray Dapp	Vince Evans
Bill Stoneman	Dan Jessup	Ray Hull
Sam Phillips	Keith Blue	Pete Rollock
Verle Roth Neil Webb		

It was noted that this was the first attendance of Al Meyering, Welcome Al. Also, it is worth noting that Gregg Donald came from Sumter, South Carolina to attend. Sorry that I missed you, Gregg.

## RUPA PICNIC

We have just received advance notice from Milt Jines, that, due to the efforts of Chuck Minor, this year's picnic will again be held at the *Palo Alto Elks Club*. The date will be Wednesday, August 11, 1999, so you can mark your calendars. Further details will be announced later.

## RETIRED UNITED PILOTS FOUNDATION

Jock,

At the last board meeting I was elected President of the Foundation. There is lots of work for me to do. I sent an e-mail to Milt Jines; he originally recommended me to the organization. Let me copy you in on the e-mail I sent him.

“ I remember when you recommended me for this organization...now I was just elected President. Here is a basic outline for our future. Please help spread the word.

1. Many (if not most) pilots have never heard of the organization. This is most true for active pilots and mostly true for the newly retired pilots.

2. Because of 1., the total of donations has been steadily going down. Many of the early, regular donors have flown west. This is a fact of life. Current pilots can donate through payroll deductions. Retirees can send a check or donate highly appreciated assets, as some have done. Remembering the Foundation in a Will or Trust is also a good idea.

3. We need to replace board members who have flown west. We also need some new people to become understudies of the treasurer and secretary and assume those offices in the future. As Family Awareness committee people retire, the Foundation is an excellent place to continue to serve. We need some active pilots also (it is required by the by-laws). Family Awareness people might also be excellent candidates. The original Foundation organizing efforts go back to the '70's. The help that has already been given to pilots and their widows proves the worth of the Foundation. The past President, Cliff Sanderson, predicts that the future will bring us greater numbers of people in need. The next group of pilots will be from the group that had to start over upon the demise of their original airline. They, and their widows, may be in for some difficult times.

The Foundation aims to insure that no United pilot or widow shall be forced to live below the poverty line. Our assistance protects our people and attempts to assure that they can live their final years in dignity. This is truly United pilots helping United pilots.

Please encourage anyone with questions or the urge to volunteer to contact me.

Bob Chaber

Box 310 Boyes Hot Springs, CA 95416

Phone: 707-996-5558 Internet: rchaber@compuserve.com”

Jock, I particularly need help in the area of finding new people for the board. I know you're [RUPA] always looking for volunteers also. They must be out there somewhere! I think Family Awareness people would be particularly well suited to Board membership. If we don't look out for each other, who will? *Bob The Foundation is indeed a worthy cause. I hope that this may increase awareness of it. Perhaps you'd consider writing a short article listing some of the good works it does. That, too, might help induce some to volunteer time as well as money.* Jock

## NAVY REUNION

**WHO: VP-17/VA(HM)-10 MEMBERS .WHAT: REUNION. WHEN: SECOND WEEKEND NOVEMBER 1999.**

**WHERE: HOLIDAY INN, PENSACOLA, FLORIDA.**

**WHY: BLUE ANGELS HOMECOMING.**

**CONTACT: WOODY CECIL 333 BUNKERHILL DR. PENSACOLA., FLORIDA 32506 904 455 6312**



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## SUNNY SOUTHWEST FLORIDA - "THE OUTLAWS"

Despite rumors to the contrary, the Southwest Florida RUPA group is still alive and well. We've been having our monthly luncheons at *Olive Garden* in the usual fashion. For awhile there, the issue appeared to be in doubt. We threatened to take our business elsewhere. Something about not being furnished with a sufficient quantity of garlic-coated breadsticks. That issue was resolved through compromise. It was decided that the guys who come over from Miami won't stuff their pockets with our breadsticks, and then leave. That being the case, *Olive Garden* agreed to furnish us with more than one breadstick per customer, if requested. Seriously, for those who might not know, a new deal WAS reached. For years, Olive Garden has given us a room in which to gather. Some years back, they even enclosed it. (Something about crude jokes being made by the guys who came down from Tampa, which offended other paying customers who were within earshot.) And, managers at this particular Olive Garden location come and go faster than the garlic-coated breadsticks. It seemed that each time a new manager appeared on the scene, we would be "forgotten." We'd arrive for our monthly luncheon, only to discover that nobody ever heard of us! It would get "straightened out" only until the breaking-in of yet another new manager. It was difficult to complain, because, after all, we were getting the facility for free. Of course, we also ordered a considerable amount of merchandise off the Olive Garden menu. But, the latest in a long line of new managers, has opted for yet another "plan." We still don't have to pay for the room, but in a way, we do. Instead of ordering from the regular *Olive Garden* menu, we order from a "Group Menu." It's limited to a choice of about five items. The catch is that the salad that costs \$4.95 on the regular menu, now costs \$9.95 on the Group Menu. That's the fixed price for each of the available items, with a 15% gratuity already added in.

So, anyone who comes to one of our luncheons can expect to dump about ten bucks a head. (Either that, or "brown bag it," like when riding on Southwest Airlines.) I complained about the 15% gratuity on behalf of all of us "Brand X" guys. I said it was okay for the "Blue Hats," but us "Red Tails" are still used to dropping a quarter on the table for the waitress! (Okay, okay, I exaggerate. That was for co-pilots. Captains would only toss fifteen cents. But, they were in a higher tax bracket, remember? They couldn't afford a bigger tip!) But, as part of the Great Breadstick Compromise, we're now relegated to kicking-in 15%, as foreign as that concept might be to some of us "89-er's."

At the latest Luncheon, I was reminded of my days on the line. When I walked into Olive Garden, our leader, Chuck Monahan, pointed his finger at me and said, "Carl, I want to talk to you!" (It was like a step into the past. That's how Flight Managers used to greet me when I'd walk into Dispatch on almost every trip I flew!) It was then that I learned that I've been pressed into service to write to RUPA with the list of attendees and the minutes of our monthly meetings. For awhile there, this task was inadvertently overlooked. I've been told to rectify that. So, here's the list of the 33 folks who showed-up at the February gathering:

Carl & Carolyn Jordan	Jim Bohlander	Gene & Shaune Patrick
Gary & Janice Crittenden	John Donahue	Wes & Sally Leighton
Lew Brubaker	John Champion	Warren Schroeder
Flower Whipple	Hal & Grace Storey	Don Kincaid
Jim Bradwith	Dave Jones	Ray & Twila White
Al May	Marv & Barb Kruskopf with their guests,	Bob & Barb Ros-
wold	Gene Chapman	Jim Sutton
Don Sullivan	Ray Brookes	Jack Taffe
Chuck Monahan	Ron Trepas - (a TWA pilot who came to steal breadsticks)	

This is a longer "report" than usual. But, since we haven't been taking up any space for awhile, this particular "intrusion," will, hopefully, be accommodated. Chuck Monahan explains that he hasn't been able to write to RUPA. It seems that he's still engaged in completing Lesson 12 of the Home Study Meteorology Course. UAL has threatened to cease paying his retirement checks if he doesn't complete the course! (Let's see, that adiabatic lapse rate was 3.5 degrees per thousand feet, wasn't it? But, was that Fahrenheit or Centigrade?? And, what in the world is an "inversion?")

We've got luncheons scheduled for MARCH 8, APRIL 12, and (maybe!) MAY 10. If you're in Sunny Southwest Florida, stop on by. Chuck gavels the meeting to order promptly at 1100. Lotsa camaraderie and garlic-coated breadsticks to be had at the *Olive Garden Restaurant* in Fort Myers, FL.

For further info, contact our leader, CHUCK MONAHAN, at 941-793-5251 or at [bamonanhan@worldnet.att.net](mailto:bamonanhan@worldnet.att.net)

Respectfully submitted by: *Carl B. Jordan*, "The Working Stewardesses' friend"

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### Phoenix Roadrunners Lunch

Leon L Bourgeois <lbourgeois@juno.com>

The Phoenix Roadrunners met at Falcon Field in Mesa, on Friday Feb. 12th. We had 31 attending about half visiting the Champlin Fighter Museum.

At Noon, all of us had our Happy Time together with Cocktails and Lunch at the very interesting *Anzio Landing Restaurant*. Great place for all of you small plane pilot's to come visit..

#### ATTENDING:

Fred Anderson,	Erle & Neva Britton,	Frenchy & Millie Bourgeois,
Mac Bleser,	Howard Bloomstrom,	Betty Barger,
Ray & Lucille Courtney,	Bill Dutton,	Don & Bev. Eiken,
Marv Engel,	Calvin & Phyllis Jassman,	Ralph Johnson,
Phil & Betty Johnson,	Robert Howard,	Gene Paquette,
John & Shirley Prestegaard,	DonToeppen,	Les Shea,
Tom & Bev Workinger,	Ralph & Helen Wright,	Bob & Bernyce Wagner.

Don Toeppen shared his visit to DENTK for Bill Arnott's Memorial Service. Following the service he was invited to visit the 777 Simulator, sorry you missed this story he had all of us laughing.

Ralph Johnson spoke about the TWA 800 Accident and the Interim report from the NTSB and the FBI

We all had a great time, both at the Museum & the luncheon. Our next meeting will be at *The Lakes Club* in Sun City, on March 12th. We welcome all of you to come join us any time you are in the area.

April 9th- *Oakwood C.C.* in Sun Lakes

Call 602-948-1612 for reservations & directions. Warm and Dry, Millie and Frenchy

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### SEA Gooney Birds

Dick Wiesner Seattle February 18, 1999 The Seattle Gooney Birds met today as usual. The meeting was more sparsely attended than usual. I don't know if some of the guys were out enjoying the rain, or whether they were shoring up the bank so their houses wouldn't slide into the water.

Present today were:

Bob Howard	Tom Pierce	Bill Raimer
Garry Dunn	Chuck Westpfahl	John Cordell
Ivory Brummet	Ralph Vrtacnik	Al Teel
Jim Shipman	Keith Rice	Fred Sindlinger
Dan Jessup	Jake Jacobsen	Gerry Pryde
Bill Lamberton	R. S. Berg	Gus Tuit
Bill Stoneman	Glyn Bryan	Norm Buethe
Walt Fallon	Jeff Roberts	Alan Grout
Bob Wulff	Ralph Stevens	Dick Wiesner
Bill Brett	Tom Smith	Lee Biermann
Pat Kenny	Heward Holder	

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### Greater Bay Area Make-A-Wish Foundation "FANTASY FLIGHT"

Saturday, February 13, 1999 was a great day for over 300 "special needs" children and their families who came to SFO International Airport from the Bay Area Children's Hospitals to enjoy a special (local) Valentine's Day sightseeing flight aboard a United B-747-400 piloted by Captains Tom McDougale and Barry Bickel. This was many of the children's' first flight. United employee volunteers created various pre-departure, on-board, and post arrival activities (clowns, balloons, kings and queens, live music, gifts, and even USDA Police Dogs to pet) to liven things up for these children.

The SFO Maintenance Department decorated the pushback tug with giant teddy bears and red Valentine hearts and the full complement of volunteer Flight Attendants provided their special passengers with snacks and drinks. SFO-based Flight Attendant Donna Kinney-Dobbin chose this to be her final (retirement) flight after 35 years with United! What a memorable way to conclude a career. RUPA was represented by Milt Jines who did the flightseeing narration. There were representatives from every department, including the SFO Flight Office, creating smiles and happy feelings.

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Fantasy Flights serve 8,000 children around the world in 11 countries and 41 cities. The flights are planned and staffed locally, and volunteers selflessly contribute their own time and efforts to the cause. Donations are needed to buy gifts, so if you would like to help with this worthy cause, send your tax-deductible donations to FANTASY FLIGHT, c/o Neil Marks - SFOPE, United Airlines Personnel Department, San Francisco International Airport, San Francisco, CA 94128.

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### **SOUTHEAST FLORIDA GROUP**

The Goldcoast Gang met at *The Flaming Pit* on February 11th. Didn't solve a whole lot of the world's problems, but everyone had a good time. One local problem was solved after the meeting. In a word, no more free lunch. We had decided a couple of meetings ago to buy lunch for the oldest member attending. As they say, "seemed like a good idea at the time." We quickly found that airline pilots, no matter how old they may be, are too proud and independent to accept a free lunch. I guess that speaks volumes for all of us.

Next meeting is March 11th at the Flaming Pit Restaurant in Pompano Beach. It's still at 1150 Federal Highway and festivities begin at 11:30 AM. Hope to see everyone there.

The February group included:

Stan Blaschke,	Ed Petrovich,	Guy O'Rear,
Hank Fischer,	Tom Llewellyn,	Ned Rankin,
Kyran McGowan,	Fred Schryver,	Peter Gallant,
Warren Hepler,	Burt Olson,	Hambone Wilson,
Terry Lewis,	Ham Oldham,	Les Eaton,
Jimmy Carter,	Walt Kimmey,	Will Lambert.

As always, transportation requests, questions, etc., call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. See you next month.

Jerry Bradley for Stan and Jimmy

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### **Treasure Coast Sunbirds**

The Treasure Coast Sunbirds met again, as usual, at *Miles Grant CC* on Feb. 9th, in Stuart, Florida. There were fourteen Sunbirds present. All ate heartily from the delicious buffet. Many of the members said they really enjoyed having the group of seven from Spruce Creek in attendance at our January luncheon. We all are hoping others will come to dine and talk at some of our future get togethers. It's always nice to see old friends. Attending on Feb 9th were:

Burt Olson,	Ron Bull,
Sid Sigwald,	Bill Cole,
Ham Wilson,	Percy Wood,
Ted Osinski,	Dick Starita,
Stan Smilan,	Bill Hellerstedt,
Charlie Steward,	Rudy Pekrul,
Bob Schaet,	Clay Grant.

Our next luncheon will be on Mar 9th (second Tuesday). It will be "Coed". Ladies are especially invited. It will be at *Miles Grant CC* in Stuart. Please call me for further info or directions. 561-747-2796. Bob Schaet

### **RALPH H. BREYFOGLE 8122 Bay E. Ct., Traverse City MI 49686-1615**

We moved to northern Michigan 26 years ago. We like the four season type of wx of this area. Can be a little cold in the winter, but the spring, summer and fall wx is just perfect. Not so this past summer. It got so hot and humid early, and didn't know when to quit, and I finally had to hire a young buck to do the

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## **RETIREMENT PARTY NOTICES**

**SAN FRANCISCO  
HAIL & FAREWELL RETIREMENT PARTY  
SATURDAY, APRIL, 24, 1999  
STARTING AT 6:30 P.M.**

**SAN FRANCISCO AIRPORT WESTIN HOTEL**

The SFO Retirement Party Committee is in process of contacting retirees whose active service with United ended in 1998.

We try to send a personal letter to all eligibles, but in case we have missed anyone, if you know of anyone who flew mostly out of San Francisco but commuted elsewhere just prior to retirement we need to hear about them. Please contact:

Capt. Bob Lawrence  
SFO Retirement Party Chairman  
1624 Candace Way  
Los Altos CA 94024

**SEATTLE RETIREMENT PARTY  
SATURDAY MARCH 13TH, 1999  
STARTING AT 6:00 PM  
SEA-TAC DOUBLETREE (FORMER RED LION)**

All United Pilots active, retiring, or retired and their friends and family are invited and encouraged to attend. We try to send our personalized letter to all retirees, however we miss some from time to time. If you know of anyone who needs information just let me know.

Brian R. Hope  
1802 Larkspur Ct. SE  
Puyallup, WA 98374

**JFK COUNCIL 52 ANNUAL  
PARTY  
FRIDAY, MARCH 26TH 1999  
SHERATON HOTEL, NEWARK AIRPORT (973) 690-5500  
(ASK FOR UAL PILOTS COUNCIL 52 SPECIAL ROOM RATE OF \$79)  
DINNER COST \$65 - MAKE CHECKS PAYABLE TO CO. 52 ANNUAL BANQUET**

**MAIL TO JOE CLAFLEY  
COUNCIL 52 ANNUAL BANQUET  
PO BOX 3 MECHANICSVILLE, PA 18934**

**ANY QUESTIONS CALL FRANK LYONS (215) 321-0888**

**WE HEARD YOU! YOU WANTED:**

- **Complimentary cocktail hour. Better jokes - shorter stories. Party Friday - Sleep in Saturday - and yes, there will be dancing!**

Continued on Page 13 yard work, after doing all that myself for about 50 years. Joanne just cannot tolerate hot humid wx, so stayed inside our a/c home 'til she thought she would go out of her mind.

I love my snow blower and am not going to give up that pleasure yet. However, at 5 degrees on a windy morning, I have to take a break to finish the job.

I find the *RUPANEWS* very interesting and funny on so many subjects - also to read how old age is a fact of life and with it comes a day of reckoning.

In 1998, our UAL medical coverage went to Blue Cross & Blue Shield of Illinois. In 1998 I paid \$185.40 per month. This year it went to \$214.14 per month for both of us. I understand why, and the coverage is O.K., but their reporting procedure is a mess. Can't keep any kind of records and don't know if they even receive my claim forms.

Had a phone talk with a BC&BS higher-up in their Co. and sent copies of some of their medical reports to explain my problems and how they could improve the reporting system - plus gain savings in paper and postage. Received a letter back, but they didn't answer a lot of questions on how they could improve their system. They will hear from me again if it isn't corrected - but we'll see how it goes in 1999.

I'll keep plugging along, as I get old too soon and smart too late.

Check to Cleve, regards to all **Ralph**

*I agree, Ralph, the insurance refund reporting system is a mess. My pet peeve is that Blue Cross gets billed by whomever (Doctor, hospital) before I get an accounting of how much Medicare has paid. This results in Blue Cross sending me a letter that they need a copy of my Medicare statement before they can make payment, by which time I am being dunned by the provider. I have had to set up a filing system for each claimant, to try to keep matters straight - it's a pain. Perhaps the snafu belongs to Medicare. On the costs question, I read that by 2030 health care spending for a family of four will be more than 80 percent of the median family's pre-tax income. If such an eventuality occurs, the economy would be destroyed. That you and I will not likely be around to witness such a collapse is, I'm sure, small comfort to our children and grandchildren. Something serious will have to be done about the present medical health care non-system. Ed*

#### **DICK BROMWICH**

Hi Jock, running a little behind as you can see. I sent Cleve the postage. Not much new last year, sent the wife to Eastern Europe with her sister for a tour and we went out to Salt Lake City in October to buy another BMW motorcycle which I found.

The new format of the magazine is great, you don't need a magnifying glass anymore to read it. I just wish that so many guys would quit flying west. If they waited for the eastbound trip they wouldn't have to leave so soon, as its operated by UAL

Dick Bromwich



#### **DAVE LINSLEY**

Hi Cleve,

Hard to believe! Check's in the mail after two year's retirement. Flew for Air Gabon in Africa after leaving UAL six months early in Jan '97.

Turning 60, they ignored my two year contract and dumped me. Delivered a couple of jetliners to Perpignan, Dubai and Singapore, then landed a desk as VP Flt. Ops at MD-83 startup Cardinal Airlines in Melbourne, FL. Life goes on after UAL...

Still hounding United for my first three month's of retirement pay. They negotiated with ALPA Nat'l. recently to pay only two months of it, without interest, of course, but after two months I haven't heard a word, nor seen a penny

Have had a hard time getting ALPA to "allow" any discussion of the Age-60 issue. They simply refuse to print anything on the subject. Now, I know most guys don't care. And I never wanted to continue at UAL past age-60 either. I just wanted the chance to fly elsewhere, and double-dip with pension and paycheck. But ALPA forbids even that. And now the FAA allows foreign license holders to fly past age-60 in US airspace, having granted an exemption to the Age-60 Rule for them.

So, now we have the contradictory situation of ALPA and the FAA guaranteeing flying employment to airline pilots throughout the world, to fly here as well as everywhere else, while US pilots are forbidden to fly

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"anywhere" Part 121 past age-60. The Orient is now 63, planning 65 soon. Europe is 63, going to 65 on 1 July 1999. Yet, we cannot fly in our own airspace, but everyone else can, as long as they don't have an FAA license!

Think of the boon to management, next time they need pilots to replace strikers, now they have literally thousands of foreign age-60+ pilots, fully current and qualified, to call upon. And ALPA won't even allow "discussion" of the issue...good grief!

Nevertheless, time moves relentlessly, but life is good. Cardinal is coming along nicely, and my health remains excellent. And look at Earl Bach, still trucking on down. I flew DC-8 S/O for Earl at JFK back in 1969! He retired around 1970 or so. Glad to see he's doing so well.

Good luck to all of you with whom I flew for thirty years. Flying in Africa really made me aware of what a tremendous bunch of professionals you all are! I tried to share my African experiences in an *AIR LINE PILOT* article, but it was rejected as too controversial, because I'm retired! C'est la vie... Flat side down and rubber on the concrete...Dave

**L. BARRY DIXON** 3025 Golf Links Dr. Las Vegas Nv. 89134 lb\_dix@compuserve.com

Dear Jock: Here we are, resting in the desert. Three years into retirement and all is well. Hope all stays well. Bought a 38 ft. Dutch Star motorhome this past summer. Now we can stay as long as we like during our summer evacuation from the heat. Great way to travel! Finally got to catch some striped bass with our boat on Lake Mead. Seemed to take a long time to get out often enough to learn a bit about the lake. Lots of windy days which are worse than the Monterey Bay afternoon winds. No salmon here though.

We managed the RUPA cruise this fall. Very nice experience, and sightseeing. Some of the stops I hadn't seen before. Las Vegas convention this year which should change the flavor from the previous years cruises.

Cheque to Cleve via snailmail. Not too late this year since my birthday was yesterday!

Thanks to the F & Sers, any overages to their funds. Barry

*Thanks for your efforts in heading up the local committees for the convention, Barry. It is shaping up to be a really good do. Ed.*

**M. KENT DRAPER**

Dear Jock and fellow Ruparians,  
Age 61 and just sent my first renewal check to Cleve.

Has a year really gone by? First year of retirement was spent organizing and administrating a three month Junior sailing program for children from 6 18 years old at Spray Beach Yacht Club, Long Beach Island, NJ. After that we left for New Zealand to live in our new home 2 hours north of Auckland at Lang Cove (8 k south of Waipu). The house is on the ocean with magnificent views. My wife Norma and I have fallen in love with the people and the location. It also doesn't hurt that golf is \$150 US\$ a year and that the surf and the fishing are excellent. We rotate between NZ and San Diego on a three week basis during the US winter months. I joined the New Zealand Warbirds at Ardmore field, and will join the T 28C syndicate soon. They also have a P51, a spitfire, a P40, Yaks, quite a few SNJ's (Harvards) with which they fly formation, a PBY, a DC 3 and other miscellaneous aircraft.



*RCAF Harvard Mk IV*

A good bunch of guys (happy hour at 5 p.m.). During the US winter (NZ summer) if any of you UAL or brand X types go to New Zealand, call us at (9) 432 0162 in the evening, and plan to spend a night or two. Our price is right and we can guide you to some interesting places. In San Diego call 619 7227. Email JARIPPER@worldnet.att.net God bless the USNR retirement checks. Thanks to all of the RUPANEWS staff for a great and selfless job.

**PETER DULKEN** Evergreen, CO At 63, I feel like a kid after reading the info submitted by my predecessors My respect to you. On the subject of body parts, if your knees are talking to you due to lack of or no cartilage you may want to consider a series of knee injections of either Hyalgan or Synvisc, They helped me and are covered by Medicare and/or BOBS. My appreciation to all who produce the RUPANEWS. Check to Cleve Peter.

**BILL DEPNER**

5833 S.Thurlow, Hinsdale IL 60521-5112  
MASERATI GHIBLI6 - ORD in the '70s. :Where is it now? Just Curious. One of the pilots owned it. Almost got blind sided by a sneaky potentially serious

ailment Glaucoma.

A routine visit to my eye doctor showed elevated pressure in one eye and a field vision test showed some damage. I have a horizontal narrow black line across the vision field of my right eye. Irreversible, but can be kept under control with eye drops. I never noticed anything wrong because the other eye was compensating for it. If untreated, blindness is the result. Now I have an excuse for those missed forehands in tennis, which I still play

Keep up those routine checkups (check to Cleve ) Bill

**TOM FASIANG** , 304 So. Cedar St. Wood Dale, IL 60191

Received this new fangled computer for my birthday and promised myself that my next letter to the editor would be by E-mail, that's why I'm a little late. Learning this darn thing took some time. I didn't send a report last year so I'll make this a two-year report. Rosalie and I took the grandkids to DisneyWorld for ten days during the summer of 1997. We also toured Switzerland for ten days and Italy for ten days in 1997. In February 1998 we went to Cancun for a week of sun and suds, was told not to drink the water. I've been crewing a race car since I've retired and this year the team is campaigning two cars, one in ARCA and one in Busch Grand National. No trips planned this year. Postage fee to Cleve. Tom:

**LEON (FRENCHY) BOURGEOIS** 5457 E.

Oakhurst Way, Scottsdale, Az. 85254

E-Mail lbourgeois@juno.com

Hi Everyone I have fresh news to report. My husband Frenchy is now as old as his wife. But I still can't get him interested in our computer that our children gave us for our 50th Wedding Anniversary present. Oh well, that he will learn later. We had a wonderful 50th. Party in Monticello, Minn. where we were married in 1948. Many relatives and friends from all over came to help us get on our way for 51 years.

After our celebration we drove to Virginia and Ohio visiting more relatives and friends. A nice long visit with our daughter and family in Denver. On our arrival back home in AZ. we had driven over 7,000 miles. I think that is a pretty good record for a two-man crew.

We are still hosting our RUPA Roadrunner's Luncheon's in AZ. from Oct. thru April. Would love to see any of your smiling faces down here as our guests.

Frenchy still runs cab to Airport just let us know.

Jock have Cleve or Milt show you the way.

We are members of RUAEA so between the two we keep up on United Retired

Folks. Frenchy receives the Bayliner that he reads

from cover to cover and thoroughly enjoys.

Still has his C182 and Piper Warrior in a lease-back at SDL, but he gets to fly it any time he gets in the mood. Looking forward to B.N.O. so 'til then Be Happy, Healthy, And Upright, Millie and Frenchy

**COURT HANSON** 6805 E 1900N Eden UT 84310

Hi Jock and all, check to Cleve.

Barbara and I are living high, here in Utah. All is well, Barbara with her new house, flying her Aviat Husky; being on the Ogden City Airport advisory board, and now she has a computer. I just try to keep up. Or rather, stay out of her way, just kidding! I manage our small acreage here, fly and care for the airplanes and even manage a little golf. Stay active you guys, it's the secret to longevity! Regards, Court and Barbara  
P.S. What Court isn't telling you is that he looks fifty years old, flies his Eagle upside down every day, flirts with every woman he sees, from teenager on up, and they love him.. As for me, I just keep loving him and putting up with his Capt. personality.. you guys know, sweet, kind, thoughtful, understanding, non critical, and full of BS Barb

*Barb: I tried to use the e-mail address you gave me in your snail mail, but the cisop couldn't find it, even with your home address. Something wrong somewhere. Jock.*

**GEORGE HARDIE** Post Office Box 2164 Rancho Santa Fe, CA, 92067

Greetings,

As we have all observed, these annual notes are occurring more and more and more rapidly. It feels as if I was trying to think of something to say just a few weeks ago, not the fourteen years that have come and gone since I parked the airplane at the gate for the last time.

Finally parted company with my Newport 30 sail boat after about twenty five years, but still own a tennis racket, a Cal 20 sailboat, and enjoy my children and assorted grandchildren. There are fewer and fewer familiar names in the RUPANEWS, but I am in touch with a handful of our retired pilots, so do not feel completely out of touch.

Best regards, George Hardie

**CARL B. JORDAN**

All is well in our household. We're hopping back and forth so much between our house in Florida and our condo in California, that I feel as though I'm flying the line again. Five little grandkids under the age of five create quite a tug toward the West Coast. It's tough to leave once we



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get out there.

Daughter, Cathy, is still hauling the airmail for Southwest Airlines. She says they've now got about five different models of B

737s. That, of course, is a delight for the guys who give the oral exams. Lotsa different numbers and things to toss around during hood checks. All the better for the examiners, right? (Woe to the examinee, though!)

Of course, as a third generation airline pilot, she's living in the new computer world of airline flying. Last time she visited us, she picked

up my old, circular Jeppesen pocket calculator. She said, "Just what did you DO with this thing, anyway?" I didn't bother to try to explain. I think her grandfather probably rolled over in his grave. I wonder, would American still be flying Dad's old Curtiss Condors if they were retrofitted with glass cockpits? My oldest daughter, Christine (born in the Territory of Alaska on a day that saw the thermometer at 52 degrees below zero!), wants to fly with her four person gang out to the West Coast this summer. I offered our illustrious "Companion Passes." But, she turned me down. And, I can't say that I blame her! It turns out that for a mere \$20 more, she can get confirmed round

trip seats on United, nonstop from TPA to LAX. Boy, those Companion Passes sure are a "good deal," aren't they? By the way, Southwest and America West still charge their usual fee for their Buddy Passes

NOTHING! Yep, they're free on those airlines. I still don't know how United justifies such high "service charges" for standby passes. But, that's probably why I never became President of this outfit. Of course, they DO have to strive to make a profit. I can't deny that. The boss of the FAA Medical Department in Oklahoma City has deigned to continue to grant me a Third Class Medical Ticket. But, it's only good for 12 months. He wants to keep a close eye on the effects of the various

colored pills I'm taking. (White, yellow, pink and blue.) Technically, I don't meet the required FAR medical specs, but he's kind enough to grant me a "special" medical ticket, anyway. Nice guy! This year marks 50 years since my first solo flight. Hey, where DID the time go??

Carolyn and I went to our RUPA luncheon two days ago. Just gotta say that I'm sure glad that I became an airline pilot, and was able to meet and work with the greatest bunch of guys on earth! (Of course, my old Air Force compatriots rank right up there, too.)

Thanks for the pleasure of your company, guys! Carl  
**MARY ANN KELLOGG**, 6420 Wright St., Arvada,

CO 80004

Happy Valentines Day! I missed writing on my birthday by a week, enjoyed every minute of that special day. I just stayed home and rested!!! I'm still volunteering at all the usual places: Golden Pioneer Museum, Medical Technology Continuing Education, The Lord Jesus Ministries and Kairos at the Women's State Prison. It is hard to believe that I have been retired for fifteen years, however I got so tired and so far behind with everything at the Christmas season that I felt like I should retire from retirement!!! But things are improving, and I'm looking forward to this last year of this century and to 2000.

In August I enjoyed vacation time - went to Chicago on the 777, First Class. I attended the National Medical Technologist meeting with the Highlight a Dinner Cruise on Lake Michigan. Friends from Washington D.C. and Pennsylvania drove me on to Pennsylvania to visit some of my Mother's relatives. Met lots of cousins and had a most wonderful time. Flew from Williamsport to Philly on U.S.Air. and on UAL to Denver. Stopped by DENMD still a few familiar faces - love the view from the office, just sorry I didn't have the opportunity to work where I could look out the window and enjoy those beautiful mountains. I just look at them from home every day and you can't beat that!

Surely enjoy reading the monthly letters of all of you and keeping up with your news and activities. Miss the occasional visit and chats, But glad for this newsletter. You publishers do an excellent job! Have a joyful year! Kelly

**ROCKY KREIS**, 28 Asbury Rd., Huntsville, AL.  
35801

We are making some changes in our household this year. Have bought a winter home in Sun City Grand near PHX. Two golf courses and two to go. Then plan to move to Nashville area and live near our daughter. Time to downsize I think.

We thank our Father each day for our good health. Thanks to all the folders and stuffers.

Rocky

**LARRY LARSEN** - SEA 4245 206 Ave. SE Issaquah, WA 98029

Retirement is over. It only lasted 3 years and then I ran out of hotel soap! Now I am looking for a minimum work job where I can collect soap and shampoo. Any ideas? I take that back, I really don't think I have time to work. We're having too much fun. Just got back from skiing in Salt Lake area and know I am getting old when my wife beats me down the hill. Larry-



**WILLIAM A. MATHENY** 4702 S. Idalia St. Aurora CO 80015

Dear Jock: Late again as usual. Good thing the assoc. doesn't charge interest I had total knee replacement surgery last May. Doc said it was the worst knee held seen and that he cut everything but the artery and the nerve. Amazingly, the knee is very strong, Last Feb. Woodie and I ventured to Australia and NZ. I took a dream helicopter fishing trip which resulted in three rainbow trout weighing 4,7 and 9 lbs. We recommend Down Under to everyone. The flyfishing here in CO was superb last year. I don't know about others, but I have found BlueCross/BlueShield to be courteous but even more incompetent than Conn.Gen. if that's possible. I'd like to know how others are doing. Thanks to all of you worker bees. Bill

*From the mail we've been receiving, I doubt that anyone's exactly ecstatic about the state of affairs existing in our medical insurance realm. Ed.*

### **D.G. MITCHELL**

Dear Cleve and readers,

A couple of months early on my annual dues. Does this give me slack to be late in a subsequent year? Love the new format of the RUPA News. Easier to read and storing clipped articles will be better in this 8 1/2x11 size.

Can't believe two years of retirement have past. There was an adjustment period of 2 or 3 minutes but since then it has been great. Doing a little Piper J-3 and even less glider flying. Very little traveling but have been volunteering at a number of places: KCSM a jazz radio station, theatres for plays, music and operas, church, and a couple of museums. One of them is the Hiller Aviation Museum at the San Carlos airport. Pretty interesting place. Their emphasis is on Hiller Aircraft products and northern aviation history which surprisingly goes back to the 1860's. Stop in; you will like it. Best regards to all, Mitch

### **STEPHEN MODDLE**

Check sent in December but late with note, getting like everyone else, more behind every day. Three years into retirement and just enjoy every minute, but do miss the people. Enjoyed the cruise this year seeing old friends and making new ones. that's about all the travel we did, as my wife's 92 year-old Mom is with us and it limits our ability to get about. Hope to make the convention this fall. I have been able to get to ourdaughters in Charlotte a number of times to visit with grand son and do

"chores" around the house. I do spend some time with the Confederate AirForce here in mid Florida and just keep busy around the house. I like the new RUPANEWS, makes it easy to read. Best to all and thanks for all the hard work.

Steve and Lil Moddle

### **GEORGE MATHES**

Jock: First,...I'm sure you are getting a lot of favorable comments on the new RUPANEWS format. Let me add my compliments and thanks.

Second, although I have tried several avenues, I cannot find the RUPA Website. I tried both the www.rupa.com and (what I presume was a misprint) www.ruipa.com, plus several search engines on the Web. No luck, but I did get a lot of hits on the Hare Krishna using rupa.com for the search! What am I doing wrong? [Nothing wrong, George, I had given the wrong address - it has now been corrected. Ed.] Third, I have made all three local RUPA luncheons since I retired and have been recruiting as many of the new retirees as I can to attend. We are beginning to make headway. All of you dedicated volunteers have done a great job promoting RUPA, and with the sizable number of new retirees, I am sure RUPA will flourish even more. The Las Vegas program looks intriguing -- I am going to try and generate some interest among us newer ORD retirees in attending this year.

Fourth, and finally. I was a little premature in starting work on the retirement checklist we discussed a few months ago. It is a work in progress, however. I did take a position with *Cleary Gull* (an investment management operation in Milwaukee), but was sidetracked for a few weeks while I exercised my 60-year-old brain and took the six-hour Series 7 NASD test to become a Registered Rep. With that out of the way I can



**"Breakable bones, a tendency to bleed when cut, vulnerability to germs and viruses. These are all preexisting conditions."**

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get on with it.

This company asked me to join them after my attendance at one of their seminars. They have over 100 United pilot retirees as clients and, to the best of my knowledge, have never lost a United client. I accepted the position with the condition that I be the only person responsible for the UAL client relations, so that I could ensure standards acceptable to me with respect to the UAL client. This means, of course, that I have to service all the accounts w/o compensation for those already established. My premise, however, was if I do my job correctly, the referrals will come.

I only mention this, because, naturally, I will be very active in a lot of pilot functions. I plan to develop an informational series in the Retirement section of the forum on issues important to potential/current retirees. I will not be party to unsolicited marketing to individual pilots (with the exception of direct mail notification of seminars), however. We get enough of that crap w/o my participation in the blizzard.

This is the only mention you will see of the company name. If my discourse generates interest in whom I represent, the person can Email me for information. Finally, feel free to have anyone contact me on retirement issues that I may be of assistance. I know a fair number of the players at WHQ and am willing to try and help folks who are having a hard time getting help/responses. I am pretty weak on the post-65 stuff right now, but will be working on getting up to speed in that area. You have my promise that I will not discuss my company unless the individual asks.

I work out of my house and put no restrictions on time for calls. I have a toll-free number...877-462-8437 (877-gmathes) with all the usual voice mail/fax options if I am not here. I don't need this job, Jock. Although I was furloughed and had a pretty mediocre pilot career, my wife is still an active Flight Attendant and the ALPA-negotiated retirement program is a wonderful benefit. I just wanted to stay active, and felt this company offered a program that was pretty attractive relative to the competition. So, if I can help out some pilots, and also make a little income along the way, it is just a bonus.

Hope the verbosity wasn't too excessive,

Regards, **George**

*It sounds like you may be just what RUPA has been looking for, George. We have been trying for some time to obtain the services of a knowledgeable R & I retiree. Alas, those with the expertise were, it seems, too successful to be able to spare some volunteer time to us. Let's hope that you don't become too, too successful and thus unavailable. Seriously, we appreciate your offer and your ethical approach. Personally, I foresee no ethical problems in your providing useful*

*and needed advice pro bono, subject to the usual boilerplate, while discretely representing an investment management firm.*

*I foresee you providing needed input on our elusive website.. If I'm wrong, I'll doubtless hear about it.*

*The site is undergoing renovation, and I'm told it may be tied in with the ualpilotsinfo.com site once it, too, is updated. A bonus for both ALPA and RUPA, I think.*  
*Ed*

## **HELEN & DEAN PRESSGROVE**

A letter and a check in the correct month! Unimaginable! The only really (traumatic?) new event in 1998 was that I finally retired. After participating in four episodes of reinventing the wheel over the years, and the necessity to do it again with both DENTK and Fort Fumble, I decided to opt out. There are many people on the line that are more than capable of doing the necessary job.

Will I miss it? All you folks already there can tell me. I've no doubt that there will be a large hole of some kind after forty six years. So far, I've been so busy stomping out brush fires that I've yet to see the forest. Not all bad though, I didn't discover that I was allergic to Aluminum until I quit.

We're both doing well. Just had our birthdays, 69 & 70, (I'm the youngest, but don't let her know I said so). The Cardiologist continues to be amazed at Helen's physical ability. With a measured 28' heart ejection (flow) factor, after Congestive Heart Failure, she does whatever she wishes; bowling, housecleaning, treadmill 1&1/4 miles/day @ 3+ MPH, chasing me (with a frying pan of course), virtually no noticeable restriction. The one thing bothering me about all that is that, although he regards her as his shining example of recovery, not once has the MD asked her what she is doing to stay so well. In actual fact, she is on a regimen of supplements recommended by an MD specializing in Alternative (Natural) medicine and healing. It has worked so well for her that I believe anyone can be helped, to some degree, the same way.

A fond hello to all the nice folks we've known over the years. Perhaps now we'll be able to attend some of the monthly and annual RUPA meetings and Visit some old acquaintances. Pleasant thought!  
Regards to all, Dean

## **THOMAS S. PURRINGTON**

Dear Captain Savage,

One year has passed since my last checklist was completed. I have read with interest, the many comments from those before and even those behind me. Some

have adjusted and some wish they could find one of those "Bibles" with magic dates. I must admit to a misty eye from time to time and a head cocked up as some lucky pilot climbs out of LGA or can be seen headed North and East across the North Atlantic from IAD. On the other hand I don't know how I ever had time to work those thirty odd years. Each day seems to pass and I don't recall sitting around just dreaming. Bought a retirement house in Vermont. Bought a retirement boat, 42 foot trawler, to head South in when the leaves change and the cold winds blow in Vermont. Went to Key Largo with my son and finally got SCUBA qualified. Went to a reunion in SAN, a diving trip in Borneo, and a running group (HASH) gathering in Kuala Lumpur. Also did the usual weddings etc. and then took the boat up the Hudson River and into Lake Champlain via the Champlain Canal and 12 locks, a trip I heartily recommend to any one. This year we don't have any thing planned but we're working on some things.

I miss layovers with good food and exotic ports of call and of course the people and the sense of a job well done at the end of a trip. I also miss the view out the front window, but the wine is better in the passenger compartment.

How do I sign up to be an envelope stuffer, or is that a West Coast thing?

Ciao for now. Tom Purrington - JFK/EWR/IAD.

*The way things evolved, Tom, it's presently strictly a West Coast thing, because that's where RUPANEWS is printed and mailed. We haven't found a better way yet. Believe me, we'd love to let more of RUPA join in the fun. Ed.*

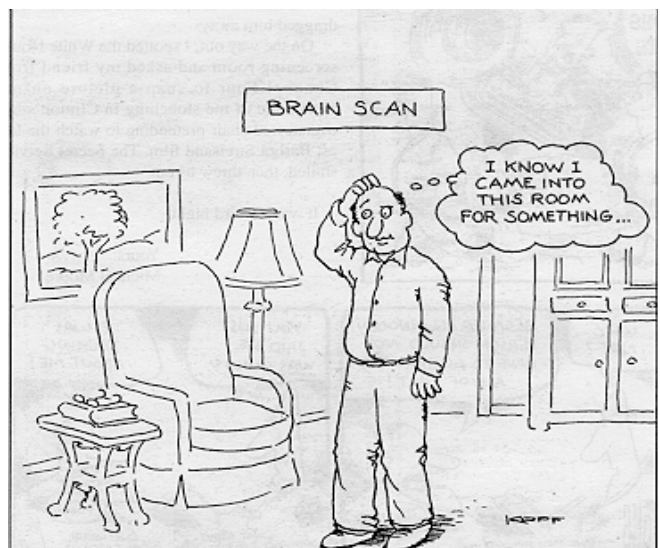
**DOUG RANKIN**, 20514 Miranda Pl Woodland Hills, CA 91367 YIP-DCA-MSP-YIP-LAX - 53 to 90

Not much to write about this year. No major trips to bore some of you with. However did take one trip to the MSP area last summer. How this came about was my son, who fly's for Northwest, and his family were in southern Cal visiting us, so when it was time for them to go home he said he could take his sister and her two children to MSP on his companion passes. So the seven of them went non-stop. Marcy and I followed a couple of days later on United via ORD.

Once at ORD we spent 5 hours going from gate to gate before getting on a 737 for MSP. However there was a good side to the 5 hours at ORD. When we arrived at the first gate Dick Balfour, he used to be in the MSP & ORD flight office, and his wife we there, so we had a nice visit. When it was time for us to return home my daughter and grand daughter left a day ahead of us, because with them traveling on

my companion passes we all could not be on the same airplane. Our grandson came home with Marcy and me. Again we all went thru ORD because the flights MSP-DEN were all oversold. We traveled first class all the way. I think the companion passes worked just great Still flying the 1956 Cessna 182 "Businessliner" but all the flights this year have been within the state of California.

For those of you on the internet who want to get the hourly sequence report (METAR Wx reports) call up <http://twister.sbs.ohio-state.edu/index.html> If you have any questions you can E-mail me at [Dougmarce@aol.com](mailto:Dougmarce@aol.com)



**CLEVE RICE** 2198 E.300 N., St. Anthony, ID 83445 208 624 7419

Hi Jock: I was medically grounded in 1992. I feel great, am active and doing well. I did not receive any information from RUPA, but finally got Cleve's phone number last March and have been receiving the newsletter since then. I enjoy reading it and learning what everyone is doing in retirement. I also enjoy the articles about insurance and health care issues.

My wife of 24 years had a courageous battle with cancer for three years, and passed away on November 20, 1998. It is real hard some days, but I keep busy with the American Legion, church, and other activities. I have a good family, friends and neighbors, so that helps. Thanks to all who work so hard to put the RUPA -NEWS together. Check will be going to Cleve. Cleve Rice

*Glad you found us Cleve. Medically retired pilots are easy for us to miss, as they are often not on the list of pilots who will be expected to be retiring in the next year. Ed.*

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**PAUL G. ANDES**, 1700 NE 1050 Street, # 418, Miami Shores, FL. 33138 2142

I concluded my annual letter of last year by mentioning that we had sold our Bristol 45.5 "FREE FLIGHT" in Palma de Mallorca, thus ending our cruising days, but I had forgotten to mention the all-United volunteer crew I had recruited to help me sail it back home just two weeks prior to getting a firm offer to buy which did result in a sale. I would like to thank you guys again for volunteering to help, I really did appreciate it and still have a slight sadness that we weren't able to sail it across. I think it would have been a fun trip! But I have discovered that there IS a life after cruising and there are advantages in having friends that own boats rather than owning one yourself! 1998 turned out to be busier than I could have possibly imagined: a golfing trip to Hawaii in January, the month of April crewing on a 46' Bayliner from Miami up to Stewart, through the cross Florida canal to the West coast of Florida, up to Tarpon Springs, across the Gulf to Apalachicola, on to Pensacola where I got off for three days to attend a Navy squadron (VS39) reunion Rejoined the boat in Mobile where we headed inland up to graduate students from his seminary in Cthe Tombigbee River as far as Tupelo where my part of the cruise ended. In June Lineke and I met our son Scott in Israel for a two-and-a-half week study excursion with a group of olumbia, SC with a four-day side trip to Jordan and down to Petra. In August Lineke and I took a Tartan 37 on a delivery from Annapolis to Newport, RI . As the year progressed we found ourselves spending more and more time in Miami and more of our friends moving away from Annapolis. We were becoming "hooked" on golf and developing new friends in Miami at Coral Reef Yacht Club so much so that in January of this year we sold our condo in Annapolis at Severn House, cut all out ties up north, and moved permanently to Miami, where we have bought a unit on the seventh floor at Deering Bay, a gated golf course community with a beautiful marina about 8 miles south of Coconut Grove. Completion date is set for this time next year. Iin the meantime we'll just have to tough it out here in our one bedroom condo, looking south over Biscayne Bay and the waters I grew up on. The next time I write I will have a new address and it will be my last! April 1999.

**BOB "SLIM" TINSLEY** 651 Oakwood Place, Titusville FL 32780, slim@bv.net,64-92, ORD, IAD,ORD, SFO, DEN, ORD, IAD, ORD, IAD (Chased the flying.)

Good grief--I just noticed it's mid-February, my birthday month. Liz Taylor and I were born the same day and year--she got rich and famous, [*she also got a couple of years younger. Ed.*] but I got a better and more durable spouse, so I think I came out ahead.

I was terribly sorry to learn of the death of Tom Shronovich. There was a man I always looked forward to flying with: whenever the crew desk called, and said Tom was the captain, I knew it would be a good trip.

There may be as many Shronovich stories as there were Rachel stories. One you may not have heard follows:

We were doing our cockpit set-up at BWI one morning, when the 'A' flight attendant came in, and introduced herself. When Tom told her his name, she seemed taken aback, and said, "Oh my goodness, Captain, my supervisor said I should be very careful around you!"

Tom asked for the name of her supervisor, and she gave him the name. Tom said, "Oh, her. Well, that's very understandable."

The FA asked why.

Tom replied, holding up the hand with the missing middle finger, "I took her out one night. She said my finger was too short."

The FA departed the cockpit snickering, and I nearly

collapsed in my seat.

About ten years later, when I was a captain, I noticed that Tom, retired by then, was riding with Rusty on my trip . We chatted awhile, and I reminded him of that little episode. He favored me with a sly grin.

"Tom," I said, "That was a set-up, wasn't it?"

Big grin. "Gotcha!"

Greetings to all, and thanks for the great job on the newsletter. Checks to the appropriate parties will fol-

**R. WILLIAMS, JR.** 9882 Circle R Drive, Valley Center, CA 92082

[*This letter got a little garbled in transmission. Sorry for any errors in the reconstruction Ed*] Only six more days and I can open my presents for the second time. Except for that statement I could probably photocopy the letter I wrote RUPA last year and send it in again Flew the Mooney, Dallas to Lakeland for the annual Sun & Fun. Had my granddaughter along to help with the flying. She shifted flying jobs during the year, leaving TWA as a DC 9 FO and going to work for Continental as a B737 FO. Thought it wise to get with a more financially stable company.

Evelyn & I continued our almost steady routine of living in our Denton TX house for two weeks and then back to CA for two weeks. We get to see the inside of lots of UAL aircraft as we do that

July found us back at Oshkosh to enjoy all of those aircraft and the many aviation goodies for sale. In September we took an Alaskan cruise. Dow anyone



know the history of how the border between Alaska and Canada was drawn? Probably done by Russia/Canada but why the almost straight south line just about to the Gulf of Alaska and then the jagged border southeast from them [*According to the encyclopaedia, in 1799 the Russians granted to the Russian-American Fur Co. a monopoly extending to 55°S (south of Ketchikan). In 1825, following a jurisdictional dispute, the Russian and British governments agreed on the boundaries of Russian America. I can only suppose that the border along the 141° lat. straight line was drawn thus because it was still unsurveyed. Ed.*]

Back to aviation. I flew my Mooney Mite quite a bit out to a glider field in the desert, where I barely keep my hand in with sailplanes. On that note, I have the Mooney Mite up for sale if you know anyone who would like to own one.

Check is on its way to Cleve. Many thanks to all of the RUPA workers. benjamiI@juno.com

#### PAUL BENZ

Hi Cleve: Hard to believe, but one year ago today I flew my last trip for good old UAL. What everyone says about retirement is sure true. The calendar stays full and the days just disappear. I can honestly say I don't miss the flying one bit so I guess 36 plus years of it was enough for me. Have not been near an airplane or airport since retirement and haven't been anywhere else for that matter. Just happy to be here in the Pacific NW playing with my boat. Check in the snail mail today.

Thanks to all of you who make the RUPANEWS available to all of us. Very good reading!!!

Paul and Claudette Benz

**LARRY BLACK**, 804 Chris Haven Dr N, Seymour TN 37865 423-577-1603

Kailari@compuserve.com

Retirement 3 years ago seems impossible but true. I'm enjoying not having to work or run a business. Travels in a 40' motor home allows us the pleasure of touring while having our home advantages with us. I put my carpentry skills to the test this past summer and built a year-round sunroom onto the house. The results were beyond my expectations. Could not have done it without my wife's help. She's great.

Visiting our kids and 7 grand kids and keeping up with their activities, an antique tractor restoration, sailing and RV rallies keeps us busy.

September Money Magazine rated 59 Fortune 500 companies' employee health plans. You guessed it. UAL was next to the bottom in the rating. L. Black

**VIRGINIA BARR HENDERSON**, 140 Windsor Park Drive E307, Carol Stream, IL 60188

Dear Capt. Spring: I am sending you the \$20.00 renewal check on George Henderson's birthday, which was Feb. 4th. George died April 25, 1998 as was duly noted in RUPANEWS. I do enjoy getting the bulletin so will continue sending the check on George's birthday.

Incidentally slight address change from E320 to E307. Thank you. Virginia

**TIM & BETTE O'DONNELL**, Siesta Key, FL 34242  
Email tgo2030@aol.com

Hi Cleve! Birthday check is enclosed. This is my Medicare b'day and sure enough I'm on the "sicklist" again. Had back surgery last month to correct the back surgery (fusion) I had in 1997, which failed in mid 1998. This time, after removing the failed hardware, they joined two of my lower vertebrae with four titanium plates secured by titanium screws drilled into the vertebrae bone itself and then overlaid with donor bank bone chips. The grafted vertebrae will leave me with a solid, one-piece lumbar backbone. I hope it works well enough to allow me to return to golf. Doc tells me to not even think about swinging a golf club till after the Fourth July.

Bette and I did an NRSA trip to ABQ in October through ORD and DEN. Another ordeal, especially with a bad back. Bumped back four flights in ORD, an hour ground delay for aircraft maintenance in DEN. Our return trip was a little better, only bumped back once in ORD. NRSA travel is a bummer in my book.



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Your new *RUPANEWS* format is very impressive much easier to read and to handle. You, Scotty and Jock, the big three, have my salute "for duty above and beyond." Thanks to you, to the labelers and sorters, and to all the RUPA and ALPA workers for all that you do for us. I always look forward to your next issue. Best regards! *Tim*

*Birthday Checks received Feb. 13 thru Feb. 20, 1999*  
W J Albright, N F Ames, H E Arnold, L C Becker, R G Bennion, P W Benz, Lillian Borneman, C L Brennan, R Bromwich, J L Brown, R N Burley, G M Caldwell, D C Carpenter, J K Carter, Nessie Chesebrough, R E Clason, J C Brewster, T D Clemens, B E Decker, M E Denham, D D Dillon, L B Dixon, G H Dorward, F H Dwyer, J S Etherington, F P Euler, J R Evans, P E Ferguson, G J Godde, E C Golden, J L Gowen, W D Griffith, J E Hall, Virginia Henderson, D I Higbee, D M Hinson, O B Hoyt, Charlene Hyde, M E Jeffers, J H Hennings, C B Jordan, H D Kauffman, Mary Ann Kellogg, T A Lacour, V A Lakin, L L Larsen, R R Lyall, J W Mainhood, F J D Martin, T L Martin, W J McBride, R L McCartney, C F McErlean, W W McIntyre, S Meader, W M Middlebrooks, D G Mitchell, Dorothy Moen, V V Nelson, J J O'Connell, T G O'Donnell, H H Ohlenkamp, J C Pedretti, D A Pfeiffer, O B Phillips, G H Poirier, J Pulcheon, G G Ray, B Remely, K P Rice, M R Rymsza, L O Schueler, R M Snyder, R Sutherland, J R Trierweiler, H R Trimble, W C Tyndall, R K Ward, R Wayt, R E Wells, W E Wieland, V M Williams, W J Wilson, V L Wood, Y H Workinger, H D Young.

**"HAP" ARNOLD**, 2814 N.Baycliff Dr. McHenry, Il. 6005 OCG ORD DEN ORD 46/81

Dear Jock. Early ? unheard of. After 18 years I'm finally getting it right? My thanks to all who make my favorite subscription possible. I like the new format. (Feb . '99)

After 18 years I don't have much to write about, but I enjoy reading about what the youngsters are doing. Ah Memories! Hap

**FELIPE AUE-SANCHEZ**, PO Box 1030,  
Sequim, WA 98382 360-683-7731  
felipsan@olympen.com

Esteemed RUPA Members: On the eve of completing four years of retirement, I want to express my sincere and profound gratitude for the support and counsel of our members. In January of 1997 I was firmly entrenched in a personal emotional crisis and expressed such in a note to this distin-

guished publication. The result was an outpouring of cards, letters, and calls, each and every one of which proffered sympathy, advice, empathy, and offers of assistance, the variety and sincerity of which left me astounded and imbued with a renewed faith in my fellow-man. Due to the collective wisdom of our rather unique association, my life has been totally transformed. The emotions afflicting me two years ago have been transformed into positive energy and I now feel that I am the most optimistic person on the entire Olympic Peninsula. My wife and I are getting on famously and have so many plans for the future that another life-span or two might be in order to accommodate and accomplish them. We have remodeled the house, established a home gymnasium, and are presently locked in a desperate decision anent the purchase of a motor home or a sea-going sail boat. We may obtain both so as to maintain domestic peace and maximize our opportunities. I have even become active in the community affairs of our private neighborhood and possibly see a Presidency in a year or two. Thirty years in the cockpit and the sterling example of Bill Clinton have certainly prepared me for the burden of this responsibility. So I want to publicly thank all of you from the bottom of my heart. Without your presence and support my name might have already figured in the "Flown West" column.

Please, then, accept my gratitude for, in effect, giving me back my life. And many of you thought this newsletter was just a means of socializing and maintaining contacts with former friends and acquaintances. NO WAY!!! Felipe

**ROBERT G. BENNION** 1769 Oakdell Dr., Menlo Park, CA 94025

Dear Cleve, Enclosed is my yearly check and it's late because I have been recovering from a triple bypass operation performed one month before my big 70. All went very well according to the medics, and I'm feeling better now than I have for the past couple of years: It's amazing how easy it is to self deny the obvious when it comes to health symptoms.

Other than the above it was a good year with a couple of cruises and lots of time with kids and grand kids.

Thanks to all you semi professional types who work so hard at getting the best publication of its kind out to us interested readers. Regards, Bob

**JOHN L. BROWN**, 4221 Yukla Circle, Anchorage, AK 99504

Dear Cleve, Please find enclosed my birthday check for '98 and '99. I don't believe that I sent my check in last year.

We are all alive and well with the cargo operation in Anchorage. We still operate only 4 DC-10-30F freights. The company has considered modifying the fifth aircraft, but still rejects the idea, so we have no backup. Over the year, we have pulled out of Seoul and will no longer fly to Taipei starting in March. The good news is we will add JFK and discontinue SFO for our domestic segments.

My duties as Sec/Treas of Council 6 will be up come March 1st. All three council officers are stepping down. We started the council April 15, 1997 from nothing and we are leaving a functioning operation for our replacements. Regards, John

*Thanks for the information, John, and you were up-to-date. Now you're really up-to-date. Cleve*

**MURRAY CALDWELL**, 518 Green Bridge Lane, Prospect Heights, IL 60070-2806.

Dear Cleve, It seems that I'm about four months late with my postage fee; so here it is, plus a little extra for the United Pilots Foundation. No real excuse for being late except that correspondence time is generally prioritized by paying bills or playing email games with the grandchildren. An organization that retains one's membership status and doesn't press for monies owed sometimes has its correspondence pushed to the bottom of the pile. Please accept my apology.

I'm very impressed with the newsletter and the larger format. Thanks to all who assist in the publication and mailing. Sincere regards, Murray

**JAMES K. CARTER**, 900 Tropic Blvd, Delray Beach, FL 33444

Cleve, New RUPA newsletter is great, a real improvement. Check is in the mail again! Doing the sunshine thing to keep busy. Golfing, boating and still fly small aircraft. Life is not just good, it's great.

Still wish more of our retired friends would give up a few hours a month to visit their RUPA lunch get-togethers. A family and friends are what really counts in life. Many of your old friends are at the RUPA lunch. Let's get together. Jim

**MICHAEL E. DENHAM**, 205 Benoni Ln, Brentwood, CA 94513 (925) 516-4814

Gentlemen, Bound and determined to get my stamp money in before the deadline, but three months early?? Thought it would be a good idea particularly since we've changed our address.

Thoroughly enjoy reading the news and stories, and many thanks to the F & S'ers! *Mike*



**FRED H. DWYER**, 747 Adobe Dr, Santa Rosa, CA 95404

Dear Cleve: Only one month late this time. Our travel is mostly family connected so nothing outstanding. RUPA keeps me informed but having retired in 1975, now recognize very few names. Regards, Fred

**WALTER J. FRANK**, PO Box 1362, Rancho Santa Fe, CA 92067

Capt. Cleve Spring, Annual check enclosed for stamps etc. Retirement is wonderful in Southern California. Number 76 coming up the 27th of February. Playing lots of golf.

Best ever, Wally

**FREDERICK J. MARTIN**, 7712 Falstaff Rd, McLean, VA 22102 56-91 DCA ORD.

Another good year. In November Phil Harmon (UAL) rounded up eleven of the preflight class 43 52 for the annual NAVCAID reunion in Pensacola. My first return to the scene, lot's of changes and a great museum.

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Sad to hear of Tom Schronovich's dying. When I was a new hire in PIT, Tom taught me airline flying. I have many memories of the good times we had flying DC3's down Tobacco Road.

Thanks to all who put the *RUPANEWS* together, the new format is great. I look forward to each issue and all the news of comrades and friends. *Fred*

**JOSEPH E. HALL**, PO Box 65072, Port Ludlow,

**CLAY GOLDEN**, 5393 Azalea Dr., Grants Pass, OR. 97526

Dear Jock and Cleve,

No "E Mail Address yet, probably never. I retired when computers weren't at all user-friendly unless you were a real nerd, so haven't missed then at all! In fact, getting away from them was one of the great benefits of retirement.

We have put in a bunch of miles on UAL. this past year, enjoying them all. Mostly 1st Class. A cruise around the "Horn" from Rio to Valpariso. Actually swam around the Horn, the weather was so nice! Enjoyed every country and had no problems. Another cruise to the Bahamas and visit to the new "Animal kingdom" at Disney World. A little golf in Florida.

We participated in the U.S. West Square Dance Convention in San Francisco. Turning 70 and still dancing and enjoying all it. Later in the fall we flew to Hong Kong for a cruise to most of SE Asia. Missed Vietnam because of a hurricane, but were enamored with Bangkok and Thailand. Brunei was a pleasant surprise.

Very advanced, cultured, clean and friendly. On then to Malaysia, East & West, and ending the cruise at Singapore. A most delightful city/Country.

I dislike hearing the put down of our working personnel in the treatment of retirees. We have had very pleasant treatment and helpfulness from almost all our fellow employees, often when they were extremely busy and harried! I wonder at how soon we forget that and all about being out of the "RAT RACE". Doesn't hurt to take an extra day or two to plan around tight schedules in order to get where we WANT TO GO. I doubt there's one of us out there that hasn't spent a day, night, or many more in an Airport lobby, or at a destination we didn't want while we were flying! That really fouled up our schedules, family life or social life, and did have a way of really disrupting our lives. I guess that must have been when we were younger and had more patience!

Check following. Wanted to get this in before the March deadline. First time in 10 years!

Best regards and compliments to Folders & Stuffers.  
Clay

Normal

WA 98365

Cleve, Sorry I'm so late with the postage this year. Just received the *RUPANEWS*. The new format is a wonderful improvement. Us old farts can read it now. Have enjoyed the news very much since Jock took over. Sincerely, Joe

**CHARLENE HYDE**, 98-D Frederick St, Santa Cruz, CA 95062

Hi Cleve, I started this note in November, Jim's birthday month. Oh well, February is a good month to say hello to all you fun and interesting folks.

Spent five weeks in San Diego. Jim's VF-54 Squadron reunion and my 50th High School reunion. (Point Loma) What a wonderful time. The party never stopped. My friends still have it in them. WOW!

Love to all, Charlene

**THOMAS L. MARTIN**, 650 Sandhill Circle, Menlo Park, CA 94025

Dear Cleve, Just a quick note to go with my birthday postage check. Thoroughly enjoyed my first year of retirement. Spent October in Australia playing golf and seeing part of the country I hadn't seen before. Bought part of and got checked out in a C-182 for some fair weather fun flying.

Thanks for your work on the behalf of us retirees. Sincerely, Tom

**WILLIAM J. McBRIDE**, 9500 Broadlands Ln, Nokesville, VA 20181

Jock, Enclosed find my birthday check. The new news formula looks great. You are to be commended.

Only 19 years have gone by. For the last several years I have been heading up a bereavement group in Prince Wm. County, VA. Very rewarding. Meet once a year in a roundtable discussion. There are volunteer nurses and other people of the county who help out.

Regards, Bill

**DOROTHY MOEN**, 815 S. 216th St. #221, Des Moines, WA 98198

Greetings! Life is good here at the home on the hill. Familiar territory, friends, many, many activities. Several of us get together at the Marriott when the guys are lunching.

Best wishes to all of you RUPAs. Happy days!  
Dorothy



**JOHN G. MORE**, 1425 S. Gables Blvd, Wheaton, IL 60187 1945-1975

Once again it's time for the annual letter to RUPA and also to enclose a check to Cleve for the annual dues. On page 47 of the RUPA journal (Dec. 1998) there is a letter from Buck Hilbert explaining his effort to get one of his many worthy projects going. It mentions his interest in some "old timers" and also about the DC -3. Hey Buck have you overlooked your old friend and flying partner "Ole" J. G. More? Buck and I have been haranguing each other for thirty years, and my feelings are hurt that he didn't think of me as an old timer. I started flying the DC-3 in 1945 out of CHI with Capt. Lee Higman, a really great guy, and he told me that if I was going to be his co-pilot I first had to learn the route before I got any takeoffs or landings. That meant all the headings between CHI and DEN and CYS (that's the only route we flew in those days); all the inbound A and N information on the range legs (with only two exceptions, going West out of CHI I think the N was the inbound signal); identify all the major cities by sight from the air-MLI, CID, OMA, LNK, LBF (Lee Bird Field, North Platte Neb.) and of course DEN and CYS; memorize the Morse codes for all the on-line beacons (we used them for night flying) and know their approximate locations. Then I got a full course on the peculiarities of the DC-3, namely that the engines never quit, the tires never went flat, the cabin heater never worked and it always made smooth landings. What a fantastic piece of machinery! Those of us who flew the DC-3 I think were the original United Airline Rising. We weren't flyers --we were Pilots, Captains, we made our own decisions, dispatchers were a nuisance, and the Flight Managers we spoke to only if we got caught in the hallway. I have always liked Buck. He is different, and an excellent pilot. He had to be in order to float around in some of those old crates that he flew. Have a good day Hilbert you earned it. And a good day to all the rest of those that flew this wonderful old bird. Regards, **John**

**JOHN C. PEDRETTI**, 19176 Farallon Rd, Madera, CA 93638 1961-1994 559-661-7522

Cleve, One month late, but pretty good for me. Five years since the last parking brake set. Enjoying it all, but time does fly.

We are all settled in our new home on the golf course. It is just great to walk our your back yard and start playing golf.

We have had several great RV trips this past year. A nice way to see our country.

Thanks to all of you people who run RUPA. **John**



*"My other jet's an F-86". Korean Air Freighter on Short final at Kai Tak, Hong Kong. Members who are on line can get this and other pictures of "hairy" approaches at HKG at:  
[Http://www.n-w.de/top/app/app.htm](http://www.n-w.de/top/app/app.htm)*

**DONALD A. PFEIFFER**, PO Box 247, Poplar Grove, IL 61065 815-765-1596

RUPA, Please note the address and phone number change. Sold the farm after some 32 years, exchanging life on acres for life on a lot. Everything great after two years retirement. **Don**

**ANTHONY PYTLINSKI**, 919 26 Road, Grand Junction, CO 81506

Dear Jock: I have been retired since 1 Feb. '99 and my wife Ann and I enjoyed reading all the interesting letters from the *RUPANEWS*.

We do plan on going to the convention in Vegas in November, as we love the action, and any excuse to go to fun city is taken.

My last flight with United was as a (BYPASS 747-100 PAY) flying the 737 shuttle at 92 hours per month with Vegas layovers. I had my three children, wife and grandson and son's girlfriend fly with me to Vegas, and we enjoyed three nights at *Treasure Island* and had a retirement celebration at *KOKOMO'S* at the *Mirage*.

Keep up the good work ,and see you in Vegas in November. Sincerely yours, **Tony**

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**WALT RAMSEUR**, 25 Mullins Ct, Millbrae, CA 94030 SFO IDL SFO EWR SFO

My birthday was In July, but since the years roll by so fast, I have decided to postpone each birthday by six months, will that help slow the aging process? The best news is that I am still ahead in the battle with Cancer. In 1977 my friend Dr Francis Schwartz then Medical Examiner, with UAL discovered an irregularity due to a cancerous tumor, which was dispatched surgically. About every three years the cancer attacks different areas of my Renal System. Under the watchful eye (electronically enhanced) of the Stanford Oncology Department, I am still leading a good and healthy life. So to Dick Eckert, Bill Schell and others who have joined me in the loss of a kidney (mine in 1985); have hope – there is life after cancer.

To the more fun things, In June I got my old 1964 Piper Aztec flying, and after flying to SBA for Charlie Barnard's Wonderful BBQ, I decided to retrace the DC-3 route over Green Three (V-6) OAK to DEN to attend a NOISE Conference. I had a very nice reunion with two of my new-hire classmates, Satch Hoghland and Hal Meyer while they helped replace a bad vacuum pump. Another thrill was to fly a friend's J3 Cub after 50 years since I first soloed. Incidentally, one of my phase checks in the J3 was by an instructor, name of Dave Arey, at Williamsburg or Newport News VA. in 1948. Other Aircraft News, some have asked about, the Navy cargo version of the DC-6 is still out in the middle of North Field OAK painted in UAL colors.

Another honor I had was to get my Instrument competency check from retired 747 Capt. and current DC-3 Captain, Bill Hartman. We figured our combined age 158 and combined years of flying 108. I actually had a runaway prop on a pull-up from an ILS approach, which led to a new 10 550 engine in my A36 Bonanza.

For those who attended the RUPA convention in Colorado Springs and were fascinated by Bob Hoffman's (Maintenance Foreman SFO) attempt to climb Mt Everest, I am pleased to announce that In June 1998 Bob and several of his team reached the summit, thus completing his dream of climbing the highest peaks of all seven Continents. What next. He plans to go back to Everest with a I-Max Camera crew, and he hasn't retired yet. He is still 3 years short of Age 60.

A new interest is the plans for new runways at SFO. A new RW 28R, 4300 feet right of the present 28R, and a new RW1 4300 feet left of 1R. My wife, by virtue of her position of President Of The San Mateo County Board of Supervisors is of the Study Committee. She, as a member of The Metropolitan Trans-

portation Committee, is involved with the new SF Bay Bridge design and build. I'm sure glad she's the one having all that fun.

Aren't you glad I didn't write sooner. Next time maybe I'll try E-Mail.

Thanks Cleve, Jock, Floyd and all the helpers. **Walt**

**MARK R. RYMSZA**, 1739 Dover Ln, Arlington Heights, IL 60004 '45-'81

Dear Cleve, Enclosed February RUPA dues for '99. Just a note to tell you I am still here. Great job on the new format. Health to all, **Mark**

**LOUIS O. SCHUELER**, 153 Dudley Drive, Fairfield, CT 06430

Cleve, I am sorry for the late check. Busy, busy, busy, or more likely forgetful, forgetful, forgetful. Whatever, I enjoy the monthly news. Great job!!

Thanks to you all, **Lou**

**BOB & BETTY WELLS** P.O. Box 3125, Sunriver, OR 97707

Dear Cleve: Sorry to be a little late but when you reach 80 it's pretty easy to forget a lot of things. Betty and I celebrated our 50th wedding anniversary in '98 and I could not forget that, as it also happened to be my 79th birthday. We celebrated the event the whole year by going to Costa Rica in February, Alaska in May and taking all the kids and grandkids (12 of us) to Hawaii in July. This has been a real snowy winter here in Sunriver and between the snow blower and snow shovel I am keeping in pretty good shape. Also have been enjoying some great skiing at Mt. Bachelor. Betty gets cabin fever about this time of year so we are leaving next week for a couple of weeks in Mexico then off to Ireland in May. It's a tough life but somebody has to do it. My motto is 'keep moving as long as you can'. Betty gave me this computer for our anniversary and I am still trying to get the hang of the thing. I have conquered e-mail and my address is (rwwells8654@aol.com) and I would like to hear from

**PAUL A. WEMBER**, 921 N. River Rd, McHenry, IL 60050

AWas-Gonna@ With 6 children and 8 grandchildren, AWas-Gonna@ was an often heard word in my home. I Awas-gonna@ send my mail fee in on time. AOh-Well@ is another popular phrase. We went on the RUPA cruise, and finally went to a RUPA luncheon. Enjoyed both. AGonna@ do it again, and next year AAm-gonna be on time. I hope all are enjoying retirement as much as I am. **Paul**

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**JIM WHITELEY**, P.O.Box 2293, Olympic Valley, CA 96146 [sandorjim@aol.com](mailto:sandorjim@aol.com)  
Still spending half of each month in Honolulu on board our motor-sailer ASANDOR@. Each year we plan a trip to the South Pacific or Alaska, and each year for the past 5 we decide to stay right there at the Waikiki Yacht Club. Call us if your in Hawaii, (808) 941-1889. Don't forget to bring your tennis racquet. Skiing here in Squaw has been very good. Keep in touch. *Jim & Diane*

**WILLIAM E. WIELAND**, 8519 W. Kimberly Way, Peoria AZ 85382-8722 602-566-9199

Dear Cleve, Enclosed are my dues, sorry to be late with them.

Don Harper, an original classmate of mine (August 29, 1955) died, after a long illness during or around - May, 1998. I did not see his name in the RUPA News, but did see his name listed in the United Times. Don was a great pilot and friend of mine, and I thought some of his other classmates and friends at United would be interested in this sad news.

As you can see from the above, Beth and I change our residence address twice a year. Could you please show the Arizona address listed above as our current address until May 1.

If perchance the notice of Don's death was published, and I inadvertently missed it, please disregard my request.

The desert is wonderful this time of year, and we are enjoying retirement.

Thank you for all your time and effort spent on the publishing of the newsletter, it certainly helps us keep in touch with each other. Sincerely, **Bill**

*Birthday Checks received Jan. 16 thru Feb. 12, 1999*

R C Anderson, J C Andrews, R A Barros, C G Bates, W H Blankenship, W A Boyle, R H Breyfogle, J Cavitt, Ingrid Clauson, R V Cloud, E T Cloven, J E Coombes, C Crawford, R L Downs, J A Draper, T L Duggin, P W Dulken, L E Farnsworth, H S Fox, W J Frank, B C Garrison, B D Gerdes, R L Gomes, S O Gray, C A Hakenen, C Hanson, H S Hart, W G Hays, T A Helms, E W Henderson, J L Holody, F P Hope, V Q Hough, F W Hueman, C P Hutchens, J H Jernigan, M J Kendel, J C Kintz, F Koehler, C R Kreis, L D Lambden, S A Laurance, R E Mankus, J J Matyas, E C McEachern, F McElhoes, C D Segars, Geraldine Menefee, R E Mikulich, R Mischker, G H Mobley, J G More, R D Morgan, J E O=Halloran, J M Onodera, A W Osterbusch, W H Raimer, R T Reller, C Rice, G W Roth, W O Scholes, E F Strehlow, J Turner, R E Vance, A M Vandetta, P A Wember, L F Wernli, K D White, J N Whiteley, E F Wiseman, Edna Wright.

## **WIDOWS OF RUPA**

**JACKIE PANCOAST ABEL**, HUNTINGTON BEACH, CA 92649

I am pleased with the response I have had from the many RUPA widows, who voiced their concerns. Their biggest concern is the lack of Companion Passes. They resent the fact that NON-United people have use of them and the RUPA widows, who are part of the United family, do not have that privilege. I spoke to a Council Chairman in early September. In late September, I spoke to another council chairman and a gentleman who was involved in ALPA. it is now January and I have heard nothing. I know that ALPA has more pressing issues than Companion Passes for RUPA widows, however, I would like to have an up-date. I have one more ALPA man to contact which may get us some action. The United Foundation has appointed me as a Field Representative, I hope to be able to help those widows who receive checks from the Foundation and those who may need their services. Pertaining to the Widows Luncheons --- Marty Morehead has come through in her area (she lives in Boca Raton FL). Over a 3 to 4 month period, she held a widows' luncheon followed by another widows' luncheon to which the RUPA wives were invited. Then, another luncheon was held with RUPA ladies and their husbands. Nice going, Marty. I can only do this job if you RUPA widows let me know which concerns I should address. Let me hear from you. I now have a FAX --- (714) 846-7116 Jackie

*Jackie: You say that non-United people have use of Companion Passes while widows of pilots do not. Actually the widows may use them if they are given them by a friend, therefore they are not disadvantaged compared to non-United people; however, I agree that widows should be entitled to companion passes as are other retirees. I must say, though, that the passes are not turning out to be as much of a benefit as hoped. In most cases, for a little extra, one can purchase a positive space ticket. This is certainly true in the contiguous United States, and becoming more so on overseas flights with the increasing availability of cheap fares from ticket wholesalers.*

*I did, though, mention the widows plight to the pilot representative on the UAL Benefits Task Force who has promised to bring it up at the first opportunity Ed*

**ROBERT W. BERKEY** 40631 202<sup>o</sup> Avenue SE Enumclaw WA 98022

Enclosed find \$20 for another year; My third.

How quickly these last two have gone by but I stay very busy

Still catching up on the things I've been putting off for

years .I may never catch up but never a worry about what I'm going to do. Keep up the good work the newsletter is appreciated.  
Best wishes to all.

**JACK CAVITT**, 7500 E. McCormick Pkwy. #21, Scottsdale, AZ 85258

Dear Cleve, Thanks for sending the newsletter. I retire on 3/1/99 after practicing for 9 months following heart surgery. Happiness is a good sick leave bank. I'm glad to be joining my old comrades again, and am chuckling as my PC month rolls around. Enclosed is a check for lifetime membership and postage. Keep up the good work. **Jack**

**CARL A. HAKENEN**, 1429 Rockville Road, Suisun City, CA 94585-1332

Cleve: As you can see, my check was ready to go on my retirement. I know I sent you some money last year also, as I wanted to receive the mailings early. If I already paid my lifetime membership, use this additional money for some good cause. I really appreciated receiving the certificate. If you get a chance, please advise me by email when and where the Folders and Stuffers meet. I think I am still trainable.

Thanks again for the opportunity to join this "select " group. **Carl** Email chakenen@aol.com  
*Carl: RUPANEWS is mailed on the first Wednesday of the month at 10:00 a.m. 'till about noon ,at the old Mainliner Club Building, 4031 Pacific Blvd. Belmont. If you plan to be down this way, we'd love to see you. Free coffee and doughnuts as an added inducement. Ed.*

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

Hi Cleve, Hit the big "61" in October so this is a little late so here is next October's dues. Now I am ahead of game. I enjoy the RUPANEWS with all the educational material.

I just got elected S/O representative at ORD. Sort of pushed into it! Will be flying back seat in DC-10 at ORD until I get 10 active years in with UAL or until the contract 2000 is settled whichever comes last.

Keep up the good work, **Tom**

**FRED & CLAUDIA KOEHLER**, 715 Bella Vista Dr, Titusville, FL 32780

Fred and I both enjoy reading the newsletter. In an effort to prevent others from paying for my, always late, postage I've enclosed a check for two years. However, with postal rate perhaps rising it will cover a year and a half. Stay well, **Claudia & Fred**

**WILLIAM H. RAIMER**, P.O. Box 1480, Battle Ground, WA 98604

Dear Cleve: Another year, another birthday, and another late check for postage--sorry! Guess my cerebral computer shuts down every year on the 1st of Jan. (That happens to be my birthday.)

Jeri and I are enjoying good health here in the hills of Southwest Washington. Another grandson added to the list since last year. Life is good.

For those of you who resumed using your BP-6 travel passes again after I retired, be advised that I have a son out there flying the line! Be

**ROBERT T. RELLER**, 233 Hermosita Dr, St. Petersburg Beach, FL 33706

Greetings RUPA's: Another milestone in this life of ours ----- today I qualify for social security. Mixed feelings on that!

Carmen and I find ourselves surrounded, and entertained, by a large cadre of Northwest pilots (both active and retired) in our St. Pete Beach neighborhood. I'd always thought nobody had more fun at the job than I ---- however, these guys make this old "Marvin Mainliner" feel like he's standing in wet cement! They keep us hopping and we feel very fortunate to be a part of all of it. Most are golfers and computer whizzes. Me ----- I'm challenged in both areas!

Sorry I'm late with our check, and many thanks to those of you who keep the RUPA news going. I look forward to it every month. It seems to be the only way to keep tabs on old workplace friends and acquaintances. Best Regards, **Bob**

**WILLIAM O. SCHOLES**, 2733 Starbird Dr, Costa Mesa, CA 92626 email

Dear Cleve, Please find enclosed \$70 as my first installment in RUPA. I retired the first of April this year and look forward to this new phase of life. Gay and I plan to stay in Costa Mesa, but will travel and spend some time in Coeur' d'Alene, Idaho in the summer time. Thanks for your efforts, **Bill**

## EDUCATION

That which discloses to the wise and disguises from the foolish their lack of understanding.

*Ambrose Bierce*

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**BOB DAWSON** 1022 Springdale Stillwater  
OK 74074

I will bet you a nickel that few can identify the little airplane on the front cover of this *RUPANEWS*. I can, because I am the only one left of the original pilots who flew this little rascal for National Air Transport, today better known as United Airlines. This little airplane was a modified Falcon. It had a twelve cylinder 400 horsepower Liberty Engine in its nose. It's the same engine that powered the de Havilland in World War I. It had a reputation of taking off at 50 miles an hour, cruising at fifty and landing at fifty! It could carry a ton of mail in its belly.

I was flying Ford Tri Motors for the Ford Motor Company. Some of my friends were going over to NAT, so I went over to see Bert Lott, one of the nicest guys I have ever met. He said, "All I have is a reserve pilot opening. It pays \$150 a month and 5 and 10 cents a mile." I said, "I will take it!" He said, "Go over and check out a parachute and a flying suit. I'll have a plane ready, and we'll see if you can fly it." I got in the little Falcon and a mechanic showed me how to turn it on. I taxied over to the runway. All the runways in those days were made of cinders. Factories burned coal, so cinders were cheap. I flew around a while and made a few landings. In about a week, one of our pilots flew into a bunch of ice and crashed. I took his place. I had never flown at night. No problem. They had just finished lighting the airway at Kansas City. There were beacons about every twenty five miles. All I had to do was to fly from one beacon to another.

I was over western Missouri, flying low, when I saw three girls in red dresses. I circled and dove at them. Little did I know that they would always be there waving at me.

On the way home everything was great until I ran into a snow storm. I couldn't see, the visibility was very poor. I missed two beacons; I knew then that I had to learn to fly instruments quickly. We called it "flying blind". I found what I thought was the third beacon. I circled it several times but I didn't know then that it was verboten. I finally found my way to Chicago.

In a Falcon you can put the seat all the way down, but then you can't see outside. I was flying on instruments. Flying at night has always been a problem. If the weather is bad, staying awake is easy, but when the weather is good you have to fight sleep. One night my old Liberty quit. Everything was quiet. I looked up and saw the lights of a town. I knew I was upside down. I rolled it over and the old Liberty roared to life.

Willard the station manager called me and asked,

"Were you flying low last night?" I replied "yes" and he said, "Somebody shot a hole through your wing tank." I had a 38 police special in a holster sewed to the harness of my parachute. I found that firing it when I was sleepy would wake me up. I shot a hole through my own wing tank. I could have started a big fire. My exhaust pipes were just behind me. That's one secret I kept!

One morning my girls with the red dresses were not there. I dove down behind the house and the barn with my Old Liberty roaring. When I pulled up I looked back over my tail and I saw a guy in the barn door shaking his fist at me. I wondered what he was all fired up about. When I got to Kansas City, I had his antenna on my undercarriage.

A few days later, Bert's secretary said, "Mr. Lott wants to talk to you." I knew that old guy wanted his antenna back. When I walked into Bert's office he said, "How do you keep the ice cream pants clean in Chicago?" I breathed normally again. Bert informed me that Jimmy Cleveland flew into Nittany Mountain last night. I didn't know Jimmy Cleveland and I didn't know where Nittany Mountain was located. He asked me to take Jimmy's place. I said I liked flying between Chicago and Kansas City. Bert said, "You will like it over there. You'll make more money, plus 7 and 14 cents a mile. That segment of our operation is the most important of all. The paper from all the banks comes out on our nine o'clock flight. When it gets to Cleveland it scatters and goes throughout the country. I want my best pilots over there."

I knew I was the best pilot in the world, but I didn't know Bert knew it! The hat band on my head was hurting. I asked Bert, "When do I have to move?" Bert said, "If you are over there in time to take the nine o'clock flight out tonight, it will be fine." I rode over in the mail pit of one of our planes. It was a Douglas plane. I had never seen one before. A mechanic showed me how to turn it on. I took off and headed East. Everything went as it was supposed to. Then I ran into the heaviest smog I had ever seen. It was coming from the steel mills of eastern Ohio and Pennsylvania. They were belching tons of black smoke. I couldn't see the ground or the beacons from 5000 feet. I was surely glad that I had learned to fly on instruments. The west wind blew the smog at least 100 miles east. Soon after daylight I saw a big town ahead. We made it! It was New York City. I flew back that night. I didn't know then that I would be flying West out of New York for 30 years.

Congress passed the Wattress bill which forced all of the mail companies into the passenger business. We bought a fleet of Ford Tri Motors. They carried eleven passengers and cruised less than 100 miles an



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hour. Boeing came out with three different versions of the plane. One was a regular plane, the second was the luxurious plane that carried eight passengers and cruised at 150 miles per hour. This luxury plane had a rug on the floor, curtains on the windows and fabulous seats that swiveled. It was the first plane to serve meals on linen tablecloths and real china. It was the first plane with retractable gear. The third plane was a DST Douglas Sleeper Transport. It had eight berths one on top of the other and a sky lounge that stayed open all night. It served coffee and donuts and sandwiches. I went back every night for coffee and saw some rare sights. One night I opened the door and saw a good looking girl sitting in the lounge. She was wearing a black see-through negligee. I sat down and talked to her for as long as I dared. This plane became very popular. Everybody wanted to join the mile high club!

As planes grew larger and faster, I flew non stop to Chicago, Omaha, Denver and finally to San Francisco and Los Angeles in a DC-7. I never dreamed that the little Company I started my piloting career with would become one of the largest companies in the world United Airlines.

So many things happened before I retired. My first wife, Lattie, and I returned from a cruise in the Caribbean. When the boat landed late Monday afternoon, the first thing I noticed in the evening paper were headlines almost a foot high saying "Air Mail Contracts Canceled" by President Roosevelt. I was very interested, because I had 3500 shares of stock in National Air Transport. It closed at \$35 a share Friday evening and opened Monday morning at \$15. It caused quite a stir. The army took over the flying of the mail. They lost twelve pilots the first two weeks of operation. The people screamed and the mail was put back on our planes. They fired Phil Johnson, the president of our company. Pat Paterson came over from Wells Fargo Bank as acting President of United Airlines. Pat acted as president as long as he lived. Being a banker, he was very conservative, and he and the company stayed that way. He surrounded himself with his people. There was very little imagination in his group. The air became very rough. Pat didn't get along well with the pilots.

I think that anything that could have happened did happen. They separated the airlines from the manufacturing companies. Continental Airline Company was flying from New York to Chicago and Boeing Airlines was flying from Chicago to Seattle. Varney and Pacific Air Transport were flying from Seattle to San Diego. Eventually, this all became United Airlines. United's stock opened on the New York Stock Exchange at \$5 a share. I bought all that I could beg,

borrow and steal. As you will recall, it ran up like crazy, up to \$500 a share. I sold everything, and didn't ever touch it again.

There were strikes, and threatened strikes, and lack of money. We played a big part in the War. All these things are in the book that I wrote. I reread the 360 pages before it went to the printer the second time. Tears were in my eyes. I cried three times and said to myself, "Did I really do all that?"

The book doesn't tell you how to make an airplane or how to fly one; it tells you about the heartaches and the disappointments. The friends I lost and the friends I had: Eleanor Roosevelt, Will Rogers, Wiley Post, Rick-enbacker, Lindbergh, and there were many more. I had friends all over the World: Friends who brought me much happiness.

I almost touched the hand of God. The beautiful sky-scapes, the full moon on the new-fallen snow, the beauty inside a terrible thunderstorm. I have seen them all. I never took an airplane into the air without asking God to ride with me. There were three times in 36 years that I flew when God sat beside me. I knew I only had a few seconds to live. I asked God to help me. Together, we got it straight again.

I think I forgot to tell you that I am 94 years old. I had to retire early because of my health, after flying for 38 years. Fay and I live very quiet lives in the Country Club that I and 25 of my friends built in 1964.

If you send me \$29.95, I will send you an autographed copy of Born To Fly. If you don't like it, you can bring it back and I will buy you a drink and give you your money back.

I forgot to tell you, I took off one afternoon from Newark in a DST with twelve passengers and a bomb in a drawer behind the "John". We knew that later because blue dye from blankets was everywhere. I flew the plane to Cleveland. I and two passengers got off and two passengers got on. My friend Hal Terant took off. In less than an hour the bomb exploded and blew the tail section off. Everybody lost their lives. I didn't do it, but I spent a lot of time convincing the FBI that I was a good boy. Finally we shook hands, and they said "No hard feelings." That night I went to sleep crying for my friends.

Bob Dawson

*Captain Bob, I have just received a copy of your book. It looks like an interesting read. I'm glad that you're in your second printing, with, I hope, many more sales in the offing. I was amused by your money back offer - if one **brings** the book back I don't suppose, though, that you'll have too many disappointed readers. Congratulations on your 94th birthday this month, and may you have*

many more. Ed.



## **THE RETIRED AIRLINE PILOTS ASSOCIATION CONVENTION REPORT**

By JOHN X STEFANKI

The 26th Annual 1998 Convention held in Pensacola, Florida was a big success.

United Air Lines had the most RAPA members attending the convention. Floyd Allison, Milt Jines, Cleve Spring, Doctor Frank Schwartz, Ted and Dolores Bochniarz, Scotty and Emily Devine, Ted Larusson, Gene and Glenna Tritt and yours truly were all in attendance.

Kudos were extended to Captain Ted Larusson (UAL), Editor of the *RAPA RAPPORT*, the RAPA Quarterly Publication, for the excellent job he has been doing. A copy of the *RAPPORT* is sent to each Retired Airline Pilot Organization President on the RAPA mailing list. It is available by subscription for other interested persons.

Captain Brooks Johnston (NWA) gave an interesting Communications report on progress of RAPA in the aviation industry.

Captain Jim Hanson (FAL) gave the Historian report for Captain Ace Avakian (FAL) who could not attend due to his son contracting malaria in Madagascar on a volunteer mission.

Captain Bill Root (BNF), Insurance Vice President, explained changes in the Medicare program. AON Consulting and Hartford Insurance gave presentations on Medicare, Dental, Long Term Health Care, and other RAPA insurance programs.

Captain Shad Shadowens (FTAFE) has implemented a internet Web page for RAPA. It is on the Web page as RAPA.com which has all types of aviation information available for persons' interested in scanning the web.

Captain Hal Miller (TWA) retiring RAPA President, thanked Captain Bob Patton (NAL) for being Convention Chairman and acquiring the excellent facilities and programs available for the RAPA membership. Captain Paul White (HAL) was elected President of RAPA, and Captains Bill Brewer (NWA) Vice President, Ted Maselko (USA) Secretary and William Hyatt (SWA) Treasurer.

The final day of the convention was culminated by an outstanding display of US Navy F18 jet formation flying by the Blue Angels. It was their final 1998 air performance and was an eye catching flawless exhibition that brought them thunderous applause from the overflow crowd of spectators. RAPA had reserved VIP seating for the show.

The Naval Aviation Museum located in NAS Pensacola is one of the finest military and aviation museums in the world. It is a living museum and has practically every aircraft flown in World War II, with many W. W.I airplanes and sundry jet aircraft on display. Along with the Smithsonian Air and Space Museum and the U.S. Air Force Museum, it is a free admission to the public aviation treasure house. It was my first visit to this aviation exhibition and I will have to go back to complete the tour, as a few days is insufficient to cover all the aviation history within its' walls.

The convention was culminated at the banquet by a speech by Col. Dennis J. "Dee" Kiely USMC, Director, Membership and Public Relations for the Naval Aviation Museum Foundation who gave an interesting presentation on the history and future of the Naval Museum.

The best laid plans often go astray. Scotty, Emily Devine and I purchased tickets from ATL to Pensacola and return on Delta Air Lines to alleviate the "STANDBY PHOBIA. 11 We flew UAL from SFO to ATL and return without any difficulty. We made reservations on the 0730 DAL flight on Sunday morning to catch the non stop UAL ATL to SFO flight. The check in was uneventful, until after we taxied out. We stopped on the taxiway for more than a few minutes and we knew we had problems. The captain announced that we were taxiing back to the gate to check a flight control problem and hopefully have it fixed, which did not occur. They disembarked the entire passenger load and they listed us on the last flight out of Pensacola to ATL because all flights were booked solid. We "STOOD BY" for six consecutive flights, which were solidly booked. We got out on the last

flight out of Pensacola. Delta purchased a hotel room for us in ATL as the last UAL trip had DEPARTED. We got out the next day on UAL non-stop without any problem.

Despite the foul up by DAL, it was an interesting convention and an excellent air show and fabulous Navy Museum. We are looking forward to the next 1999 RAPA convention to be held in San Diego in November, 1999. You all come.

HAPPY LANDINGS! Fraternally JX

**ROBERT S. WAYT** 2993 Young, Tustin CA 92782  
Dear RUPA crew. Sorry, no typewriter or computer. We haven't quite fallen off the earth; close, but not quite.

I didn't write last year. Alzheimer's dementia has a way of putting stuff in perspective and, no offense, but writing was the last of my worries.

I was taking care of Bob by myself, which nearly did me in, so now we are back in Southern California, where we are living with our son and his family – no kidding – and getting lots of great, good help.

Bob doesn't have a clue any more. He'll be 82 on April 1st, the ultimate joke.

California is the last place I ever wanted to be again, but here I be, so the plan is to buck up and shut up. Since I sold the Gardnerville, NV, house last July, we have moved three times – hoo haw! This is my seventh home in nine years. Even the P.O. can't find me, and as of this date, I haven't yet gotten my 1099 forms from UAL (Feb 17). Rats! Maybe I'll just go off to Bora Bora and the heck with income tax. The last RUPA we received was way back in August, so it will be nice to catch up again. Our phone number is 714-544-6993. Love to all, and check to Cleve. Dorothy Wayt for Bob.

#### **BARNARD BBQ**

**Flight crew members, Dispatch personnel, and friends are invited to a catered barbeque at the Barnard Ranch, 505 West Fairview Road in Ojai, CA, on Saturday, July 10, 199. The cost will be \$22.** Many people like to remain in the Ojai Valley for the night, and A Best Western Motel, the Casa Ojai, has offered us a discount for the first ten rooms. Their toll-free number is 1-800-255-8175. Mention the Barbeque when you call.



### **AIR LINE PILOTS ASSOCIATION SFO CO. 34 COMMUNICATIONS COMM. SFO CODE-A-PHONE UPDATE**

P.O. Box 281530 San Francisco, CA 94128-1530  
(415) 343-UALP

Thursday February 18, 1999

**CONTINENTAL, AND NOW DELTA,  
UNLIKELY TO BID FOR AMERICA WEST.  
AMERICA WEST FLIGHT ATTENDANTS IN  
30 DAY COOLING OFF PERIOD.**

If United intends to pursue the purchase of Americas West, it appears to have gotten a lot easier lately. First Continental and now Delta have indicated they will not make a bid for America West. America West's owners had said recently that any purchase for controlling interest in the airline must be for the entire airline. This apparently killed the possibility of Continental purchasing a majority interest of TBG's controlling stake in the airline as a way to keep other buyers out. Continental still has rights of first refusal for America West.

Yesterday Delta said it's no longer looking at a purchase of America West. It gave no reason. It did announce, however, that it will purchase it's feeder airline in Atlanta, ASA, for about \$700 million.

Meanwhile, America West's flight attendants have been released from mediation and the 30 day countdown to a possible strike on March 2nd has begun.

America West flight attendants earn only \$22,900 per year and are demanding pay equal to the average of the 10 major airlines. America West says they can't afford higher pay because most of their business is low-yield leisure travel.

#### **LINE CHECK AIRMEN DECLINING TO CONDUCT OES**

It has been reported that a large number of line check airmen in a number of fleets have stopped volunteering to conduct OEs. The decision by these pilots apparently results from a number of long-standing frustrations with the company regarding low pay and what some LCAs have described as abuse of their willingness to assist the company. One LCA reported, for example, that the company delayed his training date to a new aircraft in



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order to keep him doing LCA work on the lower paid aircraft, then finally sent him to school right before the higher pay would have kicked in.

But what appears to have caused the most displeasure by the LCAs were comments made by Hart Langer at an LCA meeting in October. At that meeting a number of LCAs expressed their concern to Langer that they were being paid far less than their counterparts at other carriers. According to a number of those present, Langer replied that he understood they were being paid only "beer money," but he added that he hoped they understood that the only way they would get an increase in pay is if ALPA gave up something. According to a number of those present, he also indicated to the group that as long as LCAs were willing to work for the low pay, he had no incentive to change it.

*Pat Palazzolo  
Communications Chair,  
Council 34 ALPA*

## **LEST WE FORGET**

By Ralph C. Lewis

Just a word or two about a United pilot who, in 1946, forged an airline out of thin air. With borrowed UAL personnel and equipment, and precious little money, Capt. Orvis M. Nelson proved himself to be an achiever with an extraordinary talent for organization. He parlayed his company from "Orvis Nelson Air Transport" (ONAT) into Transocean Air Lines, and in less than four years, was operating freight and passenger service around the world with 57 foreign bases, 6700 employees, and 146 aircraft 68 of which were DC-4s. His airline's support group expanded to include half a dozen successful, wholly owned subsidiaries, one of which is still very much alive today. For 14 years Transocean maintained its preeminence as the world's largest supplemental air carrier. Ray Lahr's excellent eulogy for Bill Arnott (Page 54, 2-99) spoke of a United pilot named Otis Nelson. I am sure he must have been referring to Orvis M. Nelson who, with UAL Pres. Patterson's blessing, took over United's military contract at the end of WW II. Although Transocean Air Lines served the nation well in every conceivable way, route certification, though applied for year after year, was never granted. Transocean's eventual demise resulted from its inability to convince an obdurate Civil Aeronautics Board that it had paid its dues, and earned a place in commercial aviation as a scheduled airline. Orvis Nelson's dynamic personality and inventive resourcefulness

provided the direction that guided and sustained Transocean's entrepreneurial spirit. A man of infinite vision and boundless energy, he inspired confidence and trust in all who knew him. Add to these attributes an impeccable moral character, and you have Orvis M. Nelson, President of Transocean Air Lines. Though frustrated by the stubborn intransigence of the CAB, he never gave up hope for his airline's ultimate triumph as a scheduled carrier. Capt. Nelson served as First Vice President of the Air Line Pilots Association 1942-1946. He died in 1976.

**JOHN SCHOONHOVEN**, 9499 South Highway 73, Evergreen, Colorado 80439

I haven't written a note for several years, and changes have occurred during that time. As of last June 15, we have lived on the ranch for 50 years and there have been noticeable changes both on the ranch and in us. After two years of negotiation we sold 280 acres of the Flying J Ranch to Parks and Open Space to be used as a recreation area with trails and a few picnic areas in the trees. Actually, neighbors and friends initiated the transaction by contacting members of the Open Space committee, saying that they didn't want to come around the curve in the road and see the beautiful hillsides all cut up and covered with houses. Our first reaction was negative: "No way. It's ours." But after long and serious thought we realized that it was a wonderful way to preserve the land while giving roomy recreation space to this rapidly developing area.

We kept our home and 80 acres so aren't really crowded. However, I lost the landing strip which I had used for 22 years, so bought a hangar at Centennial Airport. I sold my Cessna 180 and bought a turbo 182 RG. At first I called it an "old man's airplane" but like it more all the time. It is faster, roomier, and easier to get into since my titanium knees were objecting to climbing into the taildragger. At our ages both Marguerite and I enjoy the comfort. We further celebrated with a family reunion aboard a cruise ship, since all of us had worked hard on this ranch over the years. I still fly an occasional trip for Airlifeline; I have done this for 14 years and will probably resign this summer, letting the younger guys take over. I know that I have plugged this organization more than once. It is a non-profit group of more than a thousand concerned and generous pilots nationwide who volunteer to provide transportation, mostly to children who need special

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treatment at special hospitals and whose families can't afford commercial transportation back and forth.

Our daughter Linda and her husband bought a ranch of 1,600 acres in the San Luis Valley northwest of Alamosa in the southern part of the State, and are raising horses, cattle, sheep, goats, dogs, and making a home for whatever bedraggled animal that wanders onto the place. They took the last of our livestock two huge Watusi steers (African cattle raised by the Masai tribe) and one shaggy burro. This is the first time in 50 years that we have no livestock and we miss seeing them on the hillsides. Oh yes, we do have two Australian shepherd dogs and usually wonder who owns whom.

Linda still has her job as flight attendant for UAL and commutes four to five hours to DIA once a week. She stays with us between trips, so we see more of her now than when she lived next door. (The price is right.) Her husband flies for NWA and commutes to Anchorage. Sometimes I think that they don't get any smarter, just older. Could that apply to us, too?

When we bought the ranch in 1948 my boss Frank Crismon, known as "the weasel" to his peers, called me into his office, stuck his nose in my face and said, "Blank, blank, Schoonhoven, if you miss one trip I'll fire you're a. I did not miss a trip in 27 years, not even when we had a wild spring snow measuring 48" on the level. Nothing was moving in the mountains, but I was able to trade a trip with good friend Bill Sherman, so flew the next day. Capt. Crismon wanted all his pilots to live within a few blocks of the airport. I wonder how he would react to present day commuters.

Now for a disturbing change of subject. I have read the voice recording of Swissair Flight 111 in the January 21 issue of THE WALL STREET JOURNAL about a disagreement on strategy in the cockpit. I quote, "Aviators around the world have been arguing about whether the pilots of Swissair Flight 111 should have flown by the book or by instinct. The two pilots were battling to save the plane and their own lives while at odds over how to do it." The account continues, saying that the copilot, flying the aircraft at the time, five times suggested steps for a quick landing, just getting the aircraft on the ground. The captain was in no hurry, once saying, "Don't bother me. I'm going through the checklist."

I have never before read of such cockpit confusion. I'm enclosing the entire WSJ article and think that all RUPAs will find it most interesting if Jock can find room to print it.

The question is: Is it always wise to stay by the book or in some situations, use personal judgment, com-

mon sense, or that plain old gut feeling? I have a strong belief in and support for CLR. The most convincing demonstration is the professional performance of Capt. Al Haynes and his crew on Flight 232. Permit me to tell you of a long ago emergency. F/O F. W. Smith and I had just arrived at dispatch on June 17, 1948, to fly Flight 612 DC-6 from DV CG when we were informed that Capt. George Warner had crashed in the hills near Sunbury, PA, on a clear sunny day with no survivors. Witnesses reported that the aircraft was in a slow descent until it hit the ground.

We had just passed OH when we both smelled smoke in the companionway, a sobering realization that this could be a repetition of the Warner trip. I told Smitty to pull the CB and try to isolate the system. He replied, "I can't see the CB's." At this time the smoke began drifting between me and the instrument panel so I told Smitty, "Get in your seat. We are going to put this plane on the ground."

We were atop the overcast but I remembered seeing a break in the clouds northeast of Omaha. We found it, cut the throttles, and did a tight spiral through that hole. Underneath we had good ceiling and good visibility and spotted the airport, adding power to get to it. Guess what? When we added power, three engine fire alarms came on. The engines were idling during descent and the warning system was activated by the rate of temperature rise. No matter. We put that plane on the ground from 17,000' in seven minutes.

Even in such a serious situation there was a bit of humor. When we returned to Denver, Capt. Petty, my boss at the time, met us on the steps of Hangar 5 with a big smile on his face. Those of us who knew Dick Petty know that he didn't smile much. His comment was, "I received a call from a general friend after you landed and he wanted to know where in hell did you get those fighter pilots." He added that we scared the hell out of him and that it couldn't have happened to a nicer guy, (we later learned that Capt. Warner had a false smoke warning in the lower baggage compartment. The crew discharged CO2 which drifted up to the cockpit and incapacitated them.)

I'm sure that there will always be a difference of opinions. No, we did not take time to consult the manual. We needed two pairs of eyes to look for the hole in the clouds and to locate the airport. I still believe that good judgment and common sense have to play a part in decision making. That's the way I see it from here.

I'm sorry that this is such a long letter, but there won't be another one for some time. God bless all you great people.

John and Marguerite

*I won't argue with your statement about common sense, John. As one of my early instructors told me "Laddie, rules were made for the guidance of wise men and the strict obedience of fools." Ed.*

### **More vitamin D required?**

Last year, a widely reported study published in The New England journal of Medicine suggested that many Americans aren't getting enough vitamin D to protect their bones. The study's authors called for widespread supplementation. Should you take a vitamin D pill? In that study, led by Harvard researchers, blood tests revealed vitamin D deficiency in nearly 60 percent of some 300 patients recently admitted to a Boston hospital. Not surprisingly, most of the deficient patients got little vitamin D in their diet. But fully one third of those who did consume the recommended daily amount were deficient as well.

Besides getting vitamin D from dietary sources (mainly from fatty fish and fortified milk, bread, and cereal), the body synthesizes its own supply of the vitamin in response to exposure to sunlight. Part of the reason for the high level of deficiency found in the Boston study

was undoubtedly the limited sunlight in those Northern climes. But other analyses of healthy people over age 50 living in sunny Southern regions have also found a higher incidence of vitamin D deficiency than expected.

Michael F. Holick, Ph.D., M.D., director of Boston University's Vitamin D, Skin, and Bone Research Laboratory, has also conducted studies showing that just popping a vitamin D pill won't necessarily bring a low blood level up to the normal range in many people. That may require an initial megadose, he says, delivered under a doctor's supervision.

The science of vitamin D deficiency and sufficiency is still evolving, but here's where things stand:

People under age 50 generally don't need to worry about an adequate vitamin D intake, unless they never go outside. (All it generally takes to get an ample annual supply from the sun is about 10 minutes of exposure to the face, hands, and arms without wearing sunscreen two or three times a week during the summer.)

People age 50 and older who are at risk for osteoporosis such as postmenopausal women and older men, especially those who get little or no sun exposure should talk to their doctor about

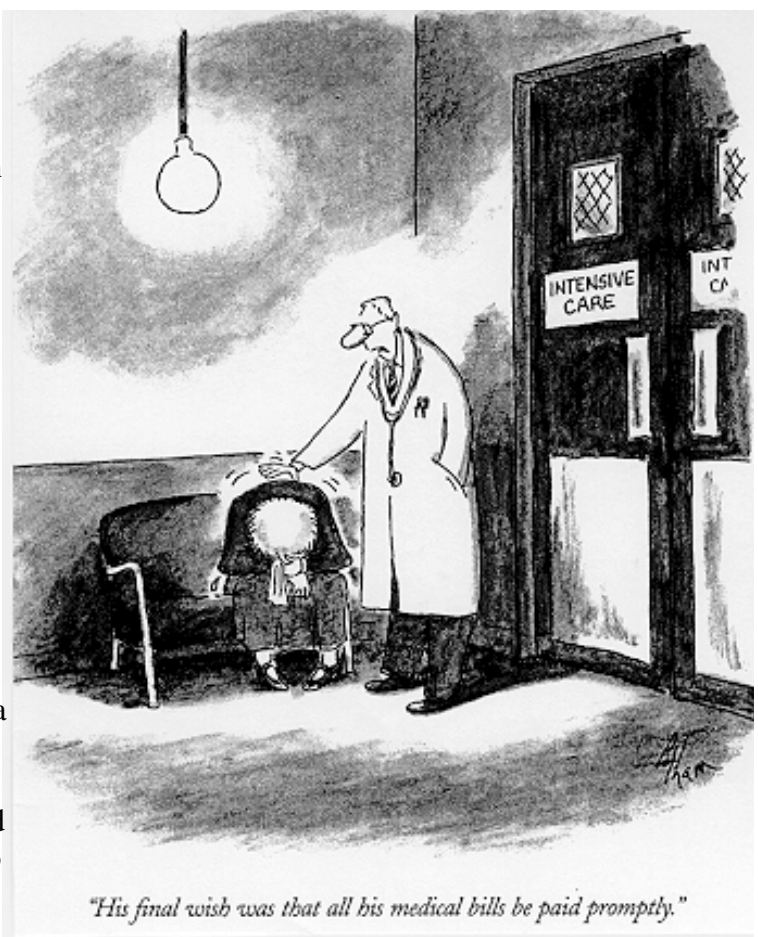
possibly being tested for a low blood level of vitamin D. Those who aren't at special risk, who consume plenty of vitamin D, and who get sufficient sun exposure may not need supplements.

If blood testing or an accounting of diet and sunlight points toward the need for a vitamin D supplement, the usual daily dose would be in the range of 400 IU to 1,000 IU, depending on age and the estimated amount being supplied by other sources. (More than 2,000 IU per day - from diet and supplements - can have toxic effects.)

### **Selenium fights prostate cancer?**

A recent study in the Journal of the National Cancer Institute adds further support to the possibility that the mineral selenium helps protect men against prostate cancer.

To gauge selenium intake in a group of healthy Middle aged and older men, Harvard researchers gathered toenail clippings, which provide a long term record of selenium intake. After several years the researchers compared the amount of the mineral in the clippings from 181 men who had by that time developed advanced prostate and an equal number who remained cancer free. Their analysis showed that the risk of advanced cancer was only about one third as great in the



men with the highest daily intake of selenium (159 micrograms, on average) as in those with the lowest intake (86 micrograms), even after controlling for various other include lean meats, seafood, dietary factors. If it turns out that selenium truly does help fight prostate cancer, how much would it take? No one knows for sure. The Harvard researchers contend that since even the men with the lowest intake in their study exceeded the recommended daily amount of 70 micrograms, the RDA may need to be increased. However the link between selenium and prostate cancer is still uncertain - and there are concerns about the possible toxicity of high supplemental doses of the mineral. For those reasons, it's best to skip the pills and concentrate on dietary sources of selenium. Particularly good sources include lean meats, seafood, whole grains, Brazil nuts, and sunflower seeds.

*Consumer Reports on Health February 1999*

### **Flight attendant workforce matures along with industry attitudes**

Through six decades of air travel, plenty of flight attendants have quit -- grounded by too many pounds or too many birthdays or by choosing to marry and have children-- but only a few have retired.

With stringent airline rules on how old, how tall and how trim, few women have lasted to retirement age. Until recently, their contracts didn't even provide pensions.

That's changing. Societal shifts from the 1960s and '70s are taking effect, and America's airborne workforce is grayer and no longer exclusively female. Industry insiders say retirement packages are at the heart of current contract talks between airlines and flight attendants.

"Retirement benefits have become a major part of negotiations," said Mary Kay Hanke, international vice present of the Association of Flight Attendants (AFA), which represents 43,000 employees at 27 carriers.

"We have a large percent very interested in retirement because they're nearing retirement."

The AFA says United Airlines, even after 68 years of passenger service, has retired only 500 flight attendants. As few as that is, it's far beyond the other carriers.

U.S. Airways counts about 70 retired flight attendants. Continental reports only 36 retirees over the years, and America West has just 21.

American Airlines, also flying for 68 years, and with 20,000 flight attendants on its 1998 payroll, lists 110 women who reached retirement age.

"I know to a lot of folks that number sounds low, but

not when you look at the history of the flight attendant profession," said American Airlines spokeswoman Karen Watson.

"Women left to marry and to have children and simply weren't at the job at retirement age. Those obstacles have been removed and flight attendants for the first time are retiring," Ms. Watson said.

Stewardesses -- as flight attendants were formerly known -- were aboard from the start of passenger air travel in 1930. In the earliest days, they were nurses, a requirement that lasted until World War II, when those skills were needed elsewhere.

And for the first 30 years, cabin staff was entirely female, at least in part to show apprehensive travelers that flying was safe.

"Airlines hired females so the male population wouldn't be afraid to fly," said Sherri Cappello, a 35-year veteran of American.

From the outset, the airlines required their "stews" be no older than 32 or 36, depending on the airline. Their hair could not touch their collar, and they had to submit to "girdle checks" -- those who went without received demerits.

They couldn't be too tall or too chunky. A 5-foot-2-inch stewardess, for instance, could weigh no more than 118 pounds. The airlines maintained that the height and weight requirements, along with a ban on eyeglasses, were safety issues.

Stewardesses were required to quit -- and signed papers to that effect -- if they married or became pregnant.

In those times, both sides regarded the conditions as a fair tradeoff. Airlines had a constantly churning pool of attractive young women to lure business travelers.

Flight attendants, in an era when fewer women worked outside the home and almost none traveled, regarded the job as a glamorous lark, a brief interlude before settling down and a prime opportunity to meet men beyond the hometown crowd.

"Things were different then in our society," said Denise Hedges, president of the Association of Professional Flight Attendants, the union that represents American Airlines' workers.

The rules began to ease as women made gains throughout society.

The no-marriage rule was lifted in 1967. By 1970, pregnant stewardesses were no longer fired immediately, although they did have to take time off without pay. Men began signing up as stewards.

Weight restrictions were relaxed in 1991 when a federal court ruled American had erred in terminating Ms. Cappello for being 10 pounds over the limit.

Most importantly, the age limits dissolved. Today, many flight attendants work years beyond the once-mandated quitting age. According to a 1995 AFA sur-

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vey, 72 percent of flight attendants are in their 30s and 40s, and 8 percent are more than 51 years old. Delta Air Lines has 1,793 flight attendants older than 51 and 21 who are past 64.

"We're seeing more and more flight attendants reaching the age where they would be eligible for benefits," said the AFA's Ms. Hanke.

Even as the job has changed and lost much of its glamour -- with heavier loads of crankier passengers and fewer flight attendants to serve overpriced drinks and mediocre meals -- attendants say their chief issue is achieving a respected career and dignified retirement.

When surveyed, United flight attendants have listed retirement benefits as their No. 1 contract issue, and retirement is on the table in contract talks with Northwest and American.

"We hear our members loud and clear," said Ms.

Hedges of the APFA. "While we will work for a balanced agreement that effectively addresses a whole range of issues, retirement will top the list."

In the mid-'60s, Ms. Cappello's uniform at American featured a miniskirt, white plastic boots and little bows for her hair.

"We thought we were hot stuff," said Ms. Cappello, now 54.

So, apparently, did some travelers. Male passengers, often getting long in the tooth themselves, still comment on the increasing age of female attendants and their less revealing attire, Ms. Cappello said.

"My favorite line is a passenger will say, 'Flight attendants sure have changed.'" She said she usually points out to the traveler that the flight attendant serving his meal may be the same woman who served him decades ago. "And I say, 'How can we have changed? We're all the same people.'"

*c) 1998, News America Digital Publishing, Inc. Fox Market Wire.*

## **Save Trader Jon's**

By Al French

A month or so ago Sam Spade and I made a short pilgrimage to the Naval Aviation Museum in Pensacola and, of course, had to drop by Trader Jon's. (For the uninitiated, Trader Jon's is a ramshackle bar full of military memorabilia on south Palafox street in downtown Pensacola. It was opened in the early 1950's by Martin "Trader Jon" Weissman.) I doubt seriously if there has ever been a Navy or Marine pilot who has not done time in that pattern.

Well, Mr. Weissman (he's 83) suffered a stroke in 1997 and remains partly paralyzed. His wife, Jacki, who is 76, tried to keep the bar open but finally had to close it in 1998.

Sam and I met retired major Kent Bolin who, along with retired commander Bob Stumpf (a former leader of the Blue Angels) have formed The Trader Jon's Preservation Squadron, a nonprofit corporation to save the historic landmark. The Squadron has been featured recently in such publications as Navy Times, the Tailhook Association's Hook magazine, Naval Institute Proceedings, the Pacific Flyer and a Jeff McNelly "Shoe" comic strip.

Naturally, financial assistance is being solicited.

Those interested can contribute to: Trader Jon's Preservation Squadron, Inc., c/o First Navy Bank, 180 Taylor Road, Pensacola, FL 32508.

There is great information about the Squadron on the web at [www.traderjons.com](http://www.traderjons.com). Contributions are not deductible, but the organization is working on a 401c.3 tax exempt status, which they expect to receive this year.

It's a great old place that I'm sure holds many memories for many people.

Al French <[zdadfl@aol.com](mailto:zdadfl@aol.com)>

## **OBITUARY**

### **JEWELL NASH**

A. Leonard Martin, Jr., LEN [lennieboy@juno.com](mailto:lennieboy@juno.com) 173 Sugar Plum Way, Castle Rock, Co 80104.

It is with great sadness that I report to you that Jewell Nash, wife of retired Capt. John N. Nash lost her battle with ovarian cancer on Jan 5, 1999. Funeral services were held on Jan 8, 1999 in Greenville, SC. Capt. Joel Lamplough, Retired Capt. Bruce Green and I were in attendance. I had talked with Jewell just a couple of weeks before, and to the end she was positive, cheerful, non-complaining and thankful for every day that God had given her.

The funeral service was a beautiful testimony to her service and loving concern for everyone who crossed her path.

John and I have been friends since we were in the same Army primary flight class where we soloed in L-19 "tail draggers". Our careers in the Army and UAL were amazingly parallel. Thanks Len

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## **H. HARVEY HUNTER**

Robin Hunter, Wife of H. Harvey Hunter called last evening to let us know that Harvey passed away last Sunday the 7th of Feb. Harvey had been having several serious health problems the last few years and finally found peace. He fell asleep in Robin's arms and did not wake up. Harvey leaves his wife Robin, four sons and one daughter. I flew many wonderful trips with Harvey over the years.

He was a credit to his profession, an excellent pilot and a gentleman at all times. Harvey was the last graduate of the Tracy group. His Interests were many and varied. He enjoyed general aviation flying, and was an avid Boater. Millie and I spent many wonderful days on the water with Harvey and his family, from his beloved Channel Islands to the San Juan Isl. in Washington.

There will be a private Family Memorial with his ashes spread over the Channel Island waters he loved so much. Have a good trip Harvey you will be missed.

God Speed! Troy & Millie Epting

**HAROLD HARVEY HUNTER, JR.**, passed away peacefully on Monday morning, February 8, 1999, at Cedars Sinai Medical Center. He was the dear and beloved husband of Robin. He is survived by his former wife and friend, Jean Sheldon, by his five children, Craig (Martha), Rick (Gulie), Tim (Martha), Jody and Wayne (Heidi), by his three stepchildren De De Wandel (Ken), Candace Lee (Bill) and John Perenchio (Stephanie), by his seven grandchildren, Erin, Melissa, Eric, Drake, Patrick, Alec and Christopher, and by his six stepgrandchildren, Jamie Wandel, Robin Perenchio, Lauren Perenchio, Gabriel Perenchio, Lena Perenchio, William H. Daum, IV (Amy) and William's daughter, Sydney. Also surviving Mr. Hunter are his loyal and faithful Norwich terriers, "Ben" and "Amy."

Mr. Hunter was born in Indianapolis on November 23, 1920, where he grew up and was a student at Shortridge High School, lettering in track and football. He attended the U.S. Naval Academy and Purdue University and was the youngest Tracy Ace hired by United Airlines. Mr. Hunter flew military supplies to the Pacific Theater for United during World War II. He enjoyed a distinguished career as a United Airlines captain, from navigating DC 3's across Iowa corn fields by airway beacons at night, to flying 747's to Hilo by satellite navigation. He was the senior United Airlines pilot at the time of his retirement, after almost 39 years of service. Mr. Hunter spent his retirement on Bainbridge Island, Washington, where he enjoyed boating with his family and friends, and then in the Los Angeles area, where he served as a docent at the Santa Monica Air Museum, and where he and his wife were members of the California Yacht Club, and traveled frequently. We will all miss him very much.

## **WILLARD EDSON**

One of our oldest and most respected dispatchers, Willard Edson, passed away Feb. 8. Ed, in his quiet way, used his exceptional low key sense of humor and professional abilities to assist his fellow employees. He will be missed.

## **LOURENS BOTHA**

Lourens Rasmus Botha of Buckley died Jan. 22, 1999, in Seattle. He was 61.

Botha was born Oct. 20, 1937, in South Africa. He was a resident of this area for 13 years. He was a pilot for United Airlines for 31 years, retiring in 1997. He was a member of the Bellevue Barbershop Chorus and the Out of Africa club.

He is survived by his wife Mary Botha; sons David Botha of Seattle and Eric Ellingson of Buckley; daughters Lora Botha of Buckley, Ellisa Bonning of Enumclaw and Elana Aberge and husband Jeff of Redmond and two grandchildren.

Memorials may be made to the Christian Life Center Building Fund, Tacoma, Wash., or the .Swedish Medical Foundation, attn. Tumor Institute, Seattle, Wash.

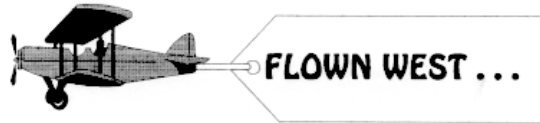
## **CAPTAIN MARION L. "SMITTY" SMITH**

Capt. Smith, a 51 year resident of Los Altos, died Jan. 12. A native of Dallas, Texas, he was 76.

He was a member of Swift Wing of Northern California and a former Los Altos firefighter.

Mr. Smith was the widower of Elsie M. Smith. He is survived by his children, Brenda L. Safer, Sue Lera, Bill Smith and Brian Smith; sister, Virginia Ledbetter; and nine grandchildren. Private family services will be held.





M.L. "SMITTY" SMITH	SFO	12 JAN 1999
LAURENS R. BOTHA	SEA	22 JAN 1999
WILLARD EDSON	SFODD	8 FEB 1999
H. HARVEY HUNTER	LAX	8 FEB 1999



## 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

- Mar 4** Las Vegas Lunch - Big Dog's (1st. Thu. of the month)
- Mar 8** SW FL Outlaws Lunch – Olive Garden, Fort Myers (2nd Mon. of the month)
- Mar 9** Treasure Coast Sunbirds Lunch- Miles Grant CC, Stuart (2nd Tue. of the month)
- Mar 11** SE FL “Gold Coast Lunch - Flaming Pit, Pompano Beach (2nd Thu. of the month)
- Mar 12** PHX Roadrunners Lunch - Lakes Club, Sun City (2nd Fri. of the month)
- Mar 13** SEA ALPA Retirement Party - Doubletree Hotel
- Mar 16** DEN Good Ol' Boys Lunch - Country Buffet (3rd Tue. of the month)
- Mar 18** FL Sundowners Lunch – Countryside CC, Clearwater (3rd. Thu. Of the month)
- Mar 18** Ohio Northcoasters' Lunch - TJ's Wooster (3rd Thu. of the month)
- Mar 18** SEA Gooneybirds Lunch - Marriott Hotel (3rd Thu. of the month)
- Mar 18** LAX Lunch – Hacienda, El Segundo (odd months) Billingsley's Van Nuys (even) (3rd Thu.)
- Mar 26** JFK ALPA Retirement party - Newark Airport Sheraton
- Apr 24** SFO ALPA Retirement Party - Airport Westin Hotel
- Nov 7-11** RUPA Annual Convention - Harrah's Hotel, Las Vegas
- Nov 12-14** Navy VP-17 (HM)-10 Reunion - Holiday Inn Pensacola FL



**RUPANEWS**  
1104 BURKE Lane  
FOSTER CITY CA 94404

**PERIODICALS**

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