



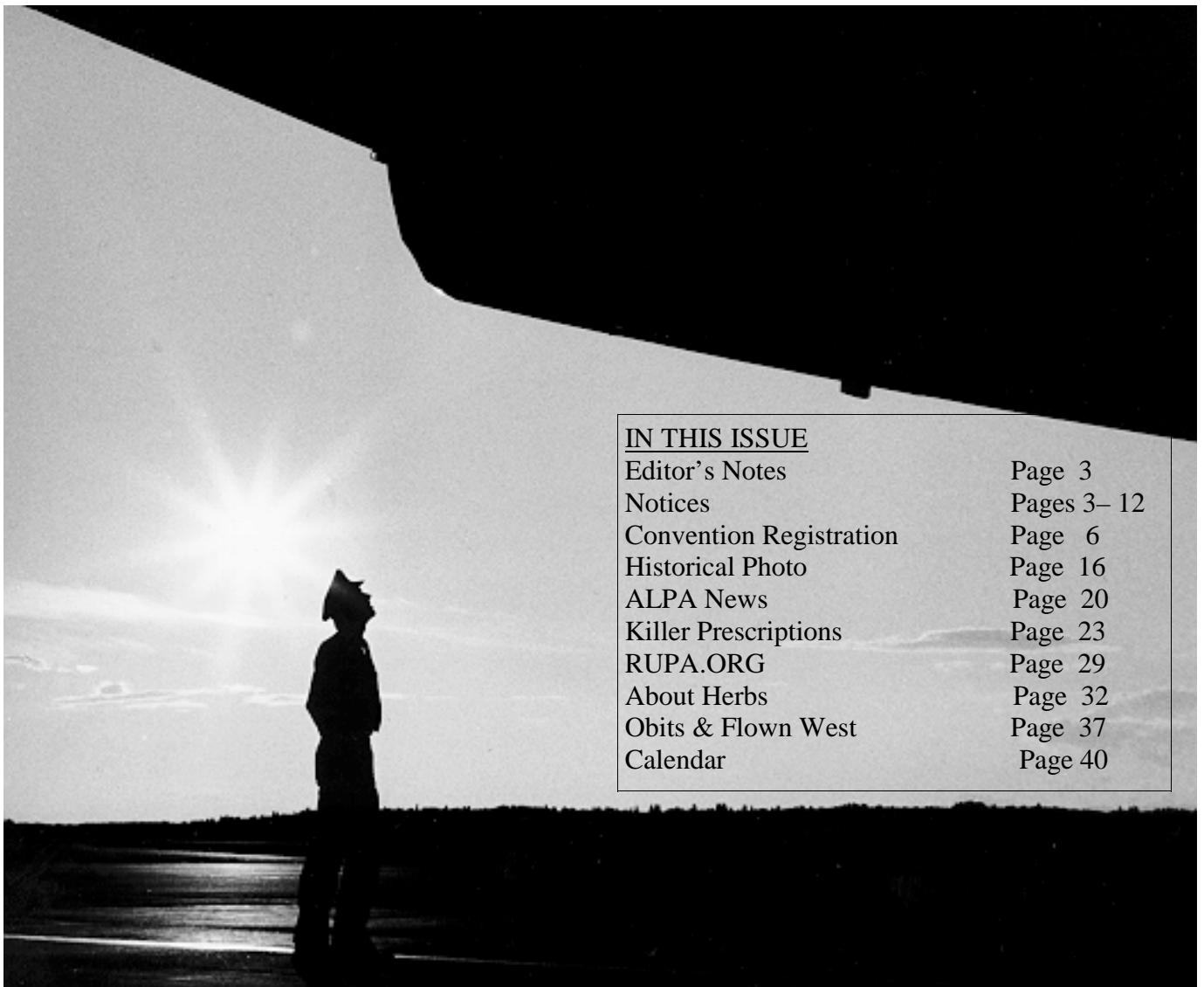
RUPANEWS

Journal of the Retired United Pilots Association

Volume 1, Number 7

(Journal 481)

August, 1999



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PHOTO: ED CONDIT

RUPANEWS

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RUPANEWS (USPS 017-562) is published monthly, except January, for members for \$20 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

EDITOR'S NOTES

Not much going on at the moment as we are in vacation season. Do retirees get to have vacations? Apparently so – for this is the time of year when airplane seats and RVs seem to get the most use from our members. A glance at our calendar shows many luncheon groups are on summer leave and otherwise girding their loins for our upcoming November convention in Las Vegas. I am advised by those who know that this promises to be one of our best attended conventions ever – so if you plan to go, and haven't yet booked, best get on it straight away for I'm told that there are few, if any, cheap rate hotel rooms left – although the hotel just might be persuaded to set aside a few more for us – but then again, maybe not! Also, the convention group in Las Vegas, headed by Barry Dixon, would appreciate knowing sooner rather than later how many people to plan for at the many events they have scheduled, so if you plan to go, don't delay in filling out the registration form on page 6 and sending your money to Cleve Spring.

This issue contains the first of five group photos of new-hire engineer classes at Cheyenne in 1948 which, it is hoped will occasion some commentary about those times. Our group, it seems, is waxing poetic, for three poems were submitted for this issue – two of them of the funerary sort, perhaps worthy of keeping should one be called upon to say a few words at a pilot's memorial service. Indeed, one of them has been in our files for some time, and I was asked for a copy by ALPA national to provide for a request for just such an eventuality. Which brings me to mention, if one knows of the death of a member, please send the date of death and the last domicile of the late member. A couple of passing references did not permit of a full listing in Flown West. Thanks. Ed.

CHICAGO RETIREMENT PARTY

Robert G Blackwell;3621 Madison St Oakbrook,IL60523

The retirement party, for 1999 UAL Chicago pilots, has been firmed up, and I wanted to provide the details to you and all RUPA members. The party will be held on Friday, Oct 29,1999 at the O'Hare Westin Hotel. We plan to start at 5:30 PM with cocktails, Dinner at 6:30, then presentations to follow. Price will be \$100 per couple. Dancing will conclude the evening. Much fun has been had by all, in past years, and we anticipate the same this year.

We have a long list of retirees - as follows:

Jon Jennings;	Lyle Burry;	Jim Trosky;	Terry True;
Terry Graham;	Bob Polish;	Gerry Brubaker;	Jim Engleman;
Mickey Van Detta;	Jerry Drommerhausen;	Jack Hudson;	Rob McCutcheon;
Roger Rupp;	Jim Wallace;	Andrew Bachofen;	Bill Adams;
Doug Baumgarten;	King Bowen;	Don McQueen;	Bill Grable;
Jim Huemann;	Roger Thibodeau;	Roland Popken;	Bill Cherwin;
Keith Simecek;	Harry Tyree;	George Olsen;	John LeRoy;
Roger Nelson;	Joe Koshay;	Richard Ogden;	Tim Rea;
Bob Dalman;	John Clickner;	Sam Belcher;	John McInerney;
Merle Peterson;	Bruce Carey;	Joseph David;	Gerry Chatham;
BK Davidson;	Orrin Moen;	Tom Rogers;	Rolf Schoelkopf;
Jim Waugh;	Bill Sanzenbacher;	Jim Henry;	Bob Helfferich;
Bud Utendorf;	Tom Race;	Tom Mason;	Bob Burns;
Bill Goodrich;	Hank Sheldon;	Leonard Chamberlain;	Al Cavallaro;
Orrin Towner;	Warren Nelson;	Tom Richards;	Ron McKinney;
Dean Pressgrove;	John Pinter;	Don Good;	Dave Runyan;
Adrian Bewley;	Bill Stegall;	CB Lewis;	EJ Petlak;
TJ Weston;	George Press;	Gerry Sneirson;	TJ McClellan;
CW McCoy;	DH Upton;	RW Stewart	Orvid Pratt

Contacts for reservations are Patty Harmon, Sec. Council 12, at 1-847-297-2030, or myself, Bob Blackwell at 1-630-325-2238. We look forward to a great turnout, as we have had in the past, to retire United's finest.

My bride Pam still flies Internationally for United. I try to go with her when possible. We have a wonderful time together, and look forward to many years to come. I stay busy with woodworking, flying my C-182, and our lake place. More to come later about the retirement party. If anyone knows anyone we've missed, or have someone listed that should not be there, please let me know.

Thanks to all who make this publication possible.

Bob and Pam Blackwell'.

DENVER COUNCIL 33 ANNUAL PARTY

This year, Denver's Council 33 is departing from tradition to throw our first ever "Annual" Party. Instead of honoring only our retirees from the previous year (as we have done in the past), we also will be recognizing other pilots who have upgraded to Captain, as well as those who are new to the Denver United Family. We know that you will want to give this event your enthusiastic support.

PARTY INFORMATION:

Date: Saturday, September 25, 1999

Time: 5:30 PM Social Hour

6:30 PM Dinner

Program: Honoree Recognition, Dancing to Steven Paul

Location: The *DoubleTree* Hotel Denver

3203 Quebec Street, Denver, CO 80207

(303) 321-3333

Entrees: Combination plate – Sliced Sirloin of Beef with Bordelaise Sauce and
Chicken Breast with Lemon Caper Sauce

Cost: \$45.00 per person.

The *DoubleTree* Hotel has offered a special price to ALPA for sleeping rooms of \$62.00 per night. Reservations will be required by September 4th if you are interested in those accommodations.

Please mark this date on your calendars; additional information will follow as we get a little closer to September.

For now we ask that you take a look at the following list of retirees and help us make sure that it is complete.

Please call Gayle Bebee at the Denver ALPA office and help us sure that we don't miss anyone. The phone number is (303) 780-5070; leave a message if she's not available.

1999 Council 33 Retirees:

Charles R. Anderson

James F. Arnold Jr.

Michael D. Conway

David A. Crowley

David D. Dryer

Tommy H. Hollon

Robert O. Johnson

Alan S. Meadows

David M. Petteys

Anthony Pytlinski

P.G. (Gerry) Regan Jr.

Donald Reigel

William B. Stegall

R.W. (Bill) Stewart

William Turner

Victor R. Wimpee

DEN Good Ole Boys

Dick Wagner, Golden, Co. 20 July 1999 Nineteen "Good Ole Boys" met this warm July day, as listed below. We did the usual hangar flying and talked of the "Good Ole Days" flying the line. A somber note, as we spoke of the last flight west of Gary Fichter, who was based in DEN for some years before moving to CHI Dispatch. He was liked by all and will be missed.

The consensus about the Kennedy tragedy was pilot error.

Present:

Dick Wagner,

R.G. Rohe,

Bill Hoygaard,

Joe Kenney,

Bob Ashworth,

Bill, Bates,

Jim Tally,

Ed Riehl,

Russ Ward,

Bill Pearce,

Len Martin,

Bob Blessin,

Jim Cox,

Bob Clipson,

Pat Murphy,

Warren Mugler,

Dave Petteys,

Curly Baker,

Ricky Davidson.

SEA Gooney Birds

Our Gooney Bird Group was a little smaller than usual, due to the summer doldrums, I guess. The sad news we heard is undoubtedly now no longer news - our senior member, Fuzzy Cain, passed away June 30th. Some comfort is that he now no longer has to suffer like he has in the last few years. It was announced that Gordy Bordeaux is in very bad shape with leukemia. Another of our members, Ralph Vrtacnik, suffered a broken knee when a news delivery car rolled into him in front of his house.

**PLEASE SEND ALL
POSTAGE CHECKS
and
ADDRESS CHANGES
to
CLEVE SPRING**

Please send all postage & address changes or other INFORMATION to me by one of the following methods.

**Use answering/FAX machine... "1-800-787-2429" or
E-mail me on CompuServe 105300,427**

Those not on CompuServe 105300.427@compuserve.com

or

Snail Mail--1104 Burke Lane, Foster City, CA 94404

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**

It seems that as we become older that most of the news is of our companions' accidents, sicknesses and deaths. That is something we will have to accept. Not much else to report, so I'll close with the usual roster of attendees.

Present were:

Vince Wormser,
Tom Turner, Dick
Ken Eckley,
Chuck Westpfahl,
Webb Tallman,
Lee Biermann,
Neil Johnson,
Ed Duclos,
Don Anderson,
John Bley,

Wes Olney,
Anderson,
Chuck Podhasky,
Ralph Stevens,
Dean Turner,
Alan Grout,
Jack Brown,
Garry Dunn,
Howard Holden,

Bob Reid,
Bob Schuck,
Harvey Beery,
Bill Stoneman,
Ray Hanson,
Bob Berg,
Dick Wiesner,
Ray Dapp,
Ray Hull,

**RETIRED AIRLINE PILOTS ASSOCIATION 1999 CONVENTION
HANAIE HOTEL, SAN DIEGO, CA
OCTOBER 28,29,30, 1999**

REGISTRATION FORM FOR RUPA CONVENTION '99

Obtaining accommodation is the sole responsibility of the member. Reservations may be made directly with the convention hotel, Harrah's Hotel and Casino, by phoning 1-888-458-8471. To obtain the special rate of \$55 per room per night between the 7th and 11th of November, 1999. mention "Group code retired" when booking.

Name. _____ Companion/spouse _____

I enclose \$15 per person registration fee \$ _____

I enclose \$35 per person for the convention banquet on Wednesday, 10th Nov. \$ _____
 Selection: Prime rib _____ Salmon _____

Interested members are encouraged to register early for events in which they wish to participate, so that the organizers may be assured that they will have the minimum number to hold the event. If you register for an event that is subsequently cancelled, your money will be cheerfully returned.

The schedule of events is:

Tennis (minimum 20 required) afternoon of Nov 8th, at Flamingo Hotel courts.
 Round-robin tournament. Fee \$15 per person - soft drinks, tips and prize.
 State level of play. _____ \$ _____

Golf: Nov. 8th at 9 a.m., Nov 10th at 7:30 a.m. Fees are \$165 per person for green fees (total), transportation to and from course and prizes.
 Enter handicap _____ Those who wish to play only one round should
 Send only \$85 per person. \$ _____

Sporting clays Nov. 10th a.m. Costs will be minimal. \$30 per person/round.
 Shotgun rental \$5/day plus ammo and transport to and from Nellis AFB.
 Fees payable on the day. Check on the line if you plan to shoot. _____

Lake Mead Lunch Cruise (Minimum 25 max. 60). Nov. 9th. \$35 p.p. covers
 Transportation to/from boat, box lunch and soft drinks. Cash bar. Cruise time
 via Hoover Dam 1:30. \$ _____

Tour of USAF Thunderbirds facilities at Nellis AFB Nov. 10 09:15 hotel
 pick up, lunch at 12:00. Transportation and lunch fees payable on the day.
 Check on the line if you plan to attend _____

Total \$ _____

The cut-off date for registration for all events is 1 September, 1999.

Send your personal check made out to RUPA to Secretary/ Treasurer, Cleve Spring at the address on pg. 5

LAS VEGAS SHOWS

Most Las Vegas showrooms have two cocktail shows nightly, although a few hotels still offer a dinner show. The early shows usually begin between 7 & 8 p.m., and the late show starts at midnight. Some productions have added performances on Friday and Saturday.

Reservations for most shows can be made in Las Vegas by telephoning or visiting the showroom reservation office. In addition, there are a number of ticket agencies in Las Vegas that specialize in booking entertainment. They are listed in the classified section of the Las Vegas telephone directory, under "Theater & Sports Ticket Services" or "Tourist Information."

For 24 hour recorded information: (Las Vegas): (702) 225-5555
Visitor information (888) 226-9011

Major Show Room Telephone Numbers

Bally's Las Vegas	(Celebrity Room)	(800) 237- SHOW
Jubilee Theatre	(Jubilee)	(702) 739- 4567
Bellagio	(Cirque du Soleil's "O")	(888) 488- 7111
Caesar's Palace	(Circus Maximus)	(702) 731- 7333
The Desert Inn	(Crystal Room)	(800) 634- 6909
Flamingo Hilton	(Flamingo Showroom)	(702) 733- 3333
Hard Rock Hotel	(The Joint)	(702) 474- 4000
Harrah's Las Vegas	(Spellbound Theatre)	(800) 392- 9002
Imperial Palace	(Imperial Theatre)	(702) 794- 3261
Las Vegas Hilton	(Hilton Theater)	1-800- Starlight
Luxor	(Luxor Theater)	(800) 557- 7428
MGM Grand Hotel	(MGM Grand Theater)	(800) 929- 1111
Hollywood Theatre		(800) 929 - 1111
The Mirage	(Siegfried & Roy Theater)	(800) 374- 9000
Monte Carlo	(Lance Burton Theater)	(702) 730- 7000
New York New York	(Broadway Theater)	(702) 740- 6815
Riviera	(Splash Theater)	(702) 477- 5274
La Cage Theater	(An Evening @ La Cage)	(702)477- 5274
Sahara	(Congo Theater)	(702) 737- 2515
Stardust	(Stardust Theater)	(702) 732- 6325
Stratosphere	(Broadway Showroom)	(800) 998- 6937
Treasure Island	(Cirque du Soleil Mystere)	(800) 392- 1999
Tropicana	(Tiffany Theatre)	(702) 739- 2412

*Shows may also be booked through [Http://www.bigticket.com/shows](http://www.bigticket.com/shows) ,
or their telephone number: 1 800 244 8497*

Birthday Checks Received Jun. 17 thru Jul. 20, 1999

Jacqueline Abel, Robert J Ahrens, Park O Ames, Wallace E Amling, William Y Anderson, Harry E Arcamuzi, Kenneth E Arfsten, G Kendall Baldry, Bruce M Barton, Gerald O Batty, Francis G Bennett, Thomas A Bennett, Clifford C Bergerson, Richard J Boland, William C Bourke, James N Boyer, Edward D Bunten, John W Buoy, George E Burlingame, William R Burnett, W J Burroughs, Carlton P Bye, George G Campbell, James R Carroll, Jay Casteel, Nanette Cavanagh, Jack Chewing, Barbara Ciuca, James V Cole, David A Copley, John F Cordell, Charles L Corey, Richard P Cosgrave, Thomas E Cosgrove Jr, Ivan C Cox, D Sam Cramb, Loel H Crawford, Edward F Cullerton, Ralph E Darby, Richard R Davis, F V Cort De Peyster, Carl M Deleeuw, Abraham Deleeuwe, Sylvanus J Devine, James R Doty, B Price Downey, Robert T Du Sair, William E Dudgeon, James R Duncan, Sanford F Dunning, William T Eads, Stewart V Eames, Roger H Ehm, Donald N Eiken, George W Elliott, Robert E Enander, William P Engel, Albert J English, James V Enright, Claude L Fennema, W Brad Fleming Jr, Richard S Funderburgh, Stephan R Fusco, Fred C Gardner, Corydon C Gates, Walter H Gehlaar, Charles H George, Warren A Geri, John A Glokner, Henry J Goffi, Barbara Griffin, E Lee Grude, James T Guest, James R Gwinn, Rudolph J Haluza, Patrick L Ham, William R Harris, William L Hays, John B Healy, Robert E Hedgepeth, Warren D Hepler, Richard A Hofer, Priscilla Holbert, Richard E Holt, Mona Howell, George W Howell Jr, Robert L Huguley, Hal B Humphrey, Charles H Humphrey Jr, Robert E Ilseman, Doris Inglis, Robert D Jacobsen, Richard L Jacobson, Rex G Jarrett, G Richard Jeffery, Douglas A Johnson, Neil H Johnson, Ted C Katte, Michael P Kaufmann, Gale C Kehmeier, George M Keller, Howard H Keller, John E Kelsey, Don W Kincaid, Herman C H Knief, Jaime H Krapf, Robert J Kuick, Dan R Kurtz, Thomas C Lambrick, George M Legere, Doris Leonard, Charles B Lewis, Mario A Licausi, H Clair Lilley, William M Lindfors, Byron E Lingo, Harold C Lloyd Jr, Allan H Locher, John X Loughran Iii, Dwight H Lundberg, Gerald D Macdowell, Richard W Markee, Stephen Martin, Clyde W Mathieu, Hubert D Mattern, Edward J May, George D Mc Cullough, Donald A Mc Gann, Edward P Mc Laughlin, Bruce A Mc Leod, James P Mc Millin, William L Mega, Geraldine Menefee, Gerald R Miller, Marion D Miller, Stuart N Mitts, E Chess Mizell, Eugene F Mongan Jr, Norman E Moore, Elwood H Morgan, James W Morrell, D R Bret Morris, Edward J Morrison, James A Morrison, Eveline Mullenniex, Earl H Myers, Frank Nagy, Roger D Nelson, Fred Nichols Jr, William E Northup, James R Nugent, Robert M Odgers, Stephen W Pahs, Chris G Patterakis, William K Patton, Robert W Petersen, James F Pleva, Paul W Polly, Merle E Pool, Jack J Purchla, Robert M Puryear, Gerald D Quitney, James E Ralph, Walter F Ramseur, William J Rankin Jr, Charles A Renn, Kermit E Reutlinger, William R Richards, Charles A Rine, James F Roberts, James C Rosater, Dolores Rose, Daniel M Royce, Jack E Rymer, Rick A Saber, Eugene G Salegui, Richard B Sanders, Ronald F Saunders, Harvey L Saylor, Steve K Scott, James R Shaffer, Raymond A Shapp, Howard A Shaw, Harvey D Sheren, Robert K Shriner, L W Bill Slocum, David A Smith, Philip E Spicer, John E Starr, James P Steffan, William B Stegall, Lloyd J Stephens, Mimi Stewart, Marvyn B Stolley, Alasdair E Swanson, Eileen Swanson, Donald M Swirnow, Jerome O Thomas, James D Thompson, James L Tight, R Glenn Titus, David C Walchli, Harry C Warnock, Jefferson K Warren, Everett D Wartenberg, Russell S Wasser, Gilbert A Wehrenberg, Wayne A Weiss, David G Westlake, James D Whiteside, Lloyd W Whitlow, Edgar W Williams, John W Williams, E K Williams Jr, Hugh M Wilson, Ronald E Windy, James G Wise, David S Wittwer, Percy A Wood, Howard F Wray, Frank C Zackary.



RUPA ANNUAL PICNIC

Wednesday, August 11, 1999, 3 p.m.
Palo Alto Elks Club, 4249 El Camino Real
Palo Alto, California

Everybody's invited – family, friends, out-of-towners, retired or active! Only \$15.00 per person. Your personal steak, charbroiled to a turn, is provided. There will be the usual open bar and wines with the meal.

Make your reservation as soon as possible, but no later than July 31st, by sending your check, made out to RUPA, to Cleve Spring, 1104 Burke Lane Foster City, Ca 94404. At the same time, while you're thinking about it, call Rose Spring (650-349-6590) who has again graciously acceded to taking on the big chore of ensuring the correct proportions of: appetizers, bread, baked & BBQ beans, salads and dessert assignments, for as you know (well now you do) participants are asked to bring enough of their assigned provender for ten people per couple (enough for five if you're single). Early callers get their choice of food assignments.

We will have a supply of paper plates, paper napkins and plastic "silverware", but most folks prefer to bring their own "irons" to avoid the paper and plastic stuff. Picnic historical folklore has it that one Marine brought his own mess kit, canteen, *and bayonet!!!*

Last year's "CRAZY HAT" contest was so successful that we are repeating it, with prizes for the craziest, most creative, and zaniest hats. Home-made creations will have priority. Those showing up without a crazy hat will be asked to sing, make a speech, or sit on the hot coals! Get busy now, while there is still time. This will provide a photo-op, so don't forget your cameras.

Of course, we can always use volunteers to arrive a little early and/or stay a little late to help out on the day of the picnic. Please call this year's organizer, Milt Jines, at 650-341-4951 to get on the list

The Washington Area Eddie O'Donnell Luncheon

The Eddie O'Donnell Luncheon convened on July 21st for socialization and history. Or maybe it was that History got together for socialization and lunch. It was reported that Carl Miller had been in and out of the hospital several times since the last meeting in April. Chuck Wafel broke a wrist in May and is not making a fast recovery. Jim Curtis had a quad bypass and is on the mend. John Cerasano is experiencing the beginning of recovery from the immune disorder that has weakened him so. John sends thanks to all those who have contacted him. Chuck Beatley is recovering from heat exhaustion. We were glad to hear the good report from Larry Horton about the results of his surgery.

We were reminded that the phone exchange for IADFO has changed and there is no phone company recording to tell you about it. If you might have occasion to contact IADFO please note that 661 no longer works. It is now 572.....703-572-7570.

In somewhat of a departure from the norm, we had a rather involved program. We began with a documentary video regarding the "Lost Squadron" of eight P-38s and the two B17 escorts who were forced to land on a glacier on the east coast of Greenland. We then had a slide presentation by Mr. Bob Cardin, the Project Manager for the recovery of one of the P-38 aircraft from a depth of 268 feet in the ice. Mr. Cardin is also Manager for the restoration of the aircraft to flight status. This is of particular interest to us in this area, since the aircraft recovered is the P-38 piloted by Harry Smith with whom many of us flew and who served as Den Mother in DCAFO. The aircraft was recovered with his

name on the side of the cockpit but the aircraft itself had no name painted on it as was the custom of the time. On the occasion of its removal from the ice it was christened "Glacier Girl". It was a most interesting program and was well received by the group. For the web navigators in the group, try www.thelostsquadron.com. for more information and lots of pictures.

In attendance were the following 58:

AKE, Charlie	ALLEN, Steve guest of Sim Stidham	ANDES, Paul
BRESSINS, Ernie	BUCK, Bob	COCKERILL, Hal
COFFEY, Tom	CRAWFORD, Dub	CROWTHER, Ed
DILLMAN, Don- guest of Norm Moore	EBLEN, Bill	ELLIOTT, George
ENGL, Bob	ENGLE, Bill	EVANS, Jack
FERRAND, Dick	FISHER, Bob	FLEMMING, Brad
FOSTER, Jim	GOEBEL, Jerry	GOODMAN, Bob
HARRISON, Jim	HAYES, Peter - son of Woody	HAYS, Woody
HOAK, Jim	JOCZ, Bob	LEMIEUX, Roger
LINDERMAN, John	LUBOZYNSKI, Joe	LUTHER, Clyde
MAINWARING, Don	MC BRIDE, Hank	McKENZIE, Frank
MEYER, Lew	MILLER, Paul	MOFFETT, Ray
MOORE, Norm	MURPHY, Dan	MURPHY, Murph
NOLAN, Bill	PASLEY, Ralph	PHILLIPS, Phil
RANEY, Chuck	ROONEY, Larry	RUDDY, Bud
SALISBURY, Bill	SCHWARTZMAN, Bernie	SEWELL, Ralph
SMITH, Chuck	SPECHT, Dave	STIDHAM, Sim
STREB, Fred	TEAGUE, John	TURNER, John
VAN HOUSEN, Bob	WILLIAMS, E.K.	WRIGHT, Art
CARDIN, Bob "Glacier Girl" Project Manager		

We continue to meet quarterly at the Belle Haven Country Club south of Alexandria at 11:15, with lunch served at noon. We invite any of RUPA in the area to join us for lunch. Contact Bud Ruddy 703-858-1552, Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.
E.K. Williams

July Folding and Stuffing Meeting

It took just over an hour for 35 loyal members to get the July RUPANEWS mailing out. Those great members are listed below.

Bob Ahrens	Charlene Alfson	Floyd Alfson
Bill Bartel	Al Bernard	Jo Bernard
Georgia Bouska	Rich Bouska	Tom Bredis
Bob Clinton	Roz Clinton	Chuck Cooke
Evelyn Conde	Neil Daniels	Sylvanus Devine
Bob Ebenhahn	Chuck Hoffman	Dick Hooning
Milt Jines	Norm Marshall	Don Merucci
Mitch Mitchell	Bret Morris	Mel Peterson
Walt Ramseur	Jock Savage	Bud Schwartz
Jim Shirley	Bob Soergel	Cleve Spring
Gene Tritt	Carol Walter	Gene Walter
Ray Wolff	Larry Wright	

LAX Meeting at Billingsley's - July 15, 1999

Dave Tank reminds that LAX meetings are held on "odd" numbered months at Billingsley's (near Van Nuys Airport), and on "even" numbered months at the Hacienda (near LAX). Philosophy here is the old ground school axiom "when flying north and east, fly at odd altitudes, and when flying south and west, fly at even altitudes". Well, Billingsley's is north of Los Angeles--odd months--and the Hacienda is south -- even months. One ground school instructor briefly but untactfully said that "northeasterners are odd"! So that means the August (8th month = even) will be held on Thursday the 19th at the Hacienda. *[Ed. Note. I suspect that all of the foregoing was a tactful way of telling me I goofed in the last RUPANEWS - I think I got it straight now guys. Mea culpa!]*
Members and guests who attended the July meeting (all hoped that no one went to the Hacienda) included:

Dave Kirkendall	Herb Goodrich	Mel Heflinger
Doug Rankin	Warren Leowitt	Kiyo Mochizuki
Jim Day	Jack Moore	Bob Cross
Bob Kohler	Cliff Berg	Walt Albright
Jack Hanson	Bob Mosher	Walt Tyler
Van Hafer	Mike Herriott	Ken Williams
Dave Tank		

On Friday, July 9, Jack Moore called Nordy and Ruth Nordhagen to wish them a happy wedding anniversary. Nordy said, "We're going to the barbeque in Ojai tomorrow, which is our 62nd anniversary, and we'll see you there." When they didn't show up for the barbeque, the Barnards, Gene Gawenda, and Jack Moore phoned the Nordhagen home, but the phone was off the hook. When Gene went over to check on the Nordhagens, he was told that Nordy had fallen off of a ladder and cracked a bone in his thumb. The doctor tried to hospitalize him, but Nordy informed him that he was going to the barbeque. The doctor grounded him, and when Nordy phoned the motel to cancel their reservations, the manager promised to get the word to the picnic but communications went awry.

Since it was their 62nd wedding anniversary, the Nordhagens had several cases of wine for the barbeque that didn't get delivered. Everyone's question: "Is the wine still available??"

Back at Billingsley's, Dave Kirkendall introduced his guest, Warren Leowitt, who said that he always had wanted to fly and finally got started. He grew up in the Marine Corps; his father had been in the first rotary air wing they had in the Corps right after WWII and Korea, flying Sikorskys among others. Warren bought a Decathlon and soon will have an aerobatic trainer and taildragger available through Dave Kirkendall's Blue Skies Aviation at Van Nuys Airport.

Dave introduced another of his guests, Kiyo Mochizuki, who does fancy machine shop work, manufacturing hydraulic valves for Boeing 737s, brake systems, thrust reversers for 757s, and other high tech machining.

The most junior retiree attending, Van Hafer, was introduced, having retired on March 3rd this year. Van recalled that he and Jack Hanson and crew visited the Henry Kaiser estate after flights to Honolulu twice. (See Jack Hanson's birthday letter for some, probably not all, of the details.)

A six-year-old telephone tree list revealed that some of the members were no longer with us, so undoubtedly needed updating. The UA News noted that W. Dale McReynolds, who lived near the Ili Kai for years, had passed away. It was noted that he and his wife had started out from Hawaii for the South Pacific some years ago, but unexpected storms wrecked their boat and injured his wife.

Nate Hall and his Glassair made the cover of a tabloid in a non-X-rated story.

Dave Kirkendall reminded that the Van Nuys Air Fair was being held on Saturday, July 17th and 18th, and everybody was invited to a potluck dinner being held at Dave's hangar (where the B-25 is on display) on Saturday night. Mike Herriott has been flying a Twin Otter in Alaska and other northern points (*Reported by Shirley Hanson*)

Northcoasters' July Meeting

T.J.'s Restaurant again was the venue for the most active local chapter in Rupadom - the Cleveland North Coasters. The July meeting proved that when wise, creative and intellectually gifted people gather together it doesn't necessarily follow that synergistic dynamics take hold. In fact, the inane babbling (see Genesis 11:4) that emanated from the back room of T. J. 's gave one (or any of the other restaurant patrons) pause as to how any of those in attendance could have ever pursued their chosen field of endeavor in a competent and professional manner.

The largest group ever to assemble in the name of the "Northcoasters" graced this meeting. Word is getting around that if one is inclined towards "base" and "prurient" entertainment, then the third Thursday of every month at T.J.'s is the place to be. After re-arranging chairs to accommodate the overflow, and the lunch orders taken, (including 99 cent martinis and bloody Marys) our august leader, Dick Orr, asked that each in his or her turn introduce themselves and tell why they were in attendance.

Dick was immediately surprised when his spouse JoAnne responded that she really didn't "know why in the hell she was there." JoAnne is a lady of few words, a quality probably born of necessity given that her spouse doesn't give her much opportunity to get a word in edge-wise.

First-timers present included John and JoAnn Pinter. John is newly retired and we look forward to seeing both

him and JoAnn at future meetings. The group welcomed Raymond Schlage who was visiting from Florida. Ray is a member of the Sundowner group from Clearwater, Florida. Another guest was Fiona Fiala who is the daughter of Bill & Dorothy Christie who were also in attendance. Others present included Ed and Barbara Griffith, Dick Sanders who flew into Wayne County airport, Don & Bev Karaiskos, Barb Ciuca, Clara Ann Fain, Dave Fuller, John Cusick, Harv & Pat Morris and Keith McCormick.

Topics discussed included the forthcoming RUPA convention in Las Vegas, the Capital Pittsburgh domicile and the latest in IRS conspiracy theories.

Davie Fuller who came to the meeting from Hermitage, Pennsylvania competently assumed the position of "raconteur du jour".

Again, at the request of the management, the meeting adjourned at approximately 1500 hours. Hugs, kisses and handshakes insured that there were no hard feelings. If any of you out there in Rupadom feel that your own meetings are getting "stale" we suggest that you drop in at a North Coaster's meeting to see first-hand how to have a good time. Respectfully & Faithfully (?) submitted, Don Karaiskos

OJAI BBQ

Here is a list of those who came to the Flight Crew Barbeque in Ojai on July 10.

Jackie Abel	Carol Allshouse	Milo Bacon
Charles & Margaret Barnard	Gerry & Ann Batty	Dee Belbey
Frenchy & Millie Bourgeois	Jean Brown	Bob & Burkie Callaghan
Lee & Edna Cameron	Cliff & Phillis Chaney	Bob & Roz Clinton
Frances & Gene Coleman	Ray & Lucille Courtney	Jim & Nan Day
Jack DeCamp	Scotty & Emily Devine	Bill & Mary Dunkle
Clem & Doris Ellington	Gene & Lou Gawenda	Herb & Hilda Goodrich
Jack Goodwin	Hilda Gurney	Nate & Eleanor Hall
Jack & Shirley Hanson	Jack & Margaret Healy	Mel & Dot Heflinger
Bill & Florence Horn	Parker & Beth Hubert	Wayne & Beverly Hughes
Philip & Betty Johnson	Dick Joslin & Yvonne Olson	Mike & Liddi Kendel
Stephen & Hilde Martin	Jim & Rae Matheson	John & Helen McKinnon
Jack & Joyann Moore	Kent & Chris O'Brien	Sid & Ethel Pattison
Jay & Clare Plank	Dean & Helen Pressgrove	Walt & Mary Ramseur
Sue Ross & Pete Schroeder	Karl Runkle	Bob & Clarine Schmediecke
David & Patricia Sica	Hugh & Maie Smith	Peggy Strand
Laura Straub	Don Toeppen	Gene & Glenna Tritt
Bob & Susan Tyree	Bob & Connie White	Evelyn Wier
Ken & Esther Williams	John Wisda	Ed Wiseman
Edna Wright		

Both the Nordhagens did not show; they did not answer the phone, so Gene Gawenda went to investigate. He found that Nordy had fallen off a ladder and broken a bone in his pelvis. The phone had inadvertently been off the hook. Nordy has to spend a period flat on his back. A fine way to celebrate your 62nd wedding anniversary!

Charles Barnard

UAL Management Revamp

Jim Goodwin on June 28th announced the individuals he has selected to help him lead United into the next century. His new leadership structure will place greater emphasis on the company's core objectives, which are to increase employee and customer satisfaction, and improve profitability and operational performance.

Rono Dutta, currently senior vice president-Planning, will become United's new president, while Andy Studdert, currently senior vice president-Fleet Operations, will become executive vice president and chief operating officer. At the same time, Doug Hacker will be promoted from senior vice president to executive vice president and chief financial officer. The moves become effective July 13, 1999.

As president, Dutta assumes responsibility for all aspects of United that directly touch the customer, including all initiatives under the umbrella of the Customer Satisfaction Philosophy. In addition to overseeing United's North American and International divisions, Dutta will assume leadership of the alliance network and code-sharing

agreements. He will also oversee all other business activities that relate directly to customers, including Marketing and Advertising, Onboard Service and Cargo.

As chief operating officer and executive vice president, Studdert will report to Goodwin. Studdert assumes overall responsibility for United's operating performance. In addition to retaining his previous responsibilities overseeing the Fleet Operations organization, Studdert is assuming a wider range of responsibilities as COO - essentially supervising all aspects of the company's business involving the operations of its fleet, including Safety, System Operations Control, Flight Operations and Maintenance.

As executive vice president and chief financial officer, Hacker will report to Goodwin. Hacker assumes overall responsibility for United's improved profitability. In addition to his previous duties as United's CFO, Hacker now assumes responsibility for United's scheduling, pricing and yield management, as well as the strategic direction for the airline.

In addition, several other United executives also are assuming new responsibilities:

Vice President-Atlantic Graham Atkinson becomes senior vice president-Marketing, reporting to Dutta. Atkinson is succeeding David Coltman who has decided to leave the company and return to the United Kingdom at the end of this year.

Vice President-Finance Jake Brace becomes senior vice president-Finance, reporting to Hacker. Brace takes on additional responsibilities including Purchasing and all financial controls.

Vice President-Resource Planning Montie Brewer becomes vice president-Alliances and president of the United Shuttle, assuming chief responsibility for all airline alliances, United Express and the United Shuttle. Brewer reports to Dutta.

Vice President-Financial Controls Lynn Hughitt becomes vice president and Controller, reporting to Brace. Hughitt assumes additional responsibility for financial reporting and accounting policy.

Vice President-United Shuttle Amos Kazzaz becomes vice president-Properties and Facilities, reporting to Hacker. He replaces Larry D. Clark, who left the company.

Vice President-Corporate Communications John Kiker becomes vice president-Advertising and Communications, reporting to Atkinson. Kiker receives worldwide Advertising and Promotions duties in addition to current responsibilities for Corporate Communications. He will continue to report to Goodwin on some corporate communications issues.

Director Brands and Product Development Kevin Knight becomes vice president-Resource Planning,

reporting to Hacker. Knight replaces Montie Brewer. O'Hare Flight Manager Captain William L. Rutherford becomes vice president-Flight Standards and Training, replacing Captain J.D. Whitlatch, who is retiring. Rutherford reports to Captain Steve Forte, senior vice president-Flight Operations.

Vice President-Aircraft Maintenance Ron Utecht becomes senior vice president-Maintenance Operations, reporting to Studdert.

Two additional new and significant positions have been created. They are:

* Vice President-Customer Satisfaction. This position reflects United's focus on its customers and improving travel. Responsibilities include overseeing the company's efforts to focus on the customer experience and the airline of the future.

* Vice President-Operational Services. Responsibilities in this position include ensuring consistent and effective operational decisions across the company and aligning operational initiatives with customer needs. Appointments to the new positions will be announced shortly.

With the new structure comes revised reporting relationships for the following executives:

* Bill Hobgood, senior vice president-People, will report to Goodwin.

* Shelley Longmuir, senior vice president-Governmental Affairs, will report to Goodwin.

* Fran Maher, senior vice president, general counsel and secretary, will report to Goodwin.

* Bruce Parker, senior vice president and chief information officer, will report to Goodwin.

* Chris Bowers, senior vice president-North America, will report to Dutta.

* Sara Fields, senior vice president-Onboard Service, will report to Dutta.

* Captain Steve Forte, senior vice president-Flight Operations, will report to Studdert.

* Jim Hartigan, Jr., vice president-Cargo, will report to Dutta.

* Stuart Oran, senior vice president-International, will report to Dutta.

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BOB AHRENS 3914 Christian Drive, Belmont CA 94002

July 1999 check in time. The past year has flown by in a hurry.

Seem to be busy every day. Volunteering at our local Senior Center, Church, occasional fishing trip now and then, with our local United retiree club

We did the Delta Queen steam boat, St. Louis to Chicago on the Illinois River last October, fall colors and lots of fun.

Planning a trip to Ohio in October for a wedding (nephew) and 50th. wedding anniversary; (brother) and that should close out this year
Regards,
Bob Ahrens

KENNETH E. ARFSTEN - 1615 South EagleRidge Dr. #B-1, Renton, WA 98055 kenea@webtv.net
Greetings Cleve and friends in the RUPA world; During the year 1998 I camped with the Lone Eagles in Mt. Rainier National Park; went down to Texas in September for bird hunting; a trip to Australia in November; and had a snow stranded adventure in Oregon while on the way to California in my motor home for Christmas! April was a bittersweet month as I bid farewell to my canine companion, Chelsea, after 13 years. Her Yorkie spirit will always be with me. Attending two reunions was the highlight of the summer. At the Arfsten gathering in Colorado, 200 family members attended. Seeing classmates at my 45th high school reunion brought back a lot of memories. I am blessed with good health and a zest for life. Wishing the same to all the readers. Ken

THOMAS A. BENNETT - 680 Sweetbriar Dr, Memphis, TN 38120
Cleve, With all this "new info" about retirement to join and keep up with, I sure don't want to be dropped from your rolls. Please tell me if I'm in good standing. AARP, CAAA (California Ag Aircraft Assn.), AFPAGE (Association of Former Pan Am Employees), American Legion, California Dept. of Pesticide Regulation, UAL Pensions Dept., Cobr, MOWW (Military Order of the World Wars), Military retired pay and ID's for both, RUAEA, Civitan, Rotary, how could I've missed RUPA? Thanks, Tom

GEORGE E. BURLINGAME, 9020 East County Line Road, Ft. Atkinson, WI 53538 phylburl@idcnet.com
Greetings,
Time passes all too quickly! With our combined family of nine children, their spouses, and 24 grandchildren, there is always some family activity to attend. We have only used our passes a couple of times so far this year, but we are planning a trip to London, England and eventually to Edinburgh, Scotland. My son, who plays the bagpipes for the University of Chicago Alumni band, is taking his family with the rest of the band to Edinburgh for the World [Scottish] Games and Competitions. He will compete with the band and also enter solo competitions. His two daughters, ages 11 and 14 will enter the Highland Dancing

competitions.
This is our first trip to Europe on passes, and we are also taking my sister using companion passes. It should prove interesting to say the least. The three of us plan to take some tours in London for three days, then we will use previously purchased round trip tickets on British Airways to fly to Edinburgh, meeting with my son and his family at the University, where we will stay in the dorms while attending the games and other festivities.
We are also planning a trip to the Coast Guard Academy with Phyllis' grandson who is contemplating a career in the Coast Guard. While there, we will visit a Navy League friend of ours who lives on Fishers Island off the coast of New London, CT. His house is a veritable naval museum.
Phyllis just accessed the RUPA Web page. Kudos to Web Master, Bruce McLeod.
God willing, We will write again in 2000.
Regards,
George E. Burlingame

NANETTE CAVANAGH - 7616 S. Ivanhoe Way, Englewood, CO 80112
Hi to all, Time for a postage check so I will write a few lines. Hello to the Widows Coordinator, Jackie Abel. You are doing a great job for us widows and I appreciate it. Go girl
I certainly would welcome those companion passes if they should ever come to pass (pardon the pun). Our Denver Clipped wings group just celebrated our 52nd anniversary of being a chapter in Denver. I wrote and sang a little ditty to the tune of "When I am 64 only I changed it to "Now that I'm 74." If there is room to print it , it goes like this:

*When I was young and had my own hair
many years ago.
Good ole United put me on the line
Made me a stew and that was just fine.
I flew on the 3s and also the 4s
Who could ask for more.
United Will you still feed me
Will you still need me
Now that I'm 74?
I was so handy serving the fare
coffee, tea or milk
Line up all the burp cups by the
rear door
Get out the Airwick
Please
No more!*

*Don't forget Lap Time in the Cockpit
Gave us a chance to sit
United, Will you still feed me
Will you still need me
Now that I'm 74?
When we got married our wings were clipped
So we formed a club. Saw our many
friends and had some great whing- dings
Called our group just Clipped Wings.
Besides having fun we help those in need
Who could ask for more
United, will you still feed me
will you still need me
now that I'm 74? Hoo!!!*
I'm looking forward to seeing all of you in Las Vegas
in November! **Nan**

WILL COLLINS 2805 Casey Key Rd., Nokomis FL
43275

Hello Jock: Turtles and Tarpon are in full run at this
part of Florida, so it's time to renew my dues.
We are well, but look over our shoulders to see if any-
thing is closing on us. So far so good. Did buy a Bos-
ton Whaler Montauk to use as a runabout. Couldn't
find a decent used one, so bought it new. It's a fun toy
that is ideal to trailer to the Keys and Lake Obeecho-
bee for fishing and sightseeing.
Hi to all - the best, Will & Sally

P.S. Check 's in the mail, to Cleve, of course. Never
learned to type! Thanks for doing it!

CHUCK COREY

Dear Jock:

Another year and I'm even a month early. Rather un-
usual for an Airline Pilot.

Still enjoying all the perks of retirement including
Honey-do's.

Thanks to all the folders and stuffers. Sure like the
new format. Can read it without the cheaters. Check
in the snail mail to Cleve.

Regards, *Chuck Corey*

THOMAS E. COSGROVE, Jr., 12404 Copenhaver
Terrace, Potomac, I-M 20854

Well, I finally ran out of sick leave, vacation time and
extended sick leave so I finally (at last) have retired. I
know it's official because I have started to
receive retirement checks.

I have an old blue uniform, hat, flight kit, manu-
als, etc., for sale or for free!

This year has been very difficult. My mother passed
away in October and I also lost 3 uncles and an aunt.

However, on the bright side, we have two new addi-
tions to our list of grandchildren
bringing the current total to 23.
Looking forward to spending our vacation at the beach
with our children and grandkids in August.
Tom

IVAN C. COX – 1973 Coventry Ct, thousand Oaks,
CA 91362 76637,202@compuserve.com

After a year plus in retirement, I'm starting to get the
hang of it. Liz and I just got back from a trip to Ire-
land. We chartered a boat on the Shannon river for a
week with some other couples, and had a great time. I
learned a lot, like "Guinness is not just for breakfast
anymore" and a balanced Irish diet is a "Guinness in
each hand". We did have some serious moments, like
driving on the wrong side of the road, but not many.
We plan a couple of months in our own boat this sum-
mer, between Catalina and San Diego, and we are try-
ing to stay home long enough to get some remodeling
done, but that seems impossible, at least until fall.
Keep up the good work, it's great to hear from every-
one. *Ivan & Liz*

GENE & JUANITA CURTIS 12200 E. 114th Ave.
Henderson CO 80640

Greetings to all my old friends and co-workers from
Gene and Juanita Curtis:

It has been a couple of years since I last wrote a letter
to the RUPA group, so I thought I would get myself in
gear and do a little catch-up. I have now been retired
for eight years and still do not have my garage cleaned
up. Just cannot find the time to do an the things I
should do or would like to do.

We are both doing well, and aside from a few extra
aches and pains every morning, we are in good health.

Highlights of our life in the last year were an RV trip
in October through the U.S. and Canada to Nova Sco-
tia and back through northeastern U.S. during the
height of the fall colors.

In April and May, Juanita and I, along with four of
my relatives, had an exciting and enjoyable five-week
trip to New Zealand and Australia, if you can call five
weeks with relatives enjoyable. Also this was done in
a motorhome. We did survive, as you can tell by this
letter. We also managed to do all this on passes, first
class and business all the way. We have also managed
to get in a little travelling in Colorado and Arizona
this year. All in all, we are keeping very busy and en-
joying life and retirement thoroughly. We do enjoy the
newsletter and reading about all our old friends. Sin-
cerely, **Gene & Juanita**

Normal



Historic Photo

This month, we begin a new series of photos from the past, courtesy of San Mateo CA member Phil Johnson, who has lent RUPANEWS five class- photos of engineer new-hire classes from Cheyenne.

I enquired of the only easily accessible subject of the photo that I knew, Capt. John X. Stefanki, about the circumstances in which it was taken.

He informed me that the photo was taken in 1948 – probably in November, and was of his DC-6 Flight Engineer class. He reckons that he was 28 at that time, and ex-military, as was all of the class.

The reason for United hiring so many flight engineers was a result of a Presidential inquiry into the mid-air over the Grand Canyon between a DC-6 and a Connie. It was determined that a third crewmember might have averted such a tragedy – and such was required from then on, until the recent advent of glass cockpits and other allegedly labor-saving features, when the third man was again eliminated.

If this photo brings back any recollections, either of the times or the persona, please let us know. *Ed*

SPICKELMIER Stuff

Re: June 15 mailing of 1940 group picture of SLC employees. I don't know where the first name "Elroy" for R.L. Spickelmier came from. He was commonly called by his nickname "Spick" and his initials were R. L. Spelling of the last name could end with "re" rather than "er." Douglas W. Spickelmire, Port Ludlow, WA...listed in the directory could be his son. [*Fess up, Doug, is that so? Ed.*]

From George W. McDonald

CARL M. DELEEuw, 1328 Via Margarita, Palos Verdes Estates, Ca 90274

I crossed the 80th parallel June 17,1999. I served almost five years with the US Army Air Corps overseas in India and the Middle East with the 7th Bomb Group I7s and B 24s. Thirteen Bronze star Medals were awarded to the group. We must have done something right, and I received one of them, along with other medals. The movie *Bridge Over the River Kwai* was patterned on this group.

The pilot, bombardier and three others of us and our wives made the trip to the site in Kanchanaburi in December 98 for a memorial. Sixteen thousand prisoners of war died there, and there is a museum and the best maintained military cemetery I have visited.. We also rode the infamous Death Train, using the original engine. After 33 years, 9 months with United, I have been retired 20 years and have had the privilege of visiting the four comers of the earth - starting foreign travel in 1977. Not bad for a kid starting first grade riding a

horse (with no saddle) at an elevation of 7,500 feet ...a bit cold in winter...to retire off a jet airplane.

A few words to ponder, from an unknown source:

I started with nothing. I still have most of it.

When did my wild oats turn to prunes and Allbran?

Funny, I don't remember being absent minded.

It is far easier to get older than it is to get wiser.

It's not hard to meet expenses they are everywhere.

If all is not lost, where is it?

Both of us are in good health and still traveling, Carl and Denise

SYLVANUS J. DEVINE 706 Casa Bonita Ct. Los Altos, CA 94024

Scottys182@AOL.Com

Dear Jock,

Birthday again and time to forward the stipulated amount of Los Altos Rasbukniks to that indispensable RUPA Officer and everyone's best friend - Cleve Spring.

My congratulations on the improved format of the RUPA NEWS. The standardized type, the larger pages, the columnar divisions, and the lack of errors, contribute to a Journal that is more professional and easier to read.

The exceptional work done by Floyd Alfson, Larry Wright, and Cleve Spring in converting RUPA's Mailing Program to Periodical Pre-Sorted Mail qualified for a huge Post Office reduction in costs, while still keeping the entire project within budget. These men and their wives who helped merit a big "THANK YOU" from RUPA.

As for the past several years, I'm still engaged in the NASA ATC project at Moffet Field. The Program is a modernization of computerized Air Traffic Control, achieving within seconds computations that would otherwise take hours. An actual Air Traffic Scenario, as experienced at Denver and/or Dallas Fort Worth during their busiest hours, is analyzed by sophisticated computers using pre-programmed aircraft type, speed, altitude, wind and weather. The computer then determines the proper arrival sequence of each flight. Fifty aircraft within a 200-mile radius are then advised of touchdown time, guaranteed within 30 seconds. Controllers issue arrival clearances as specified by the computer, but each controller still has the option of modifying the computer's suggestions.

The plan was recently put into effect for one day at Dallas, and AAL reported a fuel savings of \$100,000. We experienced some cockpit observer trips from San Francisco to Denver, this to check on the actual application of the computerization. Quite an experience to be back in the cockpit after nineteen years of retirement. The UAL crews were gracious and helpful. There are twelve retired controllers and five retired

pilots involved in the project. Some of the controllers were victims of the decade of the 80's work stoppage. As might be expected, the controllers have their own esoteric anecdotes, predictably at the expense of pilots. But good humor and camaraderie prevail and the work is quite enjoyable.

No politics with this letter. My anti leftwing comments as Editor, (a la that economic philosopher Friedrich Hayek) obviously aroused the ire of some RUPARIANS. Tsk! Tsk! No sense of humor - but you gotta admit, they were never boring.

Right cordially, Scotty

ROGER EHM, 1960-1991

Eight years and counting. No trans-ocean trips in the last 365 days, but with kids and grandchildren on both coasts, we spend a lot of time flying between Chicago, and Washington, DC as well as to San Francisco. We are involved a continuing education

Roger

DON EIKEN

Jock,

I recently had the privilege of flying the F-16 simulator at Luke AFB compliments of the USAF and our son, Steve, who is an instructor pilot. After being out of the cockpit for five years, it was a thrill to strap on a machine that performs like that!

Took up two new challenges this past year. One was learning to play the 5-string banjo to see if I could replace Earl Scruggs. The other was to sign up for a 2-yr. commitment as a Stephen Minister for our church. Stephen Ministers visit people who are going through rough times such as grief, relational problems, physical problems, emotional problems etc. It has been a very rewarding experience for me.

Attended the UAL annual meeting in DEN and was impressed with United's new Chairman & CEO, Jim Goodwin. I think the company is in good hands.

Cordially, Don Eiken

EIKENDJ@aol.com

WILLIAM P. ENGEL – 68 Penny Ln, Easton, PA 18040

Dear Cleve: This address effective immediately. The situation here is about the same as last years report; however, the next 12 months could potentially be quite different. Let's hope it doesn't hurt too much. Best regards to all, Bill



JAMES V. ENRIGHT – 1220 Burr Oak Ln, Barrington, IL 60010 airspeed@mindsprig.com

Hi Jock, Hope this reaches you as I am new to this cybermail. Ten years into retirement and all is well.

A trip to Maui last October, rode a bike down Haleakala and snorkeled at Molokini. Two things I've wanted to do for many years and had a great time. In November, drove down to Pensacola for a Navy reunion. Took a few extra days along the way and stopped at some Civil War sites- Fort Donelson, Shiloh, and Vicksburg are unforgettable experiences. Also drove Natchez Trace, a beautiful route thru the countryside with very little traffic. The Air Museum at Pensacola is outstanding and the Blue Angels were at their best. The family and grandkids are all OK, the fishing is good, and the computer is still intact. Thrilled with the trillion dollar surpluses, and looking forward to the tax cuts. Regards to all. Jim

CLAUDE L. FENNEMA – 6184 Gerdts Dr, San Jose, CA 95135

Dear Cleve, Life in the Villages is very good, but time moves quickly. Today is my 83rd birthday and time to renew my subscription to the *RUPA NEWS*. Next month Emily and I will go to Petoskey, MI to attend our granddaughter's wedding.

Your part in *the RUPANEWS* is much appreciated. Sincerely, Claude

RICHARD S. FUNDERBURGH – 28 Hathaway Ln, Highlands Ranch, CO 80126 Rfunder791@aol.com

Enclosed please find the annual postage Fee. I am two month's late as you can see, but that seems to be par for the course for this stage of my life. Nine years since that final flight over the Pacific and I still wake up early some morning's, lost in some huge airport terminal, trying to find operations to check in for my



“One thing about Earle – Earle knows when to fold.”

trip. I never seem be able to find it and wake up in a cold sweat! All in all though, life is good.
Thanks to all of you who publish the *RUPANEWS*
Best Regards, Dick

STEPHAN R. FUSCO - S 2921 Amblegreen Dr,
Medford, OR 97504 FO 51/84 srfusco@juno.com
Jock: All is well at milepost 75. Biggest event of the year was rejoining the ranks of the married after seventeen years as an unmarried man. On May 9, 1999 I married LeeAnn Leonard , my best friend and companion for the past several years.
I continue to be active in General Aviation and EAA activities and enjoy flying my Bonanza, RV6, and Russian YAK 55M. I am very happy to be enjoying a healthy and active life. Until next year "BEST WISHES TO ALL". Steve

BARBARA H. GRIFFIN – 249 Waterview St, Playa Del Rey, CA 90293
Dear Jock & Cleve, Enclosed is my postage money. Enjoy every issue. Thanks for you and all who do such a great job – do you really know how much you're all appreciated??? Barbara

LEE GRUDE 884 Hanover Av, Sunnyvale CA 94087
richeyg@worldnet.att.net
Sorry the check to Cleve was late...no excuses, you've heard them all.
We started this year's travel program with a cruise out of New York to Halifax and Quebec City with interim stops. That was in October, and the color up north was spectacular in places. In Halifax we located an old dock and customs house where we are certain my Grandmother stepped off the boat from Norway with five small children in 1909. One of the five was my Father. The building has been declared to be historically significant and will be restored, though I doubt Grandmother's presence had anything to do with that. In mid-March we were off for a two month's stay in Queensland, on Australia's Gold Coast. From Sydney to Brisbane we made a detour of a few thousand miles to Norfolk Island. Art Christian, UAL pilot who died in 1993, had told me for years to go there and we'd like it. He was right. Chris is buried on Norfolk, and at his son's request we mounted flags on his marker in a holder provided.
Our home in Aussieland is a beachfront cottage owned by some dear friends in Brisbane. We park our stuff and travel out from there. One highlight was an 8-day visit by our gorgeous 17-year-old granddaughter and her best girlfriend. They were a hit with the lifeguards. This was our 7th trip to Australia, and we got first cabin both ways. Had a ball.

Lee

JAMES R. GWINN - 9400 East Grand Ave, Englewood, Co 80111

The birthday cake with the, serious blaze on the top gave me a clue that it was time to get off the annual report and check. Yep, thirteen years downstream and still moving, forward at a good clip. The golf game is still intact, but the handicap is creeping up, although I did shoot may age in a tournament last July (72). As I told one of my friends, I either had to get older, better or play easier courses maybe all three at the same time. At the ALPA golf tournament last year, I volunteered to Chair the committee for this year's tournament (A glutton for punishment). Check the latest ALPA Magazine for the entry information. The Tournament will be at Singing Hills Resort in the San Diego area October 24-26. You can contact me at the above address, or at 303-2225 for information. The tournament is about half filled as of mid June.

I had the pleasure of working as a Rules Official at the NCAA Division I Men's Golf Championship at Hazeltine Golf Club the first week of June. Great experience, long days but saw some super golf on a very difficult golf course.

Tommy and I will be spending a few days on the Monterey Peninsula over the fourth of July to celebrate our 52 wedding anniversary and, of course, play in a golf tournament.

Thanks to all the Staff and volunteers for the great job of getting out *RUPANEWS*. Jim





**AIR LINE PILOTS ASSOCIATION
SFO COUNCIL 34 COMMUNICATIONS
COMMITTEE**

SFO CODE-A-PHONE UPDATE

1633 Bayshore Highway Suite 145 Burlingame, CA
94010 (650) 343-UALP

Saturday July 3, 1999

MEC COMPLETES IMPORTANT RJ MEETING

The MEC completed an important special week-long meeting last night in Chicago dealing with the regional jet issue. Your Council Chairman Dan Ashby said late last night "I've never been more proud of our MEC. The quality of their deliberations and debate was outstanding. And the direction given to the negotiating committee reflected a thoughtful and informed process."

For obvious reasons, the direction given to the negotiating committee was done in closed session and off the record.

The meeting included voluminous and detailed briefings by both company officials and independent analysts retained by the MEC. These included analysts Julius Maldutis and Michael Boyd. ALPA attorneys Mike Abraham and Bob Nichols played a key role in assisting the MEC in developing key parts of the proposal that will be presented to the company.

Your council officers said earlier this week going into the meeting that the objective was to find a way to significantly enhance UAL's competitiveness with regard to regional jets while at the same time enhancing and protecting the career opportunities of United's pilots. Your officers believe the outcome of this meeting and the direction given to the negotiating committee will do just that. "We are quite hopeful," said Ashby, "that we can work with the company to ensure that the prospects for both the company and the pilots are enhanced."

COUNCIL OFFICERS MEET WITH SR. V.P.

STEVE FORTE

This week, your council officers met over dinner with new Sr. V.P. Flight Operations Steve Forte and domicile chief pilot Bill Willson. Your council officers said they were impressed by Forte's openness and candor, as well as his willingness to address important issues that have languished under the previous administration.

Your officers expect significant changes within flight operations and the training center that hold much promise for the United pilots. Your officers said Forte knows that Flight Operations is here for the United pilots - not the other way around. All your

officers were pleased with Forte's appointments of Bill Rutherford as the new V.P. Training and Rick Maloney as the new system chief pilot. Both of these pilots are expected to assist Forte in transforming Flight Operations into a much more effective, responsive and user-friendly division of the company.

Your officers also discussed a number of local problems with Forte including security, issues involving customer service and Captain's authority and problems with the employee bus, and others.

One of the points Forte focused on in his discussions with the MEC is his intent to enhance the respect and authority of United's pilots throughout the company.

Patrick Palazzolo

Council 34 Communications Chair

Those readers who were able to keep up with ALPA matters affecting UAL pilots through Pat's code-a-phone transcriptions will be distressed to learn that one of the, if not the best source of that information will cease with his resignation as Co. 34 Communications Chair. Pat has given yeoman service to the council for over a decade, but now feels that his family's needs must come first. If we retirees will miss his inputs, just think how the active pilots must feel.

I will do what I can to provide our readership with such timely ALPA information as I can from other sources - but it will now be more difficult. Ed.

JOHN B. HEALY - 618 Aqueduct Way, Solvang, CA 93463

Dear Cleve, I'm enclosing a check to cover postage. Enjoy the *RUPANEWS* and appreciate the effort required to publish it. Seem to recognize fewer names. The past year has seen a good deal of pass travel. Pick the day of the week and wide body airplanes and have had not trouble boarding. My best, Jack

PRISCILLA A. HOLBERT - 8623 Ordinary Way, Annadale, VA 22003

In moving from our home of 30 years, with all the "priceless memorabilia" to sort through, I missed sending a check for the *RUPANEWS* postage. It's been 4 years since Jim died, and last Fall I felt the need to make a change and direction in my life. So, in May, my daughter, granddaughter, Jim's golden retriever and I moved to a smaller home in a nearby neighborhood. I'm still close to my two sons and their families, my church and my old friends but am finding new interests and friends in this close, quiet community.

I do enjoy the *RUPANEWS* and hope to become more active in the programs for RUPA widows. *Priscilla*

RICHARD HOLT 2241 NW La Camas Dr. Camas WA 98607

Jocj: Here's the annual check - two days before #64. We took a cruise on the Amazon in January, and plan to leave in four days for an eight-day rafting trip through the Grand Canyon.

Saddened by Don's passing, but it was good to see so many old friends. Camas is a little off the regular trail. Retirement is the best job I've ever been able to hold on to!

'da best,
Dick Holt

CHARLES H. HUMPHREY, JR - 35206 Village 35, Camarillo, CA 93012

Dear Cleve: I am enclosing the annual postage check. Both Barbara and I are still in reasonably good health and are enjoying retirement. Still don't know when I found time to go to work, but keep having that dream that the flight is about to leave and can't find my bags among hundreds of similar black bags. We have a couple of cruises planned during the coming year plus our regular golf and bowling activities. We both enjoy the *RUPANEWS* and appreciate the work and effort it takes to publish and mail it. B0 & Barbara

REX G. JARRETT 2155 Sherri Mar St. Longmont CO 80501 Rjar2711@aol.com

First a big "well done" to all of you putting our newsletter together in it's new format, its just great.

During the Sun and Fun fly in at Florida this year I finally realized my lifelong ambition of flying a P51! The Stallion 51 Corporation, on the Kissimmee Florida airport offers flight training and a checkout program in the two place, dual control P 51 .

I had the pleasure of flying with Eliot Cross, some of you may have seen Eliot fly a terrific routine in the same airplane (Mad Max) during the Sun and Fun airshow. Eliot made the hour one I will always remember, as he said, I'll just be along to keep you out of trouble. He approached my hour as if I was getting a complete checkout, with a thorough briefing, and letting me do all the flying, stalls, rolls, loops, immelmans, Cuban eight's and touch and goes. I recommend this professional group to anyone wanting to either fly or just ride in a P51.

Although I miss seeing those Miami guys I flew most of my career with, retirement is just great.

Rgx

Thanks For Being Apolitical

Hi Jock! Let me introduce myself. I am **JoAnne Orr**. Dick is my spouse the erstwhile "leader" of the North Coasters in Ohio. Just wanted to tell

you that the new format for the newsletter is a great improvement. Also, I want to thank you for the deletion of politically oriented cartoons. The universal cartoons are much appreciated by me as a spouse and are actually much more humorous and not offensive, if someone's politics etc. be different than the editor's. That's it. Just thanks for the improvements.

JoAnne Orr

Thanks so much for your comments, JoAnne.

When I acceded to their request to become editor, I asked the Officers that they give me clear direction about their aims and desires for an upgraded RUPA news magazine.

They told me that they wanted two things of me. They wished me to upgrade the magazine so that it would be easier on the eye if that could be done for much the same cost as the then present publication. They also wished me to take an editorial stance that would enhance the camaraderie of the membership.

This I have endeavored to do, and most readers and contributors have kindly acceded to my initial request for help – which makes us more like the majority of other airline retiree publications, where there is seldom a whiff of political grape-shot.

While there undoubtedly is nothing so deeply satisfying as the expression of political and economic faith - "I am firmly committed to the free enterprise system."; "I strongly support the social role of the state." such unsupported statements are but an escape from thought into rhetoric. Besides, the reader has a right to be left alone – free from soapbox polemics. Ed.

DOUG JOHNSON

July 1st and medicare starts, so better be on time with postage plus. Each time a *RUPA NEWS* comes I read of nightmare experiences of pass travel. Let me share our Round the World trip with readers. We didn't miss a single trip we tried to board, First Class international and domestic, plus we bought ID 95's (Star Alliance) for ourselves on Luftansa, ID 75's for companions, HNG-LHR, and were given 4 seats across for the 13-hour flight. We also bought some full fare tickets, but must say the passes and reduced fare flights were more enjoyable than the ones we paid full fare. The Star Alliance for retirees and companions is a great new benefit. Thanks to all the volunteers who make this newsletter possible. Rosalind and Doug

MICHAEL P. HAUFMANN – 117 Phelan Ct, Santa Cruz, CA 95060 831-423-8195

Dear Cleve, Here's the postage, only a month late. Ah! The relentless pace of retirement. I have a new home and the address is above. It's a new home just off West Cliff Drive behind the lighthouse in Santa Cruz. Y'all come by and see us! Many thanks to all who put on that wonderful retirement party in April. I had a wonderful time! I felt honored to be at the same retirement party as Diane Featherston. And the only other retiree in a skirt! Hah! Keep up the good work. Mike
And a braw sicht ye were too. Ed

JOHN E. KELSEY - 2810 N. Wooded Ln, McHenry, IL 60050

Cleve, This being my birthday month, here is another contribution to the RUPA stamp fund. A couple of days ago, through a mutual friend, I heard that Styles Whipple's wife, Florence, suffered a stroke. Was told it was pretty serious. She is in Good Shepard Hospital in Barrington, Illinois. Jack

TOM KENNEY Sun City West, AZ. 1945-1981
MDW-MSY-ORF-DCA-EWR-LAX
email: UALTOM@webtv.net
Saw this framed on the wall of a restaurant. Wondered if any one else had ever seen it.

"An Airman's Hymn"

*"When the last long flight is over,
And the happy landings past,
And my altimeter tells me
That the crack-up's come at last,
I'll swing her nose for the ceiling
And give the old crate the gun.
I'll open her up, and let her zoom
For the Airport of the Sun.*

*And the Great God of flying men
Will smile at me rather slow,
And stow my crate in the hanger
On the field where flyers go.
Then I'll look upon His face,
The Almighty Flying Boss,
Whose wingspan fills the Heavens,
From Orion to the Cross."*

Tom
Normal

TOM LAMBRICK - 1830 Shady Hollow Dr, Morgan Hill, CA 95037

Hi Cleve ... My first go at RUPA reporting ... Bailed out 5 months early, to avoid yet another trip to Taipei. Diane decided to keep me moving so I'd think I was still working. Been cruising, flying, driving nonstop. Bought a 450 HP "Bull Stearman" in December, which may be poetic considering all the bull I slung at work. Prettiest custom Stearman you ever saw. Now have added t'plockkata plockkata travel to airshows to display her. Attended my RCAF squadron reunion in Comox, BC, in September, and swapped endless lies. Haven't had such a good time since the cat died. My golf game sucks, but I got my handicap high enough to win a few bucks. Thank God for titanium and graphite. Had a super final flight to Sydney with my son Steve (a UAL pilot) in the cockpit, and Diane and daughter Karina in the good seats below. A lot of terrific friends met us in Customs and we had a champagne brunch. It doesn't get any better. Hats off to Larry Darnell and Bob Lawrence, et al, for a marvelous April retirement party. What a class act! And thanks to all at the RUPA mag. Another class act! See you in Vegas Tom

CHARLES B. LEWIS – 1565 S. Perry St, Montgomery, AL 36104

Cleve, Please find enclosed my check for membership and dues. Sorry I'm so late with this, but I haven't been home much to check my mail. Will be moving to Alabama as soon as I can get my house in Illinois sold. Am looking forward to building a house on a pond where my son is raising fish. Who knows, I may become a partner some day!
I enjoy receiving the RUPANEWS. Keep up the good work. **Chuck**



Kaiser CEO Warns About Drug Errors

By Tom Abate

About 180,000 hospital patients die each year from errors or complications arising from the use of prescription drugs, the head of the nation's largest HMO warned David Lawrence, chief executive of Oakland's Kaiser health plan, called such deaths "the number one public health risk in the United States, ahead of tobacco, alcohol, drugs or guns."

His comments came in a speech to biotech industry executives at the University of California at Berkeley's Haas Business School. According to Lawrence, the current death rate from drug errors in hospitals is the equivalent of two 747 jumbo jets crashing every three days, and killing all their passengers.

"When you go into a hospital, you should be safer than when you step onto an airplane," Lawrence said, adding that, statistically speaking, the average patient is not.

Lawrence said biotech and drug industry executives had to share the burden for lessening this accident rate. In the past, drugmakers figured they had done their jobs when they performed safety tests to win approval for a new drug. Lawrence said they need to do more to educate physicians in the proper use of drugs, and to warn them of the possible consequences when several drugs are taken together.

Lawrence made clear in an interview after his speech that it's mainly up to hospitals and medical professionals to make the systematic changes that could prevent three quarters of the accidental deaths that now occur. Lawrence gave an example of a preventable error. A doctor may prescribe a 1 percent solution of a drug. A health care worker mistakenly adds a zero, and overdoses the patient and no one double or triple checks before the wrong dose is administered.

"Most errors are not caused by stupidity, incompetence or neglect, but by system failures that allow them to occur " he said.

Lawrence, who plans to repeat his safety warnings in a forthcoming speech to the National Press Club in Washington, D.C., said the health care industry needs to study how airlines improved safety. He said the key is not the post-crash investigations we read about, but the fact that pilots and airline workers are encouraged to report accidents that they narrowly avoid without fear of losing their jobs.

"It's from the near misses that one learns the Most," Lawrence said.

San Francisco Chronicle 7 Jun 1999.

Normal

Normal

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DAVID L. LINK – 10767 E. Santa Fe Trail, Scottsdale, AZ 480-575-9264

Dear Cleve, Please forgive the paper and method of communication. I'm in the final stage of moving, and have given my computer to my daughter. My new address is and phone number are above.

Very busy two years since retirement. I treated myself to a safari in Zimbabwe, and several other fishing and hunting trips. Bought an 80 acre farm in Kansas, near where I grew up. Now leaving rain country for sun country. Enclosed is check for mailing and a bit for the staffers. Best regards, Dave

ALLEN H. LOCHER - 3011 Tierra Loop, Kerrville, Tx 78028 avioneer@aol.com

Hello Jock, Cleve,

No great surprise, another birthday has rolled round and caught me in arrears. Ergo, the enclosure will correct that small discrepancy. I've also enclosed the mailing labels from the February *RUPANEWS*, which shows me guilty of failure to notify y'all of my recent address change. Yas, we be Texans naow. The Denver Front Range is being repaved with high density housing, and traffic to match, so we've migrated to the Hill Country west of SAT. Please to note the address data above, with immediate effect.

I sold the Cessna 195 to a wonderful new home a farm hangar near Wichita and its very happy new owner, a Lear Pilot. Seems the buyer was ready to retire from airshow Acro routines in his Skybolt, and took a liking to "01 Shaky".

The Cessna was a wonderful old machine, and I can report that the occasional pangs of reminiscence are increasingly rare. I did enjoy one last big adventure in the C195 since I had never operated into the new DEN, I jumped at the opportunity, last Fall, to fly the 195 into DEN for an Ol' Timers open house at the Northside UAL Maintenance hangar. Taxiing among the big fellows was great fun, especially when one anonymous wag on Ground Control freq. remarked "Boy it's really great that they're letting cool airplanes fly in here, now".

And get this thanks to RAPCON vectoring, the flight time from Centennial Airport (Englewood, Denver south suburb) to DEN was almost an hour!

We're now into RV'ing, and drag an Avion fifth wheel hither and yon. We did the Pensacola Naval Air Museum in March, and the Dayton USAF Museum in April. Both are awesome! Branson, Mo. was in there too, and though a real adventure, the best part was the entertainers' common and respectful reference to the Gospel. Next up is the ABQ balloon festival in October, and come Spring maybe east to the Canadian Maritimes.

I suppose it is appropriate that I drag the Avion with a Ford Diesel truck, and so am still burning lots of kerosene. *Allen*

DICK MARKEE - 55 Shoreline Drive, Florence, OR 97439, 1-541-997-1935, dmarkee@presys.com

Dear Jock: We wound up our year and a half RV tour of the USA last summer and started searching for a place to settle down. We knew we wanted to be near the ocean, so we searched from Monterey, CA to Astoria, OR. We would spend a week or so in prospective communities, looking at houses and getting a feel for the area.

We bought a fabulous house in Florence, OR, right on the river, with a great view of the ocean. We get visited by whales, both gray and orcas, bald eagles, ospreys, deer, etc. Even had a young black bear walk across the deck a couple of weeks ago. But even greater are the people in this little town of 6,700. More than half are retirees, and they are super-friendly. I think our feelings are described by what I heard Darleen say on the telephone when she called a friend back in Walnut Creek, CA, "Hi, this is Darleen, and I'm calling from HEAVEN."

I've jumped in with both feet: I drive a Disabled American Veteran van to Portland (4 hours each way) one day a week. (Darleen says I do it because it puts me back in the captain's seat), have been appointed Airport Commissioner, and am on my community's Architectural Review Committee.

Keeps me busy, but I sure do miss flying. So far I have not been able to put together a flying club, and I'm too cheap to buy an airplane by myself.

Flying on my computer is a very poor second choice. Thanks to all of you who are responsible for the newsletter. The moment it comes, I read it cover to cover.

Check to Cleve. Dick
ickick

STEPHEN MARTIN - 2327 Bayside Ct, Westlake Village, CA 91361

I hate to break the mold but I'm going to write this in my birthday month (just barely) anyway. E-mail to Jock and check to Cleve. If you are wondering, this is year 76. Probably just a youngster compared to many others. The past year has followed the norm of ups and downs. Happy to say it has been in the ups for some time now. Looking forward to the Barnard barbeque and all the good people. Until next year with many thanks to all who help with the *RUPANEWS*. I wish everyone nothing but ups always.
Steve

CLYDE W. MATHIEU – RR 2 Box 202B, Custer, SD 57730

Dear Cleve, Just a short note to let RUPA and friends of Capt. R. W. Powers, now that he passed away on July 12, after an eight month battle with lung cancer and emphysema. Rick flew out of LAX until a heart attack grounded him and has spent the past 10 years in Crystal River FL. Sincerely, Clyde

DONALD A. McGANN – 12255 Applewood Knolls Dr, Lakewood, CO 80215

Dear Cleve, I'm pleased to enclose my personal check to cover dues and postage, etc. Genuine thanks to you and the RUPA team for all you have done and are doing. Your efforts are truly appreciated. The new format is super!

Really don't have anything to be put in the *RUPANEWS*, but wanted to get this off before we depart for Scotland. Again thanks and fondest regards. *Don*

JIM & JAN McMILLIN - P.O. box 156, Madisonville, TX 77864 1940-1976

As usual, my letter is a bit late. Jan and I spent an inordinate amount of time in a contemplated move to Central Texas. We completed the beginning in the middle of April. We sold our house and shipped its contents to Madisonville in late May and were established here on the last day of the month. We are now involved in building a house. Denver was a fine place to live but we are enjoying it here - wonderful people. Jan and I are both well. We're slowing down, but at least we haven't come to a full stop. Note the new address. Keep *RUPANEWS* coming. Needless to say, we continue to enjoy the *NEWS* and reading of bygone exploits. Enclosed is a check to cover the postage. Until next year. Mac

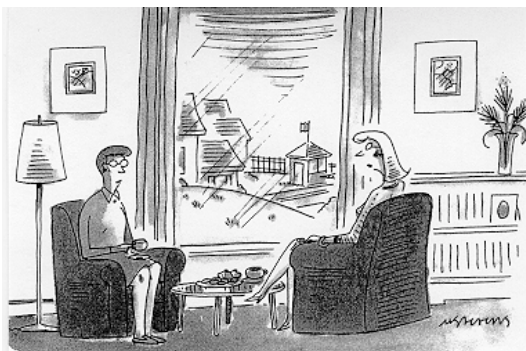
MARION D. MILLER – 2620 144th NE, Marysville, WA 98271

Cleve, can't type. Sorry. Enclosed postage for two years. Little late for this year. Virginia and my health are OK for people of our age, "A" OK. Have been retired for 24 years. Doesn't seem so, but it's true. 1942 to 1975 for United. 1975 to present for us. We like the new format for the *RUPANEWS*. It's easy on old eyes. No long travel, just short trips local. We enjoy the stories of passed times with United, they bring back pleasant times and a few wild eyed ones. All's well that ends well. Marion & Virginia



STU AND CHRIS MITTS, 1600 Ala Moana Blvd. #3300, Honolulu, HI 96815, 808-951-4316. Retired! UA 53-20 (June '99) LAX-HNL. I flew S/O for Capt. John Pinter and F/O Bob Gilbert. All three of us retired, when John set the parking brake at gate 8 (OK, after we did the Parking Checklist). Does anyone know if this triple-header was a first? I wasn't ready in '96, when I set the parking brake for the last time. This 'S/O thing' was a great halfway house to my final flight. The paid move to HNL let us find our retirement paradise. We bought a fine condo across from the yacht harbor. We attended the reunion of USAF Class 60-D in SAT last October. It was the 40th year, since we started training. Time sure does fly by. After 30 plus years of flying over the USA, we finally saw some of it up close. I bought a car in TPA and then we put 6000+ miles on seeing some great parts of the country and visiting some old friends. I think a few motor home trips are in our future. Check isn't due 'till Sept. I've always been a little contrary, so I'll send it early. Thank you, Folders, Stuffers and Staff. Stu and Chris

ELWOOD H. MORGAN – 4440 N. Territory Cir, Tucson, AZ 85750
Hi Cleve; Sorry I'm late. Not much has happened over the last year. A new granddaughter, so much time was spent fussing over her. It's been some time now, that the Aero Club at Davis Monthan AFB disbanded due to insufficient participation. I miss boring holes in the sky with the twin Cessna (U3A) and the T 34. Am looking around for another club somewhere in the Tucson area. All the family is well. Was saddened with the passing of Doug Kurtz. He was one of the finest, just a real gentlemen and a great pilot. I finally succumbed to the incessant nagging of friends and relatives and got a computer. I'm told that I'm now a man of the 20th century... Just in time for the 21st. Will be punctual next year. Woody



"Things have gotten bad here. There's talk of a war with another gated community."

ED MORRISON

It's been a busy year at the Morrison's. August started with a trip to Denver to pin the wings on my son in law Robert Miklik, now a 727 S/O in SFO, soon to be a Bus. F/O. Next came the RUPA cruise. Jan. was the LAX ret. party. Feb. we went to Kauai with Paul and Lyn Wember. Bruce and Joyce Barton came for a too-short visit in April. Spent the month of May on the Queensland coast. [1st class both ways!] These trips were interspersed with several others to So. Cal. for grandkid fixes. Relaxation was on our house boat on Lake Shasta. See you all in Vegas. Ed

PAT MURPHY '56 - '91 DEN, SFO

Nothing new to report from Paradise, life goes blissfully on. I won't add the second part of that sentence. Dee and I just returned from a cruise of the Norway Fjords and North Cape, beautiful trip. Our Son, Chris, was married in July.

We still do Wednesday morning muster of the breakfast club to decide where to fly for lunch - a five-plane gaggle over Corona pass to Granby was our latest adventure. We also flew our Cessna 170 to the United Maintenance open hangar extravaganza at DIA, a really nice affair that reflected a lot of behind-the-scenes work by George Stevenson and his Gang. Check to Cleve. Tks. Murph.

Kennedy's Accident

I had this same experience back in 1930 with a New Standard barnstorming airplane. Trying to climb thru an overcast of unknown depth, with only altimeter and compass. It got to the point where I was losing altitude, and when I pulled the stick back to climb, I felt pushed harder in my seat. AHA! I was now in a tight turn, but which way? I closed the throttle, neutralized the controls. My body fell to the left. Flying from the seat of your pants? I moved the stick to the right. My body was less to the left, I moved toe stick to the right again, and I was erect! I then increased power. pulled the stick back and started to climb. Hooray! I soon landed safely.

Ed Nibur

The difference seems to be, Ed, that you made the most of your limited instrumentation whereas Mr. Kennedy was too inexperienced to make even minimal use of his well-equipped aircraft. A sad and unnecessary loss. Ed.



FRED AND DOROTHY NICHOLS - 3483 Princeton Corners Dr, Marietta, GA 30062 (770) 971 7800

Cleve, Please change our address to the above. Everything is going well for the Nichols family. As you can see, we have moved. The boys are doing great. Dorothy went to India during the winter and I spent two months in Florida. RUPA is always welcome. Keep up the good work. Thanks again. *Fred & Dorothy*

ESOP 3 May 12th Distribution

Jock, On my 2nd ESOP 3 distribution after retirement, May 12 1999, there was no Federal tax withheld. It should have been 28% according to WHQ payroll, and in my case amounted to some \$ 8,000. I do not know if I was an isolated case, but if others are in the same boat they may have a shock at tax time next year. The company should have sold shares to pay my tax at \$79 per share. I have been dealing with a payroll supervisor named Carmen Deboa. She can be reached at (847)700-6217. If the company does not make a sale to cover this withholding, and you did not make an estimated payment on June 15th, you could be subject to a penalty.

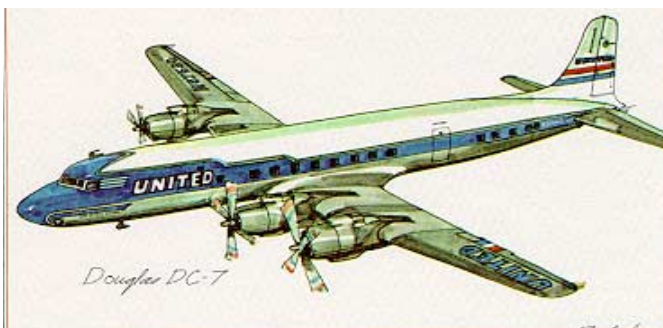
Jim Nugent

Thanks for the "Heads up" on this, Jim. As I told you by e-mail, I've passed on your info to our liaison group at WHQ under Milt Jensen. Ed.

BOB ODGERS 4632 Woodland Avenue, Western Springs, IL 60558-1507

MDW- SFO - EWR - CLE - DCA - DEN - ORD - LAX 1954-89

Remember this? I thought I had died and gone to



heaven when I moved from F/E to F/O on this baby. Wow! SFO - IDL, l/o at the St. Moritz, then back to SFO with "Premium Pay". Even SFO - DCA was pretty nice duty! (Even if I was a RESERVE F/O) Leather seats & 4 bladed props (square tips), that when you pushed the throttles forward those 3350's pushed you back into the seat! The biggest and fastest I had flown to date!

So, when people ask if I miss flying....I say, "No35 years of the best....how can you improve on those memories? Now, with the big 7.0, I truly feel blessed with the career and times with the Navy and UAL.

I met a gentleman last month at our church, who again reminds me of the slogan, "I'd rather be lucky, than smart!". He was a passenger on the Convair 340 that bellied into the cornfield near Dexter, Iowa in 1955, that was missing the bolt holding the elevator to the control link. (Deja Vu DC 10?) After a series of wave like motions, the uncontrollable plane slides into the frozen field! The crew got the W. A. Patterson BONUS!, (I didn't ask what the passengers got). Didn't the aircraft get rebuilt as "Mainliner O'Conner"? We love our new house and I am enjoying the "No Grass" backyard and patio!

TIP for NEW RETIREES:

Keep getting those annual checkups, so that you have a "base line" for the Docs to check. I didn't, since I wasn't flying then with the NEW Humana Gold Plus program, I was discovered with "A Fib" which is very common to us Oldies. They want me to try the "Paddles" but with no idea of when I started the Atrial Fibrillation ... (for treatment options) its like your log-book has missing pages.

Best to all,
ODG

United Airlines Discriminates Against Moms-to-Be Charge Flight Attendants

Airline's Refusal to Obey UK Maternity Laws Sparks Suit Before London Tribunal on July 8

LONDON, July 7 /PRNewswire/ -- United Airlines flight attendants based at Heathrow Airport are taking their fight for justice for pregnant workers to the Employment Tribunal in London. They are demanding that the airline obey the UK's maternity laws by finding alternative work for pregnant women.

``Pregnant flight attendants deserve to work as long as they want to and are physically able," said Kevin Creighan, president of the Association of Flight Attendants Council 7, the union which represents flight attendants at United. ``That's the law and United should follow it."

United places pregnant women on unpaid leave instead of finding suitable alternative work for them. Under UK law, employers are supposed to offer pregnant women other work at an equivalent rate of pay. If suitable work cannot be found, the workers must be placed on full paid leave.

When a pregnant flight attendant, Anna Gomez de Bonilla, requested alternative work, United refused.

The airline claims it isn't subject to British laws. It refuses to comply with an earlier ruling by the Employment Tribunal also involving pregnant workers. In 1996, an Employment Tribunal agreed with Association of Flight Attendants' position that United must provide UK maternity benefits to its employees. The tribunal's ruling was affirmed on appeal. There are approximately 900 flight attendants who fly out of Heathrow Airport for the airline. The Association of Flight Attendants, AFL-CIO is the world's largest flight attendant union, representing 45,000 flight attendants at 23 airlines. Visit AFA's Web site at www.afanet.org.
SOURCE: Association of Flight Attendants

BILL OLIVER 5501 So. Atlantic Ave., #110, New Smyrna Beach FL 32169
First, thanks much for your June 27, '99 welcomed letter. Enclosed is \$30.00 If this adequate ok, if not, advise total required. Thanks for early activation in your database. It will be real nice receiving *RUPANEWS* again. MCO - SFO is only a few hours away for BNO. I will look you up when I next attend BNO.
The stationary reflects a benefit from my year as a Governor for the Lions International service organization. After one's governor's year is history, one becomes a PDG (Past District Governor) and keep working with local clubs for community service., I transferred from San Jose Host to New Smyrna Beach Lions club in December 1998.
I am an author of sorts, my book "*The Inner Seven*" comes out in the next two weeks. It's the story of seven fighter pilots who became "Aces" in WWII and then became "Aces" in Korea. I did an awful lot of research for the book, and the dust jacket has a plug for good old UAL. Thanks again.
Cheers, Bill

STEPHEN W. PAHS Denver C 0; Rupa #50605
Sep 55 – Jun 88 LAX DEN SFO DTW BWI DEN
Sent postage check to Cleve.
I am only one month late. It is improvement TK style. We continue to travel USA and abroad. Spain and Italy in March and April; Germany and CZECH republic in May ... Have been doing genealogy on my Family since 1957. This was the reason for visiting Czech republic. Andrew EISCH my mother's Father had origins there – it was Bohemia at that time 1500's. He came to Colorado in 1897, as a Glass blower. The Eisch Family in Bavaria, Germany; are still in that trade ... The Czech rep. countryside showed signs of economic depression. Suffered much un-

der the Nazis and Communism! My family research of these European countries reaffirms my belief in the US of A!!! AND, makes me thankful that my four grandparents made the ocean voyage...
The Council of Americas Military Past held their convention in OMA in May. This is one of our favorite conventions. The Daedalians (military pilots) Convention was at COS in June; another winner The end of July: Colorado State Skeet Shoot at COS. Mary Jo and will participate. And, The Grand American Trap shoot at Vandalia OH will find us on the firing line.. October, at PDX is the Western History Assoc. convention ...
You can see we manage to keep busy ...Steve.

JOHN PINTER <JohnPinter@UALpilots.org>
Well the fat lady has sung ... and it was my swan song. I just flew my last sequence this weekend. It was a great four days with many wonderful memories. Our wives got the royal treatment - First class all the way with great Flight Attendants on each leg. I was met at each station by friends I have made over the last 32 years and really appreciate everything they all went through to meet up with me. In Chicago my wife and I were treated to dinner at Berghoff's downtown (a true Captain's layover when the food is free <G>.)
In Denver, one of my friends actually got someone to take him out to the end of the runway to photograph my landing and also arranged to have the security video cameras record my landing and taxi into the gate, he then got a copy of the film for me.
The landing was perfect (if I can beat my chest a little) but I'm glad I didn't know he was doing it or the results may have been different. One of my 747 instructors drove all the way from Colorado Springs to see me off.
In LAX a long-time friend who commuted, arrived breathless at the last minute to wish me farewell.
On arrival in HNL the fire trucks were waiting for me to arch water over the aircraft (called a water lei) in a final tribute. We were met by the flight office staff and I got to kiss the girls without fear of a sexual harassment charge. Several local pilots with their wives, and another friend who was on a layover, came out to greet us.
I did good up until my last announcement at the gate in HNL where I choked up a little.
Denver deserves special mention. Although I used very little braking and rolled to the end of the runway, we still overheated the brakes and had to delay the flight about 40 minutes to allow them to cool. During that time the First Officer's nav. selector froze up and they did not have any spare parts available. I could see us missing our last and final flight to HNL. However, one

of the mechanics removed the selector, opened the box and fixed it. GREAT JOB. It made me reflect that over the years what a stellar job our mechanics really do. In my 32 years I have had two engine failures and one loss of hydraulics. Amazing, considering the number of flights I have flown.

The passengers were wonderful also. On the Denver flight I kept them informed of what was happening, and when they found out I was retiring they passed a legal pad around and all wrote well-wishes to me.

One, however, was not so kind and made it a nasty-gram. Another passenger wrote an expletive next to this individual's name. (You just got to love it don't you?) I got a large ovation when I bought everyone a drink on the final flight to HNL. Of course, what they don't know is I signed the Chief Pilots name to the charge sheet <BG>.

My first decision after retiring was to go scuba diving. My second decision was to go play golf. I think I'll fit into this new role quite easily.

For those of you in Ohio, expect to see us on the 4th of July. JoAnn and I want to arrive with a BANG. (I can say that now that I'm no longer flying <grin>).
J ohn

MERLE E. POOL

352 Santa Elena Rd. Palm Springs CA, 92262
Can't believe another year has gone by so fast. Was fortunate to get in a few trips this past year, and a short stay in the hospital. Several times to Baja, CA where I have a mobile home on the beach just south of San Felipe. A cruise to Alaska and a motor trip up the coast of Oregon. A tour through central Europe that included a visit with a Dutch pilot friend that I went through 747 training with. What a great evening he showed me in Amsterdam. Christmas with my daughter and grandkids, of all places to be, Bloomington IL where I was caught in the big snow storm and thought I'd never get home. As for the stay in the hospital, I now have a brand new hip on the right side, and am just about ready to retire the cane as I find myself walking off without it. Until the next Century. Merle

ORVID W. PRATT - 8560 Seacrest Dr, Vero Beach, FL 32963 561 4556

Dear Cleve: Thanks for my first issue of *RUPANEWS*. Interesting reading about our fellow retirees and their goings on.

Barbara and I have moved to Vero Beach Florida. We love our new home, golf and the nice weather. Although we do miss the camaraderie with the Washington group, we do get to see some of them

from time to time.

To all, a fond hello. We would love to hear from you. Orv

mail: vbpratts@pdmnet.com

ROBERT M. PURYEAR P.O. Box 347, Trinity Center CA 96091-0347 1943-1981 BU, SFO.

This month marks my 18th year of retirement from the "Best Job in the World". I/we certainly are enjoying our retirement years. We have more than enough interests to keep us busy every hour of the day. Boredom is NOT a big problem in the Puryear household.

I keep up my CFI rating with the biennial courses offered by AOPA etc. Don't use the rating much except for occasional BFRs for local pilots here in Trinity Center. My Twin Comanche keeps my flying skills current, except for the last year, when she was tied up in Alturas for 12 months. My AI is a great mechanic, but he "cain't say no" when someone needs a plane fixed in a hurry, so the job at hand tends to get put aside. For us it took a year for an annual and installation of some upgrades.

We had planned the first real trip since getting 03Y back in the hangar yesterday. We planned to fly to Oxnard and auto to OJAI for the Barnard BBQ. However, "time to spare go by air" ruled again. On run-up we experienced a fouled plug problem and had to scratch the trip. By the time I could get that fixed, plus our three-hour plus flight, the party would have been over - so we'll try again next year! Always a fun day and a chance to see many old friends. Sorry to miss it. I guess you could sum up our last year as No Big Trips, No bad Health Problems, No Bad Family Troubles, No Big Weather Problems, nothing but a Healthy, Happy, Busy existence in one of the most beautiful and peaceful areas in California. How lucky can you get? Hope to see lots of friends in Las Vegas! We missed the last RUPA Convention, so plan to enjoy this one. Plan to join the group at Elks Club in Palo Alto in August, another highlight of the year. We really enjoy the new format of the *RUPANEWS*. The larger print is great! Check to Cleve and best wishes for all. Happy Birthday to fellow Bastille Day celebrants. Bob & Norma

WILLIAM J. RANKIN, JR - 306 Cove Rd, Queens-town, MD 21658

Dear Cleve: Finally got in gear to attack the ancient Royal portable and send in the yearly mail stipend. Once again played "snow bird" and spent February in Florida and was fortunate to be able to attend the local luncheons in both Daytona Beach and Clearwater. As the body ages I generally have the criteria of no golf if

it is raining or the temperature is below 50. All that went into the dumpster when I went to Scotland in April to aggravate myself at St. Andrews and Turnberry. Rain, some snow, a few hailstones and one day the wind at Turnberry gusting over 40, with chill factors generally in the mid 30s area to low 40s. However, some single malt after a challenging 18 always made the day worthwhile. Surprisingly we found some very good restaurants in the small towns near those famous courses. The new format is outstanding and once again thanks for your ongoing efforts. Regards, Bill

Hey Bill, did Gail caddie for you in Scotland?

BILL RICHARDS, San Ramon, CA 94583

Jock: It's miraculous, it's still my birth month. Hit the big 70 this year and am no longer embarrassed when offered a senior discount. The fact is, I sometimes ask for it. How I envy those who write about their pass travel "...had no trouble getting on in fact we were in first class once and business class three times." I was medically grounded after 24 years 7 months of employment and I therefore only qualify for BP8 passes. Darn! Junior-manned again. Everybody gets on ahead of us. Therefore, we often buy tickets and travel like real people. I'm sorry to say we haven't bought a ticket on United yet - too expensive, they don't meet their competition. I joined the bypass club this year and the initiation rites are no fun. Thanks for the marvelous job you do on the newsletter Jock. Check to Cleve. Bill

RUPA.ORG The Website for RUPA.

By Bruce McLeod

We (I) are back in business after a short break. The site can now be kept up to date, as I have installed another PC at my alternate address. And NO, I personally don't like using laptops! ----- The site has made known job opportunities that are brought to our attention by the prospective employers. We do have a requirement that they, the employers, provide us with enough information to ensure that it is a genuine offer, and nothing else. -----We have been asked by some members to provide a page with the memberships' email addresses. It could be a good thing, and then again, it could be used as a source for Spam and mass mailings. I personally dislike unsolicited advertising email, junk mail and telephone solicitations. THIS IS A "VOTE", so let us know, YES or NO (via email only) at [HYPERLINK mailto:web@rupa.org](mailto:web@rupa.org) web@rupa.org

. If it passes, I'll put it in as follows:

Name Known By – Your "home" domicile –

Email Address

Joe Palooka - LAX - comics@boxer.com

If you don't know who Joe Palooka is, you're not old enough to have a vote! Remember - if it passes, your address will not be added UNLESS you instruct me to place it!! ----- The Website has so far been designed and maintained using Adobe PageMill 3.0. I have recently acquired Microsoft's Front Page '98, and am working (VERY slowly) on a new, friendlier, format. It does take time, and when the changes are ready, I'll let you know before I actually change it. Suggestions on additional content will be greatly appreciated, but not guaranteed to be used!! Thanx, Bruce McLeod web@rupa.org
Normal

RICK SABER - 828 Point San Pedro Rd, San Rafael, CA 94901 captcrunch@mindspring.com

Ahoy Cleve, Decided to get ahead of this thing and fund early. Love the RUPANEWS as well as the foldin stuffin party monthly. A full beard is now hiding all the laugh wrinkles since last docking a year ago. I now know what truly busy is and must add the word NO to my lexicon. Docent work on the USS Hornet, and duties as Gold Dust Recorder (treas.) for E Clampus Vitus, eleven hundred historical characters in the Yerba Buena One Chapter, sailing with Aldeana on our boat Eagle and too many commitments are keeping me out of the bars

Happy Contrails to all out there, come visit!

Rick & Aldeana

HOWARD SHAW, 3 Possum Path, Coram, Ny 11727

Hi Jock, Check to Cleve, tale of woe to you. As many know I am a laryngectomee and full-time oxygen user. In spite of these handicaps we managed to gather together enough equipment to make the drive to our condo in Florida in early Dec. All went well. In January the winter from Hell began. I fell in the bathroom and fractured my skull requiring a craniotomy to stop the bleeding in the brain. We were concerned about the operation because of the lousy condition of my lungs, but the brain surgeon put me on a ventilator before the anesthesia, and I got through that OK. Next the lungs developed Pneumonia, and it was back to the hospital for another week's stay. Then the lungs developed an infection and back to the hospital, We had planned to head home to New York at the end of March, but did not get back till early June after getting help from my daughter in driving north. Ended up us-

ing the Amtrak Auto Train for part of the trip. We are now back home trying to recover from all these un-asked for diversions. Sure makes a good travelogue. My traveling is quite restricted, but I do have portable oxygen (liquid) good for as much as 12 hours and I am still driving, so things could be worse. I look forward to the RUPANEWS each month. Thanks again, HOWIE

DICK SANDERS 31079 Lands End Ln. Westlake, OH. 44145 61/93

Our Cleveland crazy and RUPA Northcoaster groups have been thinned recently by time and events beyond knowing. Bud Fain, David Boyce and Art Bentsen have flown west, and we are further saddened by the loss of Mary d'Aurora, Joe d'Aurora's wife. In thinking of their lives and what to pen for my annual note, I happened across this poem written in 1991 by captain Michael J. Larkin (TWA) and published in the Feb 1995 issue of Air Line Pilot. His ruminations are as follows:

Flying West

*I hope there's a place, way up in the sky,
Where pilots can go when they have to die -
A place where a guy can buy a cold beer
For a friend and comrade whose memory is dear;
A place where no doctor or lawyer can tread,
Nor a management type would ere be caught dead;
Just a quaint little place; kind of dark, full of smoke,
Where they like to sing loud, and love a good joke;
The kind of a place where a lady could go
And feel safe and protected by the men she would know.*

*There must be a place where old pilots go,
When their paining is finished and their airspeed gets low:*

*Where the whiskey is old and the women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before*

And they'd call out your name as you came through the door;

*Who would buy you a drink, if your thirst should be bad,
And relate to the others, "He was quite a good lad!"
And then through the mist you'd spot an old guy
You had not seen in years, though he'd taught you to fly.*

*He'd nod his old head and grin ear to ear,
And say, "Welcome, my son I'm pleased that you're here."*

*"For this is the place where true flyers come,
"When their journey is over, and the war has been won;*

*"They've come here at last to be safe and alone
"from the government clerk and the management clone;*

"Politicians and lawyers, the Feds and the noise:

"Where all hours are happy, and these good ol' boys

"Can relax with a cool one and a well deserved rest:

"This is heaven, my son you've passed your last test."

For the record, Mary Lou and I are fine. Our son Rick has been hired by Comair and is in his second week of ground school in Cincinnati. Daughter Ellen is with Darby Dan Farm in Lexington Ky. All's well.

D i c k

Normal

THEODORE G.(TED) SHOLL - 4000 Cape Cole Blvd, Punta Gorda, Fl 33955 tgsholl@sunline.net
EWR ORD DEN SFO LAX DCA MIA

Almost 4 years since I set the parking brake for the last time and it truly seems like yesterday. Annual dues are under way separately, and I would like to echo once again how much I enjoy the newsletter and appreciate the work you all put into it. Thank you. We are still living in SW Florida, enjoying the sun (boy do we have sun) and traveling to visit our kids, grandkids, boat and friends in San Diego as often as possible.

Still playing as much tennis and golf as I can stand, but about a year ago I started having pain in my groin area from what I thought was a groin pull, with pain shooting down my leg and knee--kept playing and limping until I was diagnosed with moderate osteo arthritis of both hips. I think all of us near this age have this to a degree from normal wear and tear and a lifetime of activity, but anyway, mine got worse and worse until I was having trouble getting into and out of a car, walking, etc, so I decided to have the hip replaced with a titanium and steel one. (Jack Nicklaus got a ceramic one) Had the surgery May 5th and am fully restored to a normal life—getting back to tennis and golf 10 weeks after surgery, which was performed in Ft. Myers by a surgeon who had done several of my golfing buddies. It was a very wise decision to have it done, and although I may need to have the other one done down the road, I won't hesitate.

I had switched from Blue Cross to the Humana HMO for my medical when it was offered in January, and they have been great. The whole procedure, including a 4-day hospital stay and 6 weeks of therapy cost me about \$20. The bills totaled nearly \$26,000 and Humana covered everything except the \$5 co pay for prescriptions and lab work.

So that's what I've been up to, with planned trips to

the BVI in Dec and Europe in the Spring.
On a somber note--I was deeply saddened to learn of the death last winter of M.E (Mike) Malone. Mike was no longer a member of RUPA but was a long time friend from new hire days and USNR. Mike had been the CO of two USNR Helo squadrons, HS-84 and HC-9 in San Diego. I think he was plumbing the DC-10 when he retired. Would appreciate any details known from other friends of Mike.

Once again keep up the good work!! Sincerely, Ted Normal

MIMI STEWART - 1015 Madden Ln. # 207, Roseville, CA 95661 916-783-0375

I am going to Capital picnic with Betty and Bob Morf. I am hoping to find someone there who will want to go to the RUPA conventions with me. My retina problems keep me from reading and it is not wise for me to travel alone. Mimi

MARVYN B. STOLLEY - 1826 E 5th St, Port Angeles, WA 98362

This should pay for the rest of '99 and for '00. If I happen to make it till the end of 2000 I will have been retired for 29 years. I fail to recognize many of the People that I read about in the Newsletter but I read it each month.

Keep up the good work. We appreciate all of the work that makes the letter so important to all of us
Sincerely, Marv

JEROME O. (JERRY) THOMAS - Note address change - 706 E. 13th Ave. Ct., Coal Valley, IL 61240. <thomas@qconline.com>

Birthday month is here again. Sent check to Cleve. Nothing new as I reach one year more. We have purchased a home and both of us will be retired. Planning an African Camera Safari in November.

J.O. (Jerry) Thomas

BOB WEIMAR - 3422 Long Lake Dr, Olympia, WA 98503

Summer is here, I can tell, the rain is a little warmer. Two years in remission from Leukemia, 6 years retired, and all's well. Been trying to varnish the railings on "UNTIED II" and get ready for the cruise to Alaska in July but the wx is delaying our departure. Any one cruising north of Vancouver and see a floundering Trawler headed north at 8 kts, and Marlette varnishing the railings, give us a call. This ex- navigator will not be lost, only "Momentarily Confused". Golly this GPS is great, where was it when we flew out of SAN at sunset when it was too light to see stars and too early to

get loran signals, with no moon or planets to shoot. I always wondered why those "Real Nav's" would leave these flights to us. What a challenge, I just looked to the F/O and he would point over the nose and look down at the ADF and tell me to turn on and listen to the Hawaiian music, on my headset. Bob Normal

MARCELLA WILEY-THEIS - 750 S. LaPosada Cir #34, Green Valley, AZ 85614

Dear members of RUPA; since I can no longer live alone in my home in Green Valley, AZ, I am forced to move to this LaPosada assisted living.

My best regards to George, Billie Howson and the rest of the gang when Maurice Wiley was flying with all of you. Those were the Days!

Thank you for the *RUPANEWS*. Sally

E. K. WILLIAMS - 18140 Airmont Rd, Round Hill, VA 20141 '66 to '97 DCA, SFO, ORD, CLE, ORD, DCA, ORD, DCA, ORD, HNL {That is the way to remain unknown to the Flt. Mngrs.)

Hey There Jock, I understand that the Folders and Stuffers are gathering on the 7th to celebrate my Birthday so I will get this off to you, and doughnut money to Cleve. Please do not serve 'raspberry filled' in my honor.

Highlight of the year occurred in March when I arranged for Betty to ride the first 11 miles of the Iditarod Trail Dog Sled Race with musher Jim Lanier. There were 63 dog teams of 12 dogs each on 4th Avenue and they were all barking and howling in chorus. Beautiful day and an exciting experience to cap a fun week in Anchorage. See you in Vegas. E.K.



BEWARE

Herbs and botanicals can help-but can also harm

BY BETH BAKER

When Kathy Anderson, 53, a special education teacher in Clinton, Md., feels stress on the job, she takes an herb called kava to calm her down. When a cold's coming on, she takes echinacea, from the purple coneflower. And the only effective remedy she's found for hot flashes is black cohosh, a North American forest plant.

Anderson is among the many Americans--one third of all adults, according to the nonprofit American Botanical Council (ABC) in Austin, Texas, who have turned to herbal pills and powders, teas and tonics, in the search for cheaper, gentler, natural alternatives to mainstream medicine. No longer confined to the realm of folk wisdom, herbal remedies--or botanicals - are big business. Americans spent nearly \$4 billion on them in 1998, the council reports, up from \$1.6 billion in 1994.

But using herbs can be chancy. Just because botanicals are labeled it doesn't necessarily mean they are without risks. They do not undergo the rigorous testing demanded by the Food and Drug Administration (FDA) for other drugs, so little is known about their effectiveness, optimal dosage, side effects or interactions with other medications. And they are subject to few controls on quality and purity.

While many herbs seem to be safe and beneficial, others can have toxic, even deadly, effects. Consumers need to do their homework to make sure they're not throwing their money away on useless products or, even worse, on products that may do more harm than good.

"Anything that has a positive therapeutic effect," says H.B. "Skip" Matthews of the Department of Health and Human Services' National Toxicology Program (NTP) in North Carolina, "can also have an adverse effect if administered to a sensitive sub-population - the very young, the very old, people whose metabolism is compromised through disease, people who have allergic responses. All can have a dramatic response to herbs."

The good news is that herbal medicine is finally getting serious attention from scientists. Research into the risks and benefits of several herbs is under way at the NTP and other U.S. institutions. Doctors are being urged to learn about herbal therapy, more medical schools are offering courses on the subject, and numerous peer-reviewed journals and books have been published for professionals and consumers.

Pluses and minuses

The herbs Kathy Anderson takes may help her, but they have downsides, too. Echinacea, an immune

booster, may cause complications in people with autoimmune disease such as lupus or multiple sclerosis or lead to liver damage if taken for more than a few weeks at a time.

Kava, a relaxant derived from the root of a tropical plant, can cause oversedation, especially in older individuals or those on drugs such as Valium. Black cohosh (or black snakeroot), taken for hot flashes, can cause nausea or uterine contractions.

Even so, as people seek greater control over their health care, herbal treatment is viewed as a comforting antidote to assembly-line medical care. Anderson says she was raised on kitchen-cupboard remedies--chamomile tea for stomachaches, honey and lemon for coughs.

Botanicals have in fact been used throughout human history to treat ailments and promote wellbeing. Some 80 percent of the world's people still use herbs - leaves, roots, berries or extracts - as their primary source of medicine.

Many modern drugs are plant-based. Since 1986, the National Cancer Institute's Natural Products Branch has tested 40,000 plant samples, collected from around the globe, in the search for cancer and AIDS treatments. Roughly half of the drugs sold in the United States are derived from plants, such as digitalis (from foxglove) and taxol (from the Pacific yew tree).

These drugs use a single chemical compound that is the active ingredient. Botanicals, on the other hand, work differently, in ways that are still little understood. "Herbs are like other drugs, but they're often more diluted and less purified. They're a complex mix of chemicals," says MaryAnn O'Hara, M.D., a Robert Wood Johnson clinical scholar at the University of Washington, whose review of 12 popular herbs was published in the Archives of Family Medicine last fall. "Any chemical you take that has physiologic effect [on body function] is a drug. It's a misunderstanding to think herbs are an alternative to drugs - rather, they're an alternative form of drug."

Despite the uncertainties, most herbs seem to cause fewer and milder complications than other drugs. "The advantage is that the side effects are much less. in general," says Varro E. Tyler, distinguished professor emeritus of pharmacognosy at Purdue University and co-author of "Tyler's Honest Herbal: A Sensible Guide to the Use of Herbs and Related Products" with Steven Foster (Haworth Herbal Press, revised 1999).

Frank Gallant, 51, an editor in Arlington, VA, decided against taking prescription drugs for his mild depression because he was concerned about unwanted side effects. Instead, he takes St. John's wort, extracted from a yellow flowering plant.

"Throughout my life, I had either depression or anxiety

a number of times in any given week," says Gallant. After 18 months on St. John's wort, he says he can go two weeks, even a month, without these symptoms. "When I do get them, they tend to be milder and of much shorter duration."

Although Gallant has not had any side effects, the herb can cause gastrointestinal irritation, sensitivity to sunlight and dizziness.

A 1996 review in the British Journal of Medicine of 23 studies found St. John's wort more effective than a placebo and as effective as prescription drugs in treating mild to moderate depression. More definitive answers should emerge from a three-year National Institutes of Health (NIH) trial begun in 1998 to compare the herb with a placebo and the antidepressant sertraline.

Other booming botanicals

Many botanicals are used to treat conditions common in older people. Among the most popular:

* Ginkgo biloba, an extract from the ginkgo tree, is sold as a memory enhancer. A 1997 study reported in the Journal of the American Medical Association (JAMA) found modest improvement in mental performance and social functioning of patients with dementia who took ginkgo.

A five-year study under way by the NIH Center for Complementary and Alternative Medicine may help determine if ginkgo can prevent dementia or help memory in healthy people.

"Although [ginkgo] looks somewhat promising it still needs good clinical trials to determine if it is effective," says Neil Buckholtz, chief of the dementias of aging branch of the National Institute on Aging. "For example, there's no indication yet of which dose to take."

A note of caution: According to a study by Lucinda G. Miller of Texas Tech University, ginkgo, like several other herbs (ginger, garlic, ginseng and possibly chamomile), may inhibit clotting and shouldn't be taken with blood thinners like aspirin or warfarin. Saw palmetto is used -to treat benign prostate hyperplasia, a urinary tract condition that affects up to 40 percent of men over age 70. A review in JAMA reported that the herb may help ease symptoms such as frequency and urgency. But it seems to cause fewer impotence problems and other side effects associated with finasteride, the drug typically prescribed for the condition.

According to "Tyler's Honest Herbal," only preparations of saw palmetto with fat-soluble components work. Thus saw palmetto teas touted to promote prostate health probably don't. Experts advise seeing a doctor before taking the herb, to rule out serious disease.

Garlic is purported to lower cholesterol, among other

claims. But the evidence from studies so far is inconclusive.

Of seven trials O'Hara reviewed, four showed no changes in cholesterol levels and three found reductions of 6 percent to 11 percent. To complicate matters further, only certain forms of garlic - raw cloves, fermented garlic and garlic powder - seemed useful. How much garlic it takes to yield benefits is another unknown.

Lax regulations, standards

Herbs are highly variable, depending on the type of seeds or pesticides used, where they are grown, and in what type of soil.

Because regulations for manufacturing products are loose, consumers cannot judge the purity of the herbs they buy. One study, for example, found that ginseng products, purported to boost energy, sometimes contain no ginseng at all. Even more troubling are products contaminated with arsenic, lead and other heavy metals.

Another big concern is the overblown claims made on behalf of botanicals. "Free yourself from unnecessary worry for life!" and "No more drugs ... No more disease!" are typical enticements

"I became fed up with the garbage being fed to the American people in the form of literature on the subject," Tylers says. "There are some very useful [herbs] that are proven to be safe and effective, but there's an enormous amount of hyperbole and exaggeration."

Compounding the confusion is the odd regulatory niche into which botanicals fall. The federal government classifies many herbal remedies dietary supplements, even though consumers use them as medicine.

Be smart

Botanical manufacturers do not have to prove their products work but they must ensure they are not harmful. They cannot make medical claims for them unless they have won FDA drug approval, a costly process. Thus, ginkgo may be sold to enhance memory but not to treat dementia. Echinacea can be labeled an immune booster but not a cold remedy.

Most companies willing to pay for research and testing are hoping to win patents for new products. But it's hard to patent plants used as medicines since antiquity, so firms have no incentive "to put money into expensive testing," says Matthews of the National Toxicology Program. "Therefore it's important for the government to be involved." The NTP, for example, is reviewing the safety of comfrey, goldenseal, ginkgo, echinacea and other herbs.

Some consumer advocates want a special FDA regulatory process to ensure that botanicals, are safe and effective, but FDA officials say such a move is unlikely in the near future.

Still, new research should yield better information on botanicals. Pharmaceutical and herbal companies are also working to standardize industry practices to achieve greater consistency in product quality.

"Conditions are improving," Tyler says. "Ultimately I think there will be a merger of this kind of product with what we now call conventional medicine."

"Herbs might have subtle, gentle, beneficial effects, but they're never going to be a panacea," adds O'Hara of the University of Washington. -You need to remember they are chemicals. A chemical might be useful, but the most important thing is to lead a healthy lifestyle."

AARP Bulletin May 1999

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D. L. (LARRY) WRIGHT, 605 Joandra Court, Los Altos, CA 94024-5343.

Another wonderful year of retirement has sped by. I don't know where the time goes but looking back, it does fly. Still haven't gotten around to any cruises or trips to exotic lands. Most of our trips seem to be by car or plane either to our property in Fox, Oregon or to see family in Alabama and Florida.

In late July and early August we were in Oregon pruning some 3500 pine trees which we had planted some years ago. These trees are twelve to fourteen feet high and we pruned all of the lower branches up to a height of about seven feet. This is as high as I could reach standing on the ground. The purpose of the pruning is to provide clear, knot-free logs, when our great grandchildren finally harvest these trees. Of course as the trees grow we will prune higher. Fire season was in effect, so, mercifully, I could only use the power chain saw until noon. Without the regulation, I don't know if I would have been smart enough to stop. Pat used the lopping shears on the smaller trees and she too was willing to stop by noon. The trees could only be pruned during this time-frame because of beetle infestation.

In September we went down to Pensacola, Florida for the Marine Corps Vietnam Helicopter Association Reunion. It was good to see old friends and acquaintances, a number of which were also United faces. A trip to the National Naval Aviation Museum was also part of the program. It is always a pleasure to view the

wonderful collection of aircraft. The weather actually behaved fairly well for our reunion, but five days later a hurricane came through. Of course, we were long gone before then.

After finally getting one of our boys married, here in California, last May, we

had a family Thanksgiving in Florida so his bride could meet some of her new relatives. We had about fifty folks and everyone had a wonderful time.

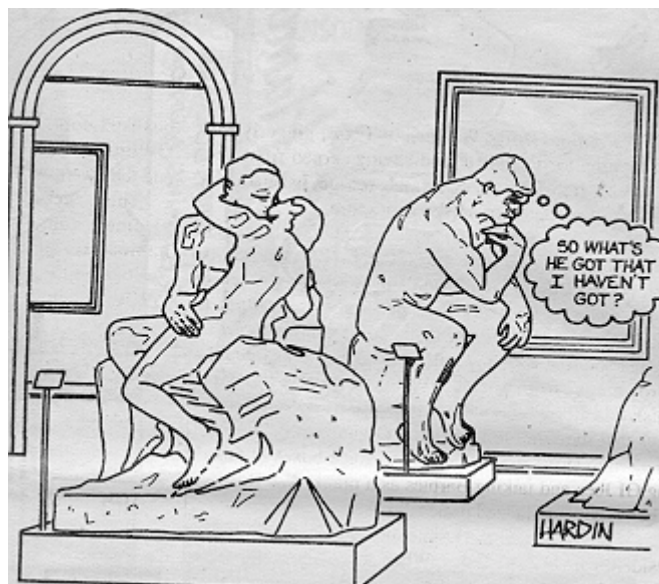
In January, on the way to Oregon, we had a beautiful drive up and the high point of the trip was driving through the Sacramento Valley and watching the thousands of ducks and geese flying and feeding in the area.

On one of our trips to the Southeast in March, we thought we could catch the azaleas at Callaway Gardens, GA. Unfortunately we were about a week early. We were told had we been there this time last year, it would have been too late. Timing is everything, especially when dealing with Mother Nature. There were still quite a few azaleas open and certainly plenty of daffodils. We enjoyed the butterfly house and all of the gardens.

I am still involved monthly with folding and stuffing of *RUPANEWS*. I just can't turn down the wonderful pay (donuts and coffee, if you're quick). It's a fun gathering, but it is also rather ludicrous when you look at all the specialized talent in the room, relegated to sticking labels on magazines and tying them in bundles. But, everyone seems to have a good time.

Larry and Pat

Thanks for all your efforts, along with Floyd Alfson and Cleve Spring, to research and initiate the new bulk mailing system which so greatly reduced our mailing costs Ed.



This story was sent to me by six different members – so it must strike a chord. Ed

Butch O'Hare

During the course of World War II, many people gained fame in one way or another. One man was Butch O'Hare. He was a fighter pilot assigned to an aircraft carrier in the Pacific. One time his entire squadron was assigned to fly a particular mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank.

Because of this, he would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to leave formation and return. As he was returning to the mothership, he could see a squadron of Japanese Zeroes heading toward the fleet to attack. And with all the fighter planes gone, the fleet was almost defenseless. His was the only opportunity to distract and divert them. Single-handedly, he dove into the formation of Japanese planes and attacked them. The American fighter planes were rigged with cameras, so that as they flew and fought, pictures were taken so pilots could learn more about the terrain, enemy maneuvers, etc. Butch dove at them and shot until all his ammunition was gone, then he would dive and try to clip off a wing or tail or anything that would make the enemy planes unfit to fly. He did anything he could to keep them from reaching the American ships. Finally, the Japanese squadron took off in another direction, and Butch O'Hare and his fighter, both badly shot up, limped back to the carrier.

He told his story, but not until the film from the camera on his plane was developed, did they realize the extent he really went to, to protect his fleet. He was recognized as a hero and given one of the nation's highest military honors. And as you know, the O'Hare Airport was also named after him.

Prior to this time in Chicago, there was a man named Easy Eddie. He was working for a man you've all heard about, Al Capone. Al Capone wasn't famous for anything heroic, but he was notorious for the murders he'd committed and the illegal things he'd done. Easy Eddie was Al Capone's lawyer and he was very good. In fact, because of his skill, he was able to keep Al Capone out of jail.

To show his appreciation, Al Capone paid him very well. He not only earned big money, he would get extra things, like a residence that filled an entire Chicago city block. The house was fenced, and he had live-in help and all of the conveniences of the day.

Easy Eddie had a son. He loved his son and gave him all the best things while he was growing up; clothes, cars, and a good education. And because he loved his son he tried to teach him right from wrong. But one

thing he couldn't give his son was a good name, and a good example.

Easy Eddie decided that this was much more important than all the riches he had given him. So, he went to the authorities in order to rectify the wrong he had done. In order to tell the truth, it meant he must testify against Al Capone, and he knew that Al Capone would do his best to have him killed. But he wanted most of all to try to be an example and to do the best he could to give back to his son, a good name. So he testified. Within the year, he was shot and killed on a lonely street in Chicago. This sounds like two unrelated stories. But Butch O'Hare was Easy Eddie's son.

FRANK ZACKARY – 444-A Old Barn Rd, Barrington, IL 60010

Dear Cleve: Time is NOT “marching on”, it's sprinting! Enclosed is a check to cover this last year's, and next year's postage plus some for whatever you deem appropriate.

Thanks to all who keep this great organization running, I always look forward to the newsletter. Frank

OFFICE VISIT

What to tell your doctor

By Marvin M. Lipman, M.D.

A professor of mine, back in medical school, used to say that a carefully taken history alone could lead to a correct diagnosis about 80 percent of the time. But getting an accurate history is often easier said than done. With some patients, the physician becomes more like a dentist - when getting all that information is like pulling teeth. And of course, many doctors - whether due to temperament or time constraints - don't pursue the patient's account as aggressively or even listen as attentively as they should. Either way, it's up to you to see that your story is told and your message gets through.

Here's what to tell your doctor during an office visit and how to tell it.

Tell why you're there. Especially if you have more than one reason for the visit, make a list in advance so you won't wind up kicking yourself on the way home for forgetting to ask an important question. Try to be specific when describing each problem. Saying something hurts, for example, is not enough. You need to describe when the pain began, exactly what it feels like, whether it comes and goes, and what makes it better or worse.

Tell what's bothering you most, first. Make sure your doctor realizes how important each complaint is to you. In one study, one in every four complaints men-

tioned by patients wasn't even recognized as a problem by their physician. In another study, doctor and patient disagreed about half the time on exactly what the main health problem was.

Tell it like it is. Don't minimize or trivialize your complaints, or your doctor may do the same. Don't attribute problems to "normal" aging - especially problems involving depression, dizziness, forgetfulness, or sexual dysfunction. Think of the nonagenarian who complained of knee pain, only to have his doctor suggest that this was to be expected at the age of 92. "But my other knee is also 92," the man pointed out, "and it's fine." There may be an underlying, treatable disorder - at any age.

Tell it straight. Try to present your problems in a focused manner, without flitting from one symptom or complaint to another. Doctors tend to butt in quickly - on average, within 20 seconds after the patient starts talking, according to one study - so avoid rambling, which invites interruption. When your doctor interrupts anyway, remember to pick up the thread where you left off. Check your list to make sure you fully exhaust one problem before going on to the next. Also, since doctors tend to pride themselves on making quick diagnoses, make sure you get a chance to put all the clues on the table first.

Tell your primary-care physician all. I often encounter patients who are seeing several other doctors for problems involving various body parts. Such a splintered approach to health care runs counter to the concept of treating the whole patient and can produce disastrous results. Of course, there are legitimate reasons to go to different specialists for different conditions. But it's essential to keep your primary doctor informed about all the care you're receiving. That includes care from any "alternative" practitioners as well.

Tell about the drugs you take. Bring all of your medications - over-the-counter as well as prescription - to each office visit. Have your doctor check each drug against what's written in your chart. Discuss lowering dosages or even stopping medications you may no longer need or that might interact with other drugs. Make sure your doctor knows about any recent drug reactions you may have had, including allergies or side effects.

Tell about the "dietary supplements" you take. Just because herbs are "natural" doesn't mean they're safe. Like drugs, they can cause side effects or interact with each other, with medications, or with foods. Many vitamins and minerals, too, can pose risks, especially in high dosages. But although vitamins, minerals, herbs, and other dietary supplements can behave like drugs, they're not regulated that way, so the risks-and the possible benefits-are still largely unknown. Even if

you suspect that your doctor might not approve of your daily supplemental regimen, it's still important to provide that information.

Tell about your family. Your risk for many serious diseases-including cancer, coronary heart disease, and diabetes--can be strongly influenced by your family medical history. Be sure to keep your physician up-to-date on any recent illnesses or deaths.

Tell your end-of-life wishes. Keep your doctor, your lawyer, and close family members informed about the sort of life-prolonging care you'd want if you were incapacitated. But don't rely on conversations, and don't wait until you're faced with a terminal illness or, even worse, unable to communicate: Make out a living will and appoint a healthcare proxy now

When all is told Of course, good communication with your doctor involves a two-way flow of information. So ask lots of questions-and be a good listener. Take notes, or bring a tape recorder or a second set of ears. Then, to make sure you heard correctly and to increase the chance that you'll remember what you heard, tell your doctor what your doctor just told you.

Consumer Reports on Health April 1999

WERE THE WRIGHTS THE FIRST TO FLY?

On Oct 7, 1903, two months before the Wright brothers first flew at Kitty Hawk, North Carolina, Prof. Samuel P. Langley (1834 - 1906) launched his "Aerodrome" flying machine from the roof of a houseboat on the Anacostia River near Washington D.C. but the plane nosed down and crashed into the river. A second attempt was made on Dec. 6th, again prior to the Wrights, and the plane nosed up but a wingtip caught the catapult and it broke apart in mid air. The pilot Charles Manley survived. Did this airplane actually fly? The Smithsonian thought so.

When the Wright brothers learned of Glenn Curtiss' flight in the "June Bug" with an improved control system using ailerons instead of wing warping, Orville wrote Curtiss: I learn from the *Scientific American* (magazine) that your June Bug has movable surfaces at the trailing edge of the wings .. we did not of course intend to give permission to use the patented features of our machine for exhibitions or in a commercial way ... we could be glad to take up the matter of a license to operate under our patents for that purpose.

'Tis was the beginning of a law suit that never was settled, only compromised, that still simmers to this day. The Wrights believed that the use of ailerons impinged on their wing warping patent and that his was a form of wing warping.

In 1915, Orville Wright sold his entire interest in the Wright Company for a million dollars and went into retirement. Not until Orville had relinquished all ownership and control in the company was an aileron (a Curtiss invention) ever used on a Wright biplane. When the U.S. entered World War I, a Manufacturer's Aircraft Association was formed, to eliminate red tape and allow cross licensing of manufacturers (principally, Wright and Curtiss) to allow the country to make war planes. All patent litigation between members of the Association would cease, and a royalty of 1% gross value was placed in the Association's treasury for distribution to patentees.

Because of the continuous law suits against him by the Wrights, Glenn Curtiss asked, in defense, to allow the Smithsonian for the opportunity to test the old Langley Aeroplane which the Smithsonian, at that time, believed was the first airplane to fly. Curtiss was given \$2000 and the original plane was shipped to his shop in Hammondsport, N.Y. There modifications were made, and Curtiss was able to make several short hops with the machine in June 1914.

Curtiss claimed the only modification prior to the initial flight of the rebuilt Langley craft was the addition of pontoons, an actual drawback, since they weighed 340 lbs. and increased the drag. These were used because of the catapult inadequacies of the 1903 experiments. These changes, made in public, were not concealed. Wright's attorneys immediately claimed the changes were such as to make a non flyable airplane flyable.

Then, without benefit of publicity, Curtiss made a proposition to Orville Wright. In order to resolve the question forever, he suggested they collaborate in building an exact replica of the Langley plane and give it a fair trial together. If it flew, Orville was to pay all expenses of the experiment; if it didn't fly, Curtiss would pick up the tab. No reply was forthcoming from Dayton.

Then the Smithsonian Institute, in its annual report, falsely stated that the original Langley plane had been flown "without modification."

It was this action that caused Orville Wright in 1928 to send the original Kitty Hawk plane to London. It wasn't until 1948, after Orville's death on January 30, 1948, that it returned to the Smithsonian.

Until someone builds an exact "flying" reproduction of the Langley "Aerodrome" will the question of "Who built the first flyable airplane" be answered.

Florida Aviation Historical Society Journal, March, 1999.

The Smithsonian replied to the foregoing as follows. Countless attempts have been made to suggest that Manley (pilot of the aerodrome) might have been able

to fly; but these claims have been authoritatively discounted several times. If any agency would have wished to support the Langley claim, it would have been the Smithsonian; and for almost 40 years they did; but C.G. Abbot himself, the Smithsonian Secretary, discounted this in 1942. Subsequently, as recently as last year, Lorenzo Auriti of the University of Toronto, made an exhaustive, and highly scientific study of the problem.

To state that Curtiss flew the original airplane without modification, other than the pontoons, is of doubtful validity. He did fly a modified Aerodrome, with increased wingspan and increased dihedral; but that proved nothing. And in any case, on 7 October 1903 and December 1903, the Langley Aerodrome certainly did not fly.

Later on, of course, Curtiss's ailerons proved to be better than wing-warping - but that is not the issue.

Auriti's studies included wind tunnel tests of a scale model of the Aerodrome wing found that it was not structurally capable of level flight since the wings could not support the aerodynamic loads. Even if structural failure would not have occurred, it appears that even a stable aeroelastic deformation would give rise to a trim state for the aircraft that was unstable.

Florida Aviation Historical Society Journal, July 1999.

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OBITUARIES

Dear RUPA,

My husband, EUGENE D. COPPOCK died on July 3, 1999. He was diagnosed with liver cancer on June 3, 1999. He flew volunteer for the Sheriff's office a day before there was any signs that something was happening. He complained of "weakness" and a feeling of "fullness" in his abdomen. The diagnosis was shocking!! Both parents are alive at 93 years and still driving! He was never sick and had never been in a hospital before. We still cannot believe how fast this horrific illness took him. He died at home with our son and me with him every minute. He did not have any pain throughout this ordeal. I have read the latest RUPA newsletter and see that cancer seems common among pilots. Gene was always working on restoring airplanes and exposed to numerous chemicals during

his lifetime. The medical establishments should study the pilot group for answers pertaining to this deadly disease.

Warmest Regards,
Roberta R. Coppock

EUGENE D. COPPOCK

Captain Eugene D. Coppock, retired. Born December 8, 1927 in La Center, Washington, died July 3, 1999, at his home in Auburn.

Gene attended schools in Vancouver, Washington, and during school vacation worked cargo handler for United Airlines in Portland, Ore. He joined the Navy in 1944 and was discharged in 1948. He flew and worked for numerous aviation businesses before being hired by Capital Airlines, which later merged with United Airlines in 1961. He retired from United in 1988, after 31 years.

He flew over 100 different aircraft and built and restored numerous planes including the last known Stinson A Trimotor low-wing aircraft, which resides in a private museum in Minnesota.

He was a member of the Quiet Birdmen, Experimental Aircraft Association, Auburn Airport Association, Retired United Pilots Association, and flew as a volunteer pilot for the Placer County Sheriffs Dept.

He is survived by his wife of 35 years, Roberta Coppock of Auburn, and mother, Lillian Pulley of Vancouver, Wash. And sons, David of Placerville, and Lavant of Los Angeles, and brother, Howard Pulley of Clermont, Fla., and granddaughter, Michelle Coppock of Fresno.

DOUGLAS C. KURTZ. It is with great sadness that I report the death of my good friend Doug Kurtz on June 2, 1999. He had been having serious health problems the past year. I've known Doug and his wife Ruth for 44 years. We both started our flying careers with Capital Airlines, We fixed in Ypsilanti, Michigan for 11 years - same street four houses away. Moved to Barrington, Illinois in 1966, again living on same street only five houses away this time. We spent many evenings playing pinochle (mostly talking and joking) and just having fun. Doug had many interests, but top of the list was flying. Had his own float plane and would fly to Canada in isolated places to fish. Also had a cabin in Upper Michigan in the Huron mountains, where he spent every deer-hunting season and also fishing in the spring. After retirement, he and Ruth spent many happy days traveling in the U. \$, in their new motor home. He was a great friend and we will miss him very much.

Raymond and Twyla White, Sarasota, FL.

RICHARD "BUD" E. CARLSON

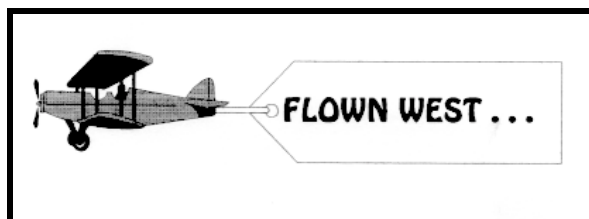
Growing up in the Roseland community Richard was known affectionately as Bud. Graduating from Pullman Tech High School in 1938 at age 17, he enjoyed many of his high school years acting and singing in operettas, plays and glee club. His real joy was the hours spent looking up to the skies dreaming of one day lying those skies.

He attended Morgan Junior College studying electrical engineering. After Pearl Harbor was bombed, he enlisted in the Army Air Corp, commissioned January 7, 1944 as a Second Lieutenant. Just 2 weeks later, January 14, 1944 he married Hazel Johnson whom he had met at a youth rally at his church when they were 16. They honeymooned in Texas while he was in training on the B 24 Liberator. From February 1944 through August 1944 he skippered the Liberator through 52 combat missions over Southern Europe. After the war he was hired by United Airlines and began his 36 year career starting off flying on the DC 3s. Becoming a Captain in 1952, his flying career saw him piloting the DC6s, Caravelles, freighters, DC 8s, Stretch 8's, DC10's and the 747. He retired on February 6, 1982, flying his family to Hawaii for his final career flight. Word has it the landing was so smooth passengers aboard gave a round of applause as he taxied to his gate.

Bud was a man who loved the Lord and his church. His love for this showed in the ways he served others outside of his immediate family. His joy was expressed in his activities: Sunday school teacher, choir member, youth leader, lay leader, board member at Grace Methodist Church of Auburn Park, board member at Bethany Methodist Hospital and Home for 35 years. Besides being on the Board of the Chicago District Camp Grounds in Des Plaines, he managed the swimming pool for many years there, devoting his summers to the life of the Camp Grounds.

Living in Palos Heights for the past 51 years he served his community as well. He started his community involvement by serving as a volunteer fireman in Palos Heights. Later he became a school board member, serving Palos District 118 for 6 years, 3 as President of the board.

Bud and Hazel shared 55 years of a profound love and friendship with one another and their Lord. Blessed with 3 children, Dick, Cathy, and Naomi and 6 grandchildren, Nate, Wendy, Kersten, Jon, Christina, and Timmy, who he was very proud of, his love and strength for his family showed throughout his illness. His first concern always was for his family. Never did he complain but how wonderful he was to let us show him love by caring for him.



RICHARD E. "BUD" CARLSON	ORD	4 JUN 1999
HOMER A. "FUZZY" CAIN	SEA	30 JUN 1999
EUGENE D. "GENE" COPPOCK 1999	ORD	3 JUL
RICHARD W. POWERS 1999	LAX	12 JUL



HIGH FLIGHT

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered
 wings;
 Sunward I've climbed, and joined the tum-
 bling mirth
 Of sun-split clouds—and done a hundred
 things
 You have not dreamed of—wheeled and
 soared and swung
 High in the sunlit silence. Hov'ring there,
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the windswept heights with
 easy grace
 Where never lark, or even eagle flew.
 And, while with silent, lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of
 God.

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 1st Thu. LAS – Summer Break.
- 2nd Mon. SW FL Outlaws – Summer Break.
- 2nd Tue. FL Sunbirds – Summer Break.
- 2nd Thu. SE FL Gold Coast – Summer Break – resumes Oct 14.
- 2nd Fri. PHX Roadrunners – Summer Break – resumes Oct 8.
- 3rd Tue. 17 Aug. DEN Good Ole Boys – Country Buffet.
- 3rd Thu. 19 Aug. LAX – Hacienda, El Segundo (Even Month).
- 3rd Thu. 19 Aug. Ohio Northcoasters, TJ's Wooster.
- 3rd Thu. 19 Aug. SEA Gooneybirds, Airport Marriott.
- 3rd Thu. 19 Aug. Tampa Sundowners, Countryside CC (Coed).

Other Events

- Aug 11 RUPA Picnic – Elks Club Palo Alto.
- Sep 18 DCA ALPA Co. 11 Retirement Party
- Sep 25 DEN ALPA Co. 33 Annual Party – Double Tree Hotel
- Oct 9 SEAFO – Retirement Party for Jess Marker – Museum of Flight.
- Oct 21 Washington Area Coed Lunch – Belle Haven CC.
- Oct 28-30 RAPA Convention – San Diego.
- Oct 29 ORD ALPA Co. 12 Retirement Party – O'Hare Westin Hotel
- Nov 7-11 RUPA Convention – Las Vegas.
- Nov 12 –14 Navy VP-17 (HM) - 10 Reunion – Holiday Inn, Pensacola, FL

This space is available for free advertising of non-profit organization events, providing that there is space left from the advertisements of RUPA Luncheon groups, and/or other RUPA affiliated groups. Send your meeting dates to the editor as far as possible before the deadline to receive consideration.

September Deadline – 18 August

Folder's & Stuffer's – 1 September



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