



RUPANEWS

Journal of the Retired United Pilots Association

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September, 1999

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PHOTO: ED CONDIT

RUPANEWS

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EDITOR'S NOTES

As I type this, in the usual last-minute rush to get this issue to the printers, the November RUPA Convention continues to build. The word is that our hotel is near to sold out of special rate rooms – in fact, on the night of the dinner, we have 198 rooms booked, so those of you who have been procrastinating about signing up had best get with the program. Sec. Treas. Cleve Spring tells me that 300 people have signed up for the Convention Dinner on Wed 10th, which leaves a few still unaccounted for, because, assuming that most rooms are double occupancy (plus the RVers), there should be closer to 400+ attending the dinner – a convention record, I'd say.

I just had a call from Convention planner, Barry Dixon, to tell me that everything is firmed up for the Nellis Thunderbirds tour (note new pick-up time and approximate fee per person on the registration form on page 6.) - the only problem is that in order to ensure that everyone on the tour gets to see and hear everything, the tour size is limited to 50 persons, and since over three times that number have indicated that they want to go, the only fair way to resolve the impasse will be to hold a drawing in Vegas.

I am reminded by member Johnny Stefanki that our fellow association – RAPA - will be having its convention the month before ours, in San Diego. Those of you who are members of RAPA will already be aware of that fact. But for those non-members who may wish to attend, contact Johnny at 650-941-1299 for details.

I have had quizzical comments from readers, usually non-members who receive *RUPANEWS* either as subscribers or as a courtesy (other editors of retiree journals etc.) about who is the editor, because half of the letters are addressed to Cleve Spring.

As my old Latin master would say “Lest erratta escape detection, I alone am responsible for the layout and contents of *RUPANEWS*. In plain English I carry the can for the magazine. The explanation for Cleve being the addressee in so many letters resides in the fact that our frugal members oftentimes enclose a note to him along with their annual check. Cleve, being the helpful person that he is, transcribes them to a disk which he gives me before deadline – thus saving me much effort, for which I am most grateful.

As a personal side note dealing with production, I, along with Cleve, Sam Cramb and Milt Jines, will be spending nine days travelling to and touring in Scotland, beginning on the 13th of September, I would deem it a personal favor (as I'm sure also would Cleve) if those of you planning to send mail to either or both of us would do it as early in September as you can. For although I'll be back before the monthly deadline, I will have missed a good part of the preparation time I usually have – as will Cleve. As management used to say – thanks for your usual fine co-operation. Ed.

RETIRED AIRLINE PILOTS ASSOCIATION 1999 CONVENTION HANALEI HOTEL SAN DIEGO OCTOBER 28, 29, 30

August Folding and Stuffing Meeting

We only had 30 members attend this folding and stuffing session. I guess everyone is busy these summer months. However we still got it done in just over an hour. Those loyal members are listed below.

Bob Ahrens	Charlene Alfson	Floyd Alfson
Bill Bartel	Al Bernard	Jo Bernard
Georgia Bouska	Rich Bouska	Tom Bredis
Neil Daniels	Bob Ebenhahn	Dick Hooning
Milt Jines	Phil Johnson	Dwight Lubich
Mitch Mitchell	Bret Morris	Bob Norris
Dee Norris	Mel Peterson	Jay Plank
Walt Ramseur	Jock Savage	Bob Soergel
Cleve Spring	Ralph Stamps	Peggy Strand
Gene Tritt	Ray Wolff	Larry Wright



Idaho Air Guard



Retirement Dinner for
Captain Jess Marker

SEAFO Chief Pilot

*Please join us in celebrating Jess Marker's 35 years with
United*

at

Museum of Flight

9404 East Marginal Way South

Seattle, WA 98108

(Museum facilities and staff available for tours starting 3:00 pm)



New Hire

Saturday October 9, 1999 Cocktails 6:00pm – 7:00 pm Dinner 7:00pm
 (Cash Bar) (Buffer Style)

Need Hotel Reservations? Holiday Inn Sea-Tac, 17338 Intl. Blvd., Seattle, WA 98188
 (206) 248-1000 or 1-877-573-2822 "Retirement Marker" \$69+tax

Print
Name/s _____ / _____ Number in party _____

Please respond by Sept. 13, 1999 \$35 per person (Includes Museum Admission)
After Sept. 13, \$40 per person
Gift Contribution \$ _____

Return bottom portion with check payable to: Terry O'Brien

SEAFO or
US Mail: United Airlines Flight Operations
Sea-Tac International Airport
Seattle, WA 98158
206-433-4148

**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**

DCA COMPUTER AND PHONE TREE

Carl Miller wrote in July that I have taken over his duties regarding the "Phone Tree" for the DCA area. If anyone wishes to be included on the "computer tree", please send me your e-mail address and I will include you in the notifications when a member or wife is sick, dies, etc.

Also, if anyone knows of any DCA pilot, flight personnel, or wife who is living somewhere else, who is sick or has died, please send me the information and I will forward it to the other members of the DCA RUPA computer tree.

We also have a phone tree that is used to inform our members who do not have email, but the primary communication is the computer.

Fraternally, Jerry Goebel

jrgoebel@aol.com Phone: 703-719-6353

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 08:45 hotel
 pick up, lunch at 12:00. Transportation and lunch fees (total App. \$10) payable
 on the day. Check on the line if you plan to attend _____

Total \$ _____

The cut-off date for registration for all events was September, 1999, but better late than never.
 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 Jul. 21 thru Aug. 19, 1999

Edward H Albright, Paul S Allin, Harold B Amsbaugh, Allan G Anderson, Donald E Anderson, Harry W Anderson, James F Arnold Jr, Dick T Austin, John L Baczynski, John D Baer, D I Bailey, John F Baker, Richard L Baldwin, Virginia Ballatin, Charles D Barnard, Larry R Barr, Charles J Bates, Ronald G Bath, Marvin D Becker, Sam A Belcher, Norman J Bennett, Richard D Bennett, Eldon E Beresford, John A Biggs, Van H Blake, Gerald D Blalock, Charles W Bloom, Richard S Blundell, Thaddeus S Bochniarz, Fred L Boom, Robert S Bos, Jesse F Bowman, Richard L Boyer, J J (jack) Brady, Dorsey A Brown, Jack H Brown, Jerry B Brown, J Duane Bucksath, Ronald U Burnside, Donald O Burnworth, Clyde M Butler, William P Campbell, Floyd G Carley, Carl C Carlsen, John H Champion, William F Cherwin, David L Coppin, James L Cox, Jeannette Crouch, Gene M Curtis, Billy W Davis, Frank G De Witt, George D Dobison, John R Donahue, George E Donald, Lawrence W Doyle, Robert W Draheim, Clair M Dunlap, David J Dutcher, Ernest L Eaton, Edwin M Edwards, Kenneth E Ellis, Richard L Emery, Nelda Ewald, Robert E Finley, Donald E Flanagan, Gerald E Gardner, Raymond W Gibson Sr, A Gary Gore, Leland E Gould, Stanley A Green, Thomas A Greene, Charles L Griswold, Robert E Gruber, John R Hanson, Earl E Harned Jr, Fred M Hayes, Richard W Hendel, A Owen Hibbs, Lisle O Hicks, John W Hill, Walter Holland, Anthony D Horne, L Mark Howard, Thomas J Hurst, S C Sy Iffert, Earl L Jackson Jr, Donald E Jefferson, Robert G Jewett, Gene H Johnson, Carol Johnston, T H E Pete Jones, Howard W Jundt, Donald J Karaiskos, Charles J Karolek, James H Keeton, Robert H Keeven, Gordon K Kelly, L S Pete Kenney, William C Klett, Michael R Kosby, Joseph C Koshay, Armand V La Rocque, Andre E Lambert, Eugene R Lamski, Harry J Langosh, Corinne Laufert, William W Lawrence, Raymond A Lemmon, Cyril J Lenahan, John E Leroy, Robert V Liljegren, Robert E Lingle, David L Link, David A Linsley, William C Lunde, Joseph M Luton Jr, Donald B Mainwaring, Norman P Marchment, Herbert C Marks Jr, Jeanne Marrapo, Richard G Martineau, Larry B Mason, Lowell E Mason, Michael J Mc Bride, L D Mac Mc Croskey, Janis Mc Kenna, John D Mc Kinnon, Charles R Mc Menomey, Alexander Mc Nutt, Walter Meronyk, Douglas C Merrick, Robert D Mierau, Kenneth G Miller, Douglas M Mitchell, David G Mitton, Eugene F Mongan Jr, Jack Moore, Daniel H Murphy, Patrick D Murphy, Richard C Murray Jr, William J Nielsen, Frederick M Nizich, Guy R O Rear, Raymond F O Shea, Emmett M Oehlert, John J Oling, Donald L Onofrio, Harlow B Osteboe, Kenneth E Park, Edward D Parsons Jr, William C Pauling, Felix M Peyrefitte, Charles E Podhasky, Jesse L Poole Jr, Richard W Powers, Ralph I Puckett, Lawrence Pultz, Marvel R Randall, Timothy E Rea, John M Reed, Virginia Roberts, Robert R Robinson, James R Rollins, Lawrence E Rooney, Kenneth L Rosdahl, J S L Roszel Jr, Roberta Ryder, Byrne B Sands, Guy L Sapp Jr, J Wayne Satterfield, Frank J Sattler, F Roland Schmidt, Larry L Schmidt, John A Schmitz, John A Schrandt, Richard P Schultz, Francis R Schwartz, Clayton L Scott, Martin E Seaholm, George F Seaver, Henry M Sheldon, James J Shirley, Hollie M Shultz, Richard E Smiley, Charles H Smith, Emil Jim Smith, George H Smith, John H Smith, Richard E Smith, Margaret Stack, Robert E Stanton, Richard A Starita, John Stefanki, Russell H Stephens, Don J Stovner, Jack G Sullivan, William R Surprise, Henry A Suta, John R Tanner, Jerry M Taylor, Frederic E Titus, Lyda Tokle, David Van Kempema, John T Vanderwest, William K Votruba, Ralph B Wager, Larry C Walker, James B Wallace, Donald B Watson, Harold G Watts, Ronald E Weber, R F Welch, June Wilson, Richard D Wilson, C Pete Wiltjer, Raymond Wiseman, Gordon L Withers, Betty Wolfe, John H Wolfsheimer, Burleigh B Wood, Larry D Wright, Virginia Yates, Joyce Young.

San Diego Area Representative Needed

We have received word from Jim Cross that because of changed personal circumstances, including the illness of his wife, Eloise, he must regretfully resign as San Diego Area Representative. We're sure that all San Diegan Ruparians will join us in thanking Jim for his time and efforts and wish both he and Eloise well for the future.

This raises the question of finding a replacement volunteer. If anyone from that area needs to get some phone numbers of other Area Ruparians, Cleve Spring can select them by zip code and furnish enough to enable a get together and railroading of a suitable victim.

Cleve can also, and here is something that all Area Reps. should note, print up, on request, labels of area members for local mailings of lunches etc.

We hope to have the blank opposite San Diego on page 2 filled in short order.

CHI AREA

BERNIE STERNER 839S. EUCLID VILLA PARK, IL. 60181

Our Aug. 3 luncheon had 71 people in attendance. Our next luncheon will, as usual, be at Itasca C.C. Cash bar opens at 11:00 A.M., lunch buffet at 12:00 Noon. Please join us if you can.

Attending Aug. 3:

Don & Joan Anderson	Ross & Lois Benedict	Duane Bucksath
Bill Cherwin	Norm & Sandie Clemetsen	Bill & Bert Depner
Keith Evans	Ralph & Anita Fretwell	Ray Gilliland
Milt & Ina Jensen	Bob Leonard	George Mathes
Wayne & Mary McIntyre	Walt & Emma Meronyk	Jim Noble
Carl Sanquist	Ed & Lorene Stickels	Joe Wallace
John & Peggy Anderson	Ted & Delores Bochniarz	Joe Carnes
Frank Cleland	Vern Cummins	Bud Diedrich
Tom Fasiang	Don & Joyce Fett	Don Gregg
Ken Kensick	Al Marshall	Kay McMurray
Al McNutt	Dick Murdock	Dave Patterson
Don & Faye Schmilller	Ray Stadalsky	Leroy & Eva Bair
Orv & Betty Braun	John & Betty Champion	Gene Conrad
Al Deleeuwe	Roger & Sue Dreher	Walt Friske
Coty Gates	Joe Hart	Wanda Klampferer
Karol Marsh	Byron McFarland	Ed & Esther Meksto
Richard Nicholson	Jim Rosater	Helen Thomson
Bernie & Rachel Sterner		

Denver Good Ole Boys

Dick Wagner, Golden, Colorado, August 17, 1999

Denver "Good Ole Boys" will have a Ladies Day at our October luncheon

and, of course, our solo Ladies are especially invited. We had a fine turnout today and they put us in the front room for a welcome change; a little closer to the food. Capt. Ray Bowman, one of our recent retirees, was kind enough to bring a number of floppy discs, which explained some UAL benefits, including service charges and pass boarding priorities. These were distributed to P.C. owners. Our next meetings is 1130 hrs, The Country Buffet, 7200 West Alameda (Villa Italia Shopping Center).

Those attending were: John Holody, Dick Wagner, Bob Clipson, Tom Hess, John Thielen, Bill Meston, Ed Riehl, Bill Pearce, Jim Cox, Ray Bowman, Russ Ward, H. W. Reid, R. G. Rohe, Curly Baker, Ricky Davidson, R.O. Steward, George Maize, Hal Meyer, Duane Searle.

Sundowners Lunch

Jim Feneley, 3246 Hyde Park Dr. Clearwater, Fla. 33761 727

5971 It was a small congenial group of Sundowners who met for the July 15th Stag Luncheon. Attending was Paul Fidler, Jaime Krapf, Jim Irwin, Ray White and me. In keeping with the USPS rules and regulations, that's all for now. JF, IL, RS. *[Twofers this issue for Sundowners, here follows the August report. Ed.]*

It was monsoon day around the Tampa Bay area, but seventeen hardy Sundowners made it to the luncheon. Judith Adams Gates was welcomed by the regulars, and we hope she continues to join in our congenial gatherings. Also attending the buffet luncheon at Countryside Country Club were:

Jaime & Elaine Krapf	Stan & Elaine Crosier	Paul & Nell Fidler
Dan & Jenny Deyer	Jack & Toni Moran	Ray & Twila White
Jim Wilson	Jim Irwin	Lil Borneman

and me, Jim F.

Next month is stag at 11:30, at the Countryside Country Club in Clearwater. All Flight Operations personnel and their guests are most welcome. I would like to emphasize that by letting me know by the preceding Monday of our luncheon date at 727 5971 of your planned attendance, I can then provide Lil Borneman, who makes the arrangements with the Country Club, a reasonable guesstimate of how many Sundowners are going to attend. I hope that you will join us JF, RS, JI.

GUPPY REUNION – THE EARLY YEARS

Date: October 2, 1999

Time: Noon 'til Five

Place: Depot Park, Sonoma, California. One block north of the Plaza on 1st St West

It is a picnic, bring your own lunch, buy your lunch on the Plaza, or barbeque at Depot Park. Barbecues available. First come, first serve. Come One, Come ALL.

For further information:

Contact Vicky and Leon Scarbrough

20910 Burndale Road, Sonoma, Ca 95476

ph 707-938-4575; fax 707-938-4565; Email vickyjune@aol.com

This is going to be a reunion of the early years of the B-737 at United. All who served as pilots, flight attendants, mechanics, rampers, and so on, are invited. Hopefully, people from all the original 737 domiciles will attend. October is a beautiful month to visit Sonoma which is the heart of the wine country, one hour north of San Francisco.

United put the 737 in service April, 1968. When were the "early years?" I'd say if you flew with a crew of three, then you were early.

North Coasters RUPA Luncheon

August 19, 1999

The "Cleveland Crazies" met again at T.J.'s restaurant in Wooster, Ohio for our monthly luncheon. In contrast to last month's large attendance, only seven of the faithful were present. Since our usual story teller, Don Karaiskos, was absent --Ken Wheeler filled the bill. Others in attendance were; Rick Ogden, Jim Burrell, Dick Sanders, Dave Fuller, JimTight, and yours truly, Dick Orr. This small but lively group kept the restaurant staff well aware of our presence with our multiple conversations going full blast at the same time, as usual. A future Christmas party that will be hosted by John and JoAnn Pinter on December 4th was announced.

Other conversation revolved around (recently retired) Rick Ogden's volunteering with Habitat for Humanity--- a worthwhile charity--and the usual talk of money, investing, travel, cruises, plus the never -ending stories of flying, new-hires--4 year Captains (Wow!!) and the wonders of retirement.

Next month we are expecting a larger turnout----as the Summer travelers comeback home again. All gatherings are co-ed, since the presence of the ladies helps keep us from becoming too rowdy. Working pilots are always welcome to join us! Lunch is at 1 P.M. on the third Thursday of the month at T.J.'s. Restaurant in Wooster, Ohio. Aircraft owners at welcome to join by flying in to the Wayne County Airport (Smithville, Ohio) where the very friendly "Crazies" provide ground transportation. Call Dick Orr at 262-5811 or Don Karaiskos at 264-2503. "Till next month---- Chow!

Southeast Florida Group

The Gold Coast group are leaving their palatial estates in the north and returning to their beautiful, sun-drenched, waterfront mansions in South Florida as winter approaches. One of our group even goes to Alaska in the summer, (Hambone Wilson), but he's strange in other ways too. They don't call us the Gold Coaster's for nothing you know. You probably thought we just sit around on our porches whistling Dixie all day. Now that I think of it, we do have a few people that do that.

Enough personal gratification, and on to business. October starts our monthly meetings and lunches that run through April. The same as last year, they will be on the second Thursday of each month 11:30AM, at the Flaming Pit Restaurant in Pompano Beach, Florida. In keeping with our sophisticated nature, we tried to move it to the Doral, or the Boca Raton Resort and Club, but they wouldn't do salad, entree, desert, and coffee for \$8.00, includ-

ing tip, so we took our business elsewhere. Surely, their loss. Seriously though, (for a moment,) the Flaming Pit has been very nice to us and the food quite good. They are located at 1150 Federal Highway in Pompano Beach, across the street from the municipal golf course. From I95, exit at Atlantic and go East to US1, turn North for about a mile. Telephone is 954 943 3484. Throughout the winter season, anyone wishing to fly into any of the local airports, someone will gladly pick you up and drop you back after the meeting. Just call Jimmy or Stan and they will set it up. We have a great time, and everyone out there is invited to join us. We will begin sending post card reminders out for the meetings in late September. If you would like to be on our list, just give me a call, Jerry Bradley, at 561 994 6103 and I will accommodate you. Any other matters during the season, call Jimmy Carter at 561 272 1860, or Stan Blaschke at 954 581 0145.

Looking forward to the convention, being humiliated at golf, and all the other treasures that fall and winter bring. Jerry Bradley for Jimmy and Stan

ANOTHER VENUE FOR AVIATION BUFFS

Those members visiting Britain, who have an avid interest in U.K. aircraft, may care to try this new site. Whether you are a flying fanatic, just keen on planes or a mildly interested observer, you will find a visit to Gatwick Aviation Museum utterly absorbing.

Sixteen aircraft with legendary names such as 'Shackleton', 'Buccaneer' and 'Sea Hawk', together with numerous piston and jet engines, are on display at the only place in the country where members of the public can clamber into the cockpits of these vintage and classic aircraft, sit at the controls and get a 'hands on' feel for what it might be like to pilot one of these majestic machines.

Representing a wealth of British aviation history, each aircraft is a milestone in its contribution to post 1945 military and commercial aircraft; a living reminder of the technical and scientific skills of Britain.

The aviation collection on the site began in 1986/87 with a Hawker Sea Hawk (XE3640- JETH) as a gate guardian. As the collection grew, so did the interest from local colleges and youth clubs whose members use the aircraft as work experience prior to obtaining employment with local airlines.

Despite his difficulties with the local District Council, who insist that next to an international airport is an inappropriate place for an aviation heritage and education center to be located, Peter Vallance's aim is to build a center where schools, colleges, aviation enthusiasts, and members of the general public can come and learn about Britain's aviation history, whilst preserving its heritage. Tel/Fax 01293 862915. Email pgvallance@aol.com. Web <http://home.aol.com/pgvallance>

.Calling and making an appointment to inspect the collection will ensure that you will receive Peter Vallance's undivided attention and details of the varied histories of each aircraft.

Admission free - by appointment only. Donations accepted for aircraft preservation fund, a charitable trust.



“Oh, what a shame! We were on a voyage of self-discovery, too”

DON & JEANNINE ANDERSON, Seattle, WA '57
'88 DCA MIA EVVR JFK LGA SFO

I was going to write a long letter about our twin grandsons' graduation from kindergarten. After writing 3 pages and having 3 or 4 more to go, I noticed that I expired in March. I then decided to write a short note and tell you about the graduation next year. I should have the letter completed by then. I hope the readership is not too disappointed.

The *RUPA NEWS* just keeps getting better.

Don

HOWARD A. ARONSON 44 Horton Ln. New Canaan CT 06840

Dear Jock; Well, after a long career (39 years to the day), I finally hung up the "scarf and goggles" with United - at least as far as commercial aviation is concerned, I'm still very involved with flying and will be doing instruction part-time in general aviation and the Civil Air Patrol in the future, as well as finding time to hunt, fish, ski, and travel.

It was a great career! And I owe it all to those senior pilots who preceded me and passed on the legacy with their expertise and wisdom. I only hope that, in some small way, I was able to do the same for our junior pilots over the years. Even though we had some "stormy weather" during the middle '70s through the early '90s, we came through it all, thanks to having had a strong union in ALPA!

I only hope that the "new kids on the block" get educated in ALPA history and don't have to relive those turbulent times.

My best regards to all, and I hope to see many of you at the RUPA gatherings.

Sincerely, Howard Aronson

D. I. BAILEY – 528 Shorebird Cir. #8202, Redwood City, CA 94065

Hi Cleve, Wish I could participate in some of the activities associated with the "Stuffing and Mailing" of the excellent newsletter. As Paul becomes (hopefully) more ambulatory, I'd like to help. The "new look" is great. I truly look forward to receiving info on many of those pilots with whom it was my pleasure to be associated.

My best wishes for good health and happiness to you and yours! "D"

Mistakes in the Newsletter

Dear Jock;

As those who have flown with me in years past will probably attest, I cannot allow a bald faced assertion such as appeared in the Volume 1 # 7 issue of the

newsletter to go unchallenged. I refer to the article titled "Were the Wright's the first to Fly?" on page 36.

Central to this discussion, is the definition of flight, and for this definition, a quote from Wilbur Wright is instructive; i.e. "From our knowledge of the subject, we estimate it is possible to jump about 250 feet, with a machine which has not made the first steps toward controllability and which is quite unable to maintain the motive force necessary for flight. By getting up good speed a machine can be made to rise with very little power, and can proceed several hundred feet before its momentum is exhausted....There is all the difference in the world between jumping and flying."

To further add historical perspective, in 1958, Sir George Gardiner, director of the Royal Aircraft Establishment at Farnborough, agreed that a distance through the air of approximately one quarter mile would be sufficient to establish controlled, sustained flight. Quoting from a letter he wrote to *The Times*, April 30, 1958, "Clearly it is necessary to distinguish between an undoubted sustained, powered, and controlled flight and a powered leap....We agree with others that nothing much less than a quarter mile would seem to remove all reasonable doubt that a flight was indeed sustained."

As it is the ability of the machine to be sustained successfully in the air which is the criterion, it is important to note that it is the distance through the air that matters, not over the ground. The Wright machine, on its fourth flight covered only 852 feet over the ground, but it flew into a brisk wind and covered an air distance of about one half mile during its 59 second flight. At this time and substantially later, Europeans "flew" in as nearly as possible dead calm conditions, so their ground distances approximated their air distances.

The 1/4 mile distance, is, of course arbitrary, but it effectively rules out tentative efforts, and demonstrates that the airplane is being maintained in equilibrium by the pilot.

As far as the first tentative attempts, the first recorded is attributed to a Frenchman, Felix DuTemple, in about 1874. He constructed a steam powered monoplane, that took off after a down-ramp run and made a short powered glide and landed. A subsequent attempt, also involving a down-ramp takeoff, occurred in 1884 with a design by a Russian, A. F. Mozhaitski, near St. Petersburg. Probably the most famous early attempts were in 1890 by Clement Ader, in the "Eole", which raised itself off it's horizontal track and flew about 164 ft. Ader himself called the attempt "tentative". In 1894 Sir Hiram Maxim (inventor of the Maxim machine gun) attempted flight with a large machine which had as it's only controls a system of fore and aft elevators. It "flew" only once.

History lists numerous other attempts involving among others, the "Aerodrome" designed by S. P. Langley, and extensively redesigned by Glenn Curtiss, in his efforts to deprive the Wrights of their patent, and legitimate claim to having been the first to fly. Historical newspaper accounts of the attempts by the "Aerodrome" state that it slid off the catapult and into the water of the Potomac, like a scoop of cement off a trowel. (If anyone preceded the Wrights in powered flight, Langley has probably one of the shakiest claims)

The "Flier" was destroyed by the wind on Dec. 17, 1903, so the Wrights decided to not rebuild it, but rather constructed a new machine in 1904 with which they made about 80 flights including many turns and some complete circles, and flew on Oct. 5, for over 38 min. When Wilbur took their machine to Europe, in 1908, the most accomplished European flyer was the Frenchman, H. Farman, who's longest flight had been 1 min. 14 sec. and landed without completing a circle. On one of his first flights in Europe, Wilbur flew before a crowd at Auvours for over 39 min. and one of the European "Aeronauts" was alleged to have said after witnessing the flight "We are defeated, we do not exist".

It is noteworthy that among the primary impediments to the Wrights receiving their just recognition, was the battle waged against them for many years by the Smithsonian Institution, and only officially called off, when Orville agreed to bring the "Flyer" back from England for display in the Smithsonian.

If the definition of an approximately quarter mile flight is accepted (which it has been by several authorities) there can be little dispute that the

Wright brothers were the first to fly, If it is not the accepted standard, there were several who preceded S. P. Langley who might legitimately lay claim.

Fraternally, Ted Wilkinson, '65/'99 DCA, DEN, ORD

On another completely unrelated note, I hate to seem unremittingly critical, but I have a low tolerance for balderdash. In the article titled *Butch O'Hare*, the aircraft that he encountered on his way back to the carrier were "Betty" bombers, not Zeroes. And he ran out of film in his gun camera's before he ran out of bullets (according to his account) but since there was no independent confirmation, he was credited with having only shot down the five that showed up in the developed film of his gun camera. He said it was really six. The part about O'Hare airport was partly correct...

When the city (recognizing that Midway was unsatisfactory as the Chicago airport) asked the Air Force if they could build a terminal down on the south side of Orchard Field and run airline operations, the Air Force

never expected to be crowded the way they became subsequently, and after a time, the Air Force tried to evict the city. It became a very bitter internecine battle, and the city was finally upheld, in a U. S. Federal Court, located, coincidentally, in Chicago, in that the Air Force couldn't evict them. Then, in a calculated insult, the city renamed this U. S. Air Force Facility not only for a Naval Aviator, but for one with known underworld connections. (How many other U. S. Air Force bases can you name that are named for Naval aviators?)

Yours for the studious dispersion of balderdash,
Ted W.

Ted, I like the way you think. I am glad to see that the Aristotelian maxim, "Question all authority." is still alive and well.

As for flying versus jumping, I suppose that the denizens of London circa 1944-45 didn't care whether the munitions landed on them were flown there (V1) or jumped there (V2). But my vote is for the Wrights as first flyers - if only for the fact that they were the first (I think, but await your correction) to use a wind tunnel and realize that planes had to fly around turns.

*As for the Butch O'Hare article - frankly, it was not much to my taste - smacking too much of Readers' Digest moralizing, but mythology is always an ongoing creation - very few of us seem to be able to live by scientific hypotheses alone. - I count myself among them- isn't that what philosophy is all about?
*Ed.**

1999 16:16:26 -0400 (EDT)

From: Tmwilki@aol.com



RICHARD L. BALDWIN – 3206 Shoreview Rd,
Triangle, VA 22172

Dear Cleve, Isn't it amazing how fast the time flies by? I don't know how I ever got time to go to work! No schedules, no traffic, no PC's, weekends off and I don't even care. As a matter of fact we do most of our shopping and socializing during the week. The traffic in the Washington area is "too much" on the weekends.

Sally and I got together with Bob and "Bo" Huguley and Joe and Aurelia Luton last evening At Tim's Riverside Restaurant in the suburbs of greater downtown Dumfries, Virginia (the oldest incorporated town in Virginia) for crabs, beer, witty repartee, and good fellowship. Life is GOOD! Five years of retirement and it seems more like one!

Enclosed please find check for postage one month late. Now I'm really feeling like the rest of the Retired United Pilots. Dick Baldwin IADFO (ret)

MARV BECKER 1042 Broncho Rd Pebble Beach
CA 93953 mrvbecker@aol.com

THE GREEN FLASH & BIG 70 !!! After 45 years of hearing about the green flash at sunset, I finally saw one! We were watching the sunset at Cambria CA under a nearly cloudless sky. The sun was very red through the haze layer over the ocean, but still bright. Jean and I both experienced it! I thought perhaps only one, of us would "see" it because we learned that the eyes must be fixed on the sun so that the "rods" in the eye adjust to and accept the color red. Removing the brightness quickly (sunset) causes the eye rods to cause an apparent green as the residual sensing of red, or brightness is removed. Voila! The green flash! You ,too, can experience the green flash without a trip to the West Coast, here is how. Get out your old penlight. Turn it on. Close your eyes and bring the light near to the closed eyelid. You will see red color through the eyelid. After a few moments, turn out the light The red color is gone and a quick green is experienced, and soon fades! Well, it works for me.

In April we took a trip to Maui to remodel the kitchen in our Whaler Kaanapali Beach condo (Yes we rent it @ airline rates) and had to delay our westbound travel date three days (Easter break) but then flights were wide open with first class, A side trip to Waikoloa on the Big Island, while kitchen work was accomplished. Aloha had seats both directions. A couple of nights at the Seaside * in HNL on our return, and first class back to SFO on the morning flight.

Separate birthday check to Cleve earlier. The RUPA newsletter, is great thanks to all involved! Marv

*We were pleased with the remodeled lobby, quiet air

VAN H. BLAKE - 9111 Loma St., Villa Park, CA
92861 VeeBeel@worldnet.att.net

Hi Jock, I can't believe how long it has taken me to believe those who have said "the time in retirement passed in triple time." I just barely got the Christmas lights down and put away and here it is August already. But I have planned to put them back up the day after Labor Day so I don't miss the coming season. After 2 ½ years though I'm beginning "to get my feet on the ground" and fully appreciate what this whole experience is all about, and I love every day of it. We finally took some of the guys advise about cruising and spent 2 weeks in July in Alaska and on "The Love Boat" *CROWN PRINCESS*. It was indeed one of the most relaxing fun trips we have ever taken. And just like it says in the brochures "the food is wonderful." One evening the selections for the main course were: 1. Pheasant under glass, 2. Alaskan King Crab, 3. Baked Salmon W/shrimp sauce, 4. Beef Wellington. Some choices. Speaking of travel, something that I was not aware of when we travel internationally is that if you request, or are moved up to First Class there is a substantial charge for doing so. Part of the charge has to do with airport fees etc., etc., and the rest is to cover UAL. So if anyone is traveling on a limited budget check before you move up to First Class, 'cause it costs.

One other item. I wish to add my voice and vote to the concern of "higher and higher" comprehensive medical insurance plan costs and the continued decrease in coverage and support. I hope that the current MEC and negotiating committee have some input in the present negotiations to somehow curb these trends. Now a final thank you to all those who make the *RUPANEWS* possible. A great big Southern California Salute to you all. I leave you with three serious thoughts. 1. Remember that half of the people you know are below average, and 2. He who laughs last probably thinks slowest, 3. And last, Eagles may soar, but weasels don't get sucked into big jet engines. Sincerely, **Van**



“Son, about your tuition!”

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

Hi Jock, Cleve, et al, sorry to be late with my check
Run it through several times, and on the fifth try it usu-
ally clears. Have arranged my calendar so's this won't
happen again ... trust me!

Same ole thing going on here: motorcycling through
the beautiful Sierras, working on my duplex in Lafay-
ette, doing au pair chores while Ann flies, getting my
daughter Noelle through her senior year at UC Davis,
helping Sean with his new special education school
and working with Bob Norris (Aviation Consulting
Services in San Carlos), Don Roszel and Paul Bu-
chanan prepping future millionaires for their upcoming
interviews with the airlines. *[They'd better learn to
fight for their career. Nothing's free. Ed]*

Joined a C182 partnership recently (they shut down the
McClellan AFB Aero Club) and am enjoying the "fun"
part of flying. I still follow my mother's advice when I
use the thing: "Don't stay out after dark and don't play
in the rain".

My daughter, Noelle, leaves for Madrid, Spain, this
month for a year as part of the UC Education Abroad
Program. As an International Relations major, Spanish
minor, she'll be studying at the U. of Madrid. Anyone
been there, done that? Know some nice people there
who could help her? Any suggestions, tips, etc? Drop
me an "E" at BearCap@aol.com.

Hi to all. I enjoy the *RUPANEWS*, keep up the good
work ... Jerry

DICK & BEV BLUNDELL - 1619 N. Mar Dr.,
McHenry, IL 60050

Another year has rolled around. And an eventful 365
days it has ,been! Last fall we took an exciting trip to
London and onto Paris. This was a package deal of-
fered by United which included 6 nights in London
and onto Paris. Another attraction was 1st class pas-
sage on Eurostar. Wonderful adventure. We toured the
museums we missed on our other trips and did much
exploring. In the winter I was diagnosed with a steno-
sis (\$2 word for blockage). This did not go away by
itself. Surgery was preformed July 16, triple bypass,
valve replacement, and finally a pacemaker. I am
happy to report that I am home and on the way to re-
covery. One day at a time ... should be super by Christ-
mas. Glad it's a done deal. No vacation plans until I
can lift the bags. Fraternally, Dick



JACK AND BILLEE BROWN 1258 Fernside Dr. s.
Tacoma, WA 98465-1303
(253)-564-3277 11/64-7/92 SEA-ORD-SFO-LAX-
SEA

When I left off last year, the kitchen was under con-
struction. It was finally finished on Dec 18th, in time
for Christmas. It came out as planned
with Mandarin red cabinets with black accents, a very
individual design.

Black granite tops completed it. A corner window
with mitered glass, (no column) gives a view of the
Olympics and the Narrows Bridge from the sink, while
the south Puget Sound area can be seen through the
living room patio doors, while working at the cook
top. Billee loves it, and all the problems during con-
struction were worth it, although my falling off the
scaffolding while finishing sheet rock was definitely
not planned. No injuries, though.

Our local families were here to "break in" the kitchen
for Christmas dinner and complete the year.

Februray and March were spent house sitting for 2 of
our children and taking care of grandchildren while
they were off to Houston for two weeks,
and then on to Wichita. Taking care of grandchildren
ages 3 to 15 was a challenge and reminded us why we
had ours while we were young.

The first week in April, it was back to Big White, B.C.
for our annual ski week. Lots of snow made it more
like winter than spring skiing. Mt Baker in Washing-
ton set a new record for snow fall in the USA, some
93-94 feet.

In June, together with another couple, we did an eight-
day kayak trip in Barclay Sound on the West Coast of
Vancouver Island, in what is know as the
Broken Island Group. Our 2 person kayak was heavily
laden for the trip, but was quite stable. We camped on
3 different islands, Dodd, Clarke, and Gilbert. The
weather was not all that great, but we enjoyed being
away from civilization. The islands are basically rain
forests and in the misty rain are quite lush and beauti-
ful. The area provided us with a bountiful supply
of seafood, and we feasted on rockfish, rock crab, oys-
ters, mussels, and even seaweed. The final day of pad-
dling was about five hours worth, with one hour of in-
tense paddling across the intersection of two channels
with two meter swells, white caps, and 15 to 20 knot
head winds, in what should have been a 15 minute
crossing. Intense, but exhilarating.

July has not been its usual self, it rained on my birth-
day, the 24th, which is strictly verboten. We still did a
hike to the base of the Carbon Glacier on Mt Rainier,
but declined to go farther as the weather deterio-
rated. One of our grandsons was with us, and at 16,
with long legs, made it difficult for the rest of us to
keep up. Seems like just yesterday he couldn't keep up

with me.

Our third grandchild graduated from high school this June, so will have three in college this year. With 16 grandchildren there will be several years when eight will be in college, and we have pledged to help all of them. Pray for a continued rise in the stock market!

Thanks to all who make this publication possible. The new format is terrific. I read every issue cover to cover and enjoy hearing what other retirees are doing. FYI this effort of mine was a joint operation of three generations. I wrote it, went to my daughter's where a grandson helped send it! Maybe by next year I will have moved into the new electronic century and will have a computer of my own and be online. Never too old to learn, they say.

'Til then, **Jack and Billee**

RONALD U. BURNSIDE – 3243 Indian Hills Dr,
San Antonio, TX 78223

Hi Cleve, Thank you very much for your prompt response to my call for help. Enclosed you will find my check for membership dues. As I told you on the phone, it was a major mistake on my part not to have joined RUPA from the start. It was one of those things I was going to do, but just never got around to it. I really did enjoy the newsletter that you sent me. For any who know us, Sharon and I have been Winter Texans for 5 years, and decided to stay permanently. I really do miss the contact with the friends and people that I worked with, and am looking forward to being a part of it again. Thanks, RON

DONALD O. BURNWORTH – 640 S. Bear Claw,
Prescott, AZ 86301 donjon@goodnet.com

Dear Cleve; Enclosed you have already found a check for "onetime lifetime membership fee" of \$50.00. Also included in this same check is the annual postage fee of \$20.00. As a math major, (not arithmetic) that figures to be \$70.00.

I really enjoy the newsletter, and I enjoy the comments from the pilots I once knew. As always, they are so witty and interesting. Mostly I enjoy the funny signs posted in foreign lands. But your cartoons are priceless too, as well as the quips from all sources.

I never liked serious.

If I have paid the lifetime before, put the \$50 in the cartoon or postage fund.

Keep it comin'. Sincerely, Don B.



CLYDE M. BUTLER - 10330 Thunderbird Blvd
A126, Sun City, AZ 85351

Hello Cleve, I was reading the *RUPANEWS* and happen to think I did not send any dues or postage money this year. I'm sorry about this and I will explain a little. My wife, Ann died on my birthday and I was so entangled with paper work and other things and it just completely slipped my mind, so here it is. I am recovering a little and getting used to living alone again. I try to keep busy with the computer and other jobs I do here in Sun City. I live in a Retirement Home and the people here are very friendly and understanding and I don't have to worry about the chores of keeping a house running. It's all taken care of for me. It makes life worthwhile again.. Not much else to say this time. I don't do much traveling except to see my kids in the spring and fall. It's nice to have our travel benefits. Included is a check for my dues and also a little for postage. Sincerely, Clyde

CARL CARLSEN, 2903 - 116th Ave NE, Lake Stevens, WA 98258, JFK, EWR, JFK, CLE, LAX, CLE, DEN, SFO, LAX, DENTK 7/25/66 - 7/31/93

Wow, 6 years plus 2 riding side saddle! Sure does go by quickly. We "did" a cruise last fall, LAX to FLL. I enjoyed the canal passage, but I wouldn't walk across the street for another cruise - not my cup of tea in most cases. Having a good time in my workshop (pretty much metalworking). Not doing any flying unless I get some stick time riding with someone. Still have a hangar at Arlington, but have it rented.

Have had some back & shoulder problems and lots of physical therapy during the past 6 months. Wife has had a pretty bad year. Lots of problems with high blood pressure, congestive heart failure, Carpal Tunnel surgery (and one to go), consultation at Univ. of WA Renal Center and all that sort of thing. Between the two of us, I haven't been able to get back to the cabin in the Catskills of NY, but I'm leavin' tomorrow (8/11) WATCH your prescriptions. After cutting Barbara's RELAFIN in half her BP dropped from the ridiculous to NORMAL. (and now UW is cutting Relafin out completely). I had her question the doctor who prescribed the Relafin (a tip from Drug Reference software) a couple of months before. Long story, but God... aah 'scuse me, I mean the doctor wouldn't acknowledge a possible drug conflict.

I thought Blue Cross started out great and was a welcome change from CIGNA, but in our case they are getting just as slow as CIGNA lately.

Don't know what's happened. Also a bit of chaos about where the checks should go... when I specifi-

cally ask them to send ME the check, instead they send it to the provider!!

Cleve, the newsletter format is great. You guys are doing a great job and I know we all appreciate it. Best to all. Maybe I'll get to see some of you this fall at the convention. It will be a "first" but I'm going to try and make it this year. Check to Cleve.

Carl

ccarlson1@compuserve.com

JOHN H CHAMPION, 201 Cascade Drive, Indian Head Park, IL 60525

Betty and I had a wonderful experience in January 1999. We took a tour to the Panama Canal. Our ship was small so we were able to spend a full day on Lake Gatun. We went ashore and had a look at the locks from the shore, We climbed 78 stairs to see the ships pass through the locks on the Atlantic side, we took a nature tour and the climax was a helicopter flight of one hour where we were able to see the locks at both ends of Panama and both Oceans in the same hour. What a great experience, and a beautiful view of the rain forests. We are among the lucky ones and are both as healthy as people in their 80's can expect to be. Enjoy the *RUPANEWS* and thank those who work so hard to keep it great. *John*

JAMES B. MCGREGOR 19 Bay Tree Lane
Los Altos, CA. 94022

Hi Jock: Regarding the Bob Odgers letter on P.26 of the August RUPA News, I do not know what happened to the Convair that bellied in in Iowa, but I do know that the Mainliner O'Conner was a straightened out Convair that was bent in a training "hard landing" at DEN.

Incidentally, in 1955, I had the honor and pleasure of flying the Mainliner O'Conner from SFO to DEN with Mr. Patterson as the lone passenger and Mary O'Conner as the Stewardess. The late Charlie Harris was the First Officer.

Regards to all, **Jim**

DAVID & CHARLOTTE COPPIN - 568 Republic Rd, Batavia, IL 60510

E Mail foredavec@aol.com

Dear Cleve: My first year retirement anniversary has come (July 7) and gone, and I've failed my first PC. Sorry about the late postage, but retirement has been tough

not enough time.

With three kids in college our home became suddenly quiet last September, but the phone bills went ballistic. In October Charlotte and I visited our son, Mark, in Scotland who was spending a semester at the University of Stirling. In addition to a lot of sightseeing and visiting, Mark and I played golf at St. Andrews and Carnoustie. It was a terrific trip to a scenic country with wonderful people and the most memorable golf. We hope to go back soon.

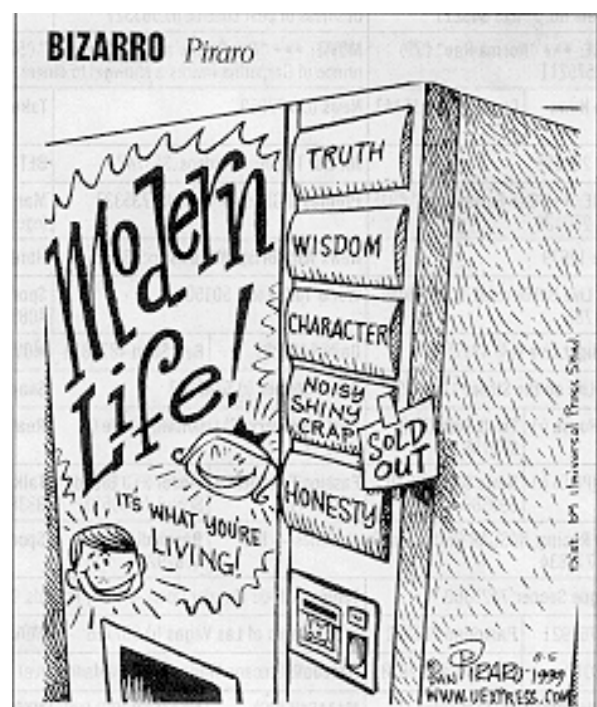
In December I took my grandson, Eric, to Florida for a space shuttle launch (my first) and several days at Disney World. It was fun to be one on one, and now I look forward to trips with Katie and Tyler when they're older.

By February we'd had enough snow so we headed South to Sarasota, Florida by way of Knoxville, TN; Aiken, SC; Savannah, GA; St. Augustine and Boynton Beach, FL; visiting friends and relatives and, for me, playing golf whenever possible. We wound up in Siesta Key for ten days with our niece and her family and also with Jim and Connie Rief and Dick and Betty Phillips (more golf).

Lee Ann and Carly returned to the roost in May and even with two jobs apiece the house is rockin' again. Mark has an internship with Motorola and an apartment in Arlington Hts. for the summer. He will graduate next May from Bucknell University with degrees in Computer Engineering and Economics. I'm anticipating a major pay raise!

Charlotte and I are fine and looking forward to the second year of the good life. Thanks to all who put the newsletter together. We really appreciate your efforts. Sincerely,
Dave

Normal



ED CULLERTON , Denver.

This birthday message to validate my membership.

Yes. I'm a Leo

I still enjoy the *RUPANEWS* with the interesting travel logs and variable opinions of the membership.

It's good to have so many attentive RUPAs offering their thoughts, and it makes quality reading. Wish there was something of quality to include.

My check for postage to Cleve via z-mail.

Ed

ALPA Aids Delta Rumpers

Atlanta (AJN) -- The union representing pilots of DELTA AIR LINES is, for the first time, backing efforts to unionize the carrier's ramp workers, according to the *Wall Street Journal*. Painful downsizing under prior management in the mid-1990s has left many Delta employees worried about job security. The *WSJ* reports that many older workers who have been through the austere cuts and long since declared "the Delta family" dead, say they want a labor contract before they retire, to guarantee that their benefits aren't altered after they leave. DELTA AIR LINES may have anticipated such union efforts and established a little known subsidiary known as DELTA AIR LINES GLOBAL SERVICES (DALGS) formally know as DELTA STAFFING SERVICES (DSS). The airline has replaced or displaced higher paid long-term Delta employees with DELTA AIR LINES GLOBAL SERVICES employees at wages that are often lower than fast-food restaurants. Furthermore, DALGS employee benefits lack any credible substance according to DALGS employees. The wholly owned subsidiary of DELTA AIR LINES which is actually operated and managed by DELTA AIR LINES management personnel are poised to takeover Delta operations in case of strife. The *WSJ* reported, the unions face a long, uphill battle, and their success is far from certain under the Railway Labor Act, which governs airline labor relations. However, the structure of DELTA AIR LINES GLOBAL SERVICES may preclude any invocation of the Railway Labor Act should DALGS employees choose to organize, since the subsidiary is not an airline, but a ground support service company similar to Dynair and others. In the mean time, the *WSJ* reports, the Air Line Pilots Association, which represents Delta's 9,000 pilots, is "actively supporting" efforts to organize non-unionized staff at Delta. The Transport Workers Union, which has been trying to unionize workers at DELTA AIR LINES for nearly five years, said it was gaining ground at the airline. The news came as Delta prepared for talks with its pilots on a new labor contract, enhancing the likelihood the tense relationship between the airline and its pilots would

worsen.

DELTA AIR LINES recently announced it would not accept any future deliveries of the Boeing 777 due to pilot labor disputes over wages.

AirJet Airline World News 14 August 1999

DAVID J. DUTCHER - 2901 S. Bayshore Dr. #6A, Miami, FL 33133

Dear Cleve, sorry I am so late with my birthday check, but have been up at my 60th class reunion at Dartmouth in New Hampshire plus my annual physical and looking for a bigger condo here in the Grove. I'll get this off so I won't owe for two years in a row.

Certainly enjoy the *RUPANEWS* and all your good work. Thanks, Dave

EDDIE & JEAN EDWARDS - 8 Crocus Place, Menlo Park, CA. 94025 emejannie@AOL.COM OAK/SEA/PDX/SFODD

Number 93 has rolled around and all goes well with us. A couple of rounds of golf each week, and plenty of activities keep us on the go. The big trip this year was to Antarctica. If anything could go wrong it did, but we made it and the cruise, professional lectures, scenery and friendly service made it all worth while.

Eddie

Number 93, wow! From what I hear, you're one golfer who has no problem playing your age – and probably hasn't since age 72. Many happy returns Eddie – see you at F&S. Ed.

Charitable Gift Annuities

By George Elliott

Editors' note. Strictly speaking the following is not written by but about George; however, since he is the one who wishes to pass the word about charitable giving that could benefit both parties, we though we'd give him the credit, although the article is reprinted by permission of the National Air & Space Society's Flyer. Ed.

Late last fall, George William Elliott received a survey in the mail. It was accompanied by a letter from [the late] Donald Engen, the director of the National Air and Space Museum, encouraging him to fill it out and return it. Instead, he picked up the telephone and called the Museum. Until he'd received the survey and letter, he had not been aware that he could arrange a charitable gift annuity to benefit the Museum.

Within a month, Mr. Elliott had arranged just such an annuity. George's wife, Virginia, commented, "This gift was the perfect thing to do. George has had a life-long love of airplanes, he was building models when

he was eight years old. He spent 46 very wonderful years in the cockpit, as a World War II Army pilot and a commercial pilot. There is no better way to demonstrate his passion for aviation than by supporting a Museum that is what his life has been about. This is George's history as well as the history of aviation." Since 1944, when Lt. Elliott trained to fly the Northrop P 61C Black Widow, his life has, indeed, been about



Mr. And Mrs. George Elliott on a recent visit to the Museum.
Photo Mark /avino

aviation. Mr. Elliott never had the opportunity to fly the Black Widow in combat; he was assigned as a flight instructor at Williams Field in Phoenix, Arizona, training pilots on single engine planes like the AT6 and the P40. World War II ended, but not Mr. Elliott's love of airplanes. With a strong entrepreneurial spirit, he started the Norvair Aviation Corporation, a flying school based in Norfolk, Virginia. He taught flying, mostly to civilians and Navy personnel, and he maintained a local, intrastate airline service, handling passengers and cargo between Norfolk, Newport News, Washington, DC, and points in between.

When the Korean War broke out, Navy personnel were shipped out, taking away Mr. Elliott's primary source of students. He had no choice but to close the school and sell the airplanes. In 1951, he became a commercial pilot with Capital Airlines, which was bought by United Airlines 10 years later. Mr. Elliott continued flying for United until his retirement in 1989. Even today, he stays in touch with other retired pilots as a member of the local chapter of the Retired United Pilots Association (RUPA).

"A charitable gift annuity provides payments to Ginny and me for the rest of our lives, as well as future support to the National Air and Space Museum's Dulles Center," says Mr. Elliott. "I hope our gift will inspire others - retired pilots, World War II veterans, and aviation enthusiasts to consider similar action to support the Museum. This gift is just the first - we plan to do more, perhaps create a permanent endowment."

On a recent visit to the Museum, the Elliotts walked through the Air Transportation Gallery, where they saw a Pitcairn Mailwing. "It reminded me of my very first plane ride," says Mr. Elliott. "I was 11 years old when I got the chance to go up in a Pitcairn twin cockpit. I have been in love with airplanes ever since. "As I stood in the Museum, I had a flashback of myself in the cockpit of a Black Widow. How could any of us who lived through those years not appreciate the importance of this Museum, its national role in telling our story so that our children and grandchildren can understand the excitement we felt when we lifted off for the very first time."

There are several ways in which you can make a gift today to ensure that future generations can enjoy the national collection of aviation and space flight history. If you are interested in making a planned (or deferred) gift to preserve these treasures, the Museum would be pleased to work with you and your financial advisor to determine the gift that best suits your situation and interests. For more information about a charitable gift annuity, gifts by will or by bequest, or other opportunities to provide future planned giving support to the Museum, please contact Gayle S. Union at 202-357-2493.

KEN ELLIS 27580 Mooncrest Dr. Carmel CA 93923
831 659 4657 SFO 56-89

Howdy Jock: Sorry I didn't make contact with you at the RUPA Picnic which, by the way, we enjoyed very much. *[Sorry to have missed you, did speak briefly to Diane - we had to leave early for another function.*

Jock]

Nice to see all the experienced pilots and their wives. We have had a very enjoyable year RVing, cruising, visiting family and friends. Both Diane and myself are playing a bit of golf - we don't keep score unless we're doing well, so it makes for a much more enjoyable game.

Out health remains good - we keep getting patched up and continue on. My PSA is down to 1.49. Have been getting quite a few calls from guys with prostate cancer, and they had not heard about the proton therapy at Loma Linda. Seems as though the doctors they are seeing want to keep it a secret. Anyway, I'm always willing to talk to anyone who discovers he has prostate cancer, just so they can be made aware of all the options they have for treatment. See my phone number above.

Looking forward to the Jim Hyde Memorial RV Gathering in Chula Vista and the convention.

Thanks to all of you - keep up the good work.

Ken E

RUPA ANNUAL PICNIC



PHOTOS: BRUCE McLEOD

DICK & BETTY LOU EMERY - 6920 New Hampshire Trail, Crystal Lake, IL 60012

Dear Cleve: Sorry I am so late with the annual stipend for postage but being the new kid on the block I just forgot.

Betty and I have been doing a lot of traveling since the beginning of the year. Down to Pensacola in January to see our son Eric commissioned as an Officer in the United States Navy and begin his flight training, then to Dallas to spend sometime with an old navy preflight buddy and ex-Braniff airplane jockey, then to Hawaii for the month of March (the only way to go), then back to Dallas for another preflight buddy's retirement dinner from American Airlines. Our ALPA retirement dinner in Chicago was much nicer. Then back down to Pensacola, but this time we drove down in our pickup with trailer in tow filled with Eric's belongings. Thus officially making us empty nesters. In June we headed out to California to do some things I didn't have time to do in the 28 years I lived there, like tour the Hearst Castle and drive the coast line from San Luis Obispo to Monterey. God what a beautiful area that is. We capped it off by attending a family reunion at my sister's.

During all this time Betty & I have been trying to put together the plans for a new house on the south side of town (our dream house) and hope to get in the ground by the August 10th.

Cleve! I'll do better next year I promise. Dick
Normal

KENDALL W. EVERSON - 314 Narcissus Ave.,
Corona Del Mar, CA 92625 - 1952/1981 - kever-
son@juno.com

Hi Jock: Congratulations on the much improved Newsletter format and a heartfelt thank you to all who work so hard within RUPA to keep us informed and in touch with each other.

The past year has been a reasonably good one for Barbara and me, certainly better than 1998. At a little over a year and counting I seem to be free of the Non-Hodgkin's Lymphoma that caught up with me in early 1998. We've done a fair amount of traveling since last August, including a great week of sailing in the British Virgin Islands last Oct. Nov., a Costa Rica cruise aboard the Crown Princess in March, a week of bargaining (a really fun way to see and do something new and different) on the lower Mississippi and through the Louisiana bayous, plus a week in Scottsdale in April, a month in Italy exploring Tuscany in May/June, a family reunion (33 of us!) last week at Lawrence Welk Resort in Escondido, CA, plus a number of family visit trips within the U.S. We used our UAL travel benefits for all our trips, usually in

First Class seats and were ALWAYS treated like we were revenue passengers. Needless to say, we are very grateful to UAL (and ALPA) for these wonderful benefits which make our "Golden Years" so much more fun than they otherwise would be. Had a humorous exchange with a gray haired, gray bearded passenger agent recently. When he checked us in and looked at our seniority date he exclaimed, "Sheesh, I wasn't even born then". Made me feel even older than my 78 years!!

After several months delay, the FAA finally saw fit to grant me a new medical certificate, renewable yearly, so I am able to continue flying Don Sausser's beautiful Curtiss Hawk P-6E replica. Sadly, we missed getting it to Oshkosh again this year due to a sudden serious illness striking Don's wife. We have hopes of making it to Merced and Copper State later this year, however, plus some local fly-ins.

In response to Bob Odgers' query on page 26 of the August Newsletter (#481) regarding the 1955 Dexter, Iowa Convair 340 accident. The crew of that flight was Captain Earl Andreason and First Officer Tom Boyle. The airplane was rebuilt but was NOT the aircraft known as "Mainliner O'Conner". After rebuilding it was returned to line flying. The "Mainliner O'Conner" was N73105, a CV 340 damaged in a hard landing training accident at Denver. It was used by Mr. Patterson and for charters, but was never returned to line flying. I flew many trips in it, not only with Pat Patterson but also with ex-President Herbert Hoover, Speaker of the House, Joe Martin, Mr. McCormick of the Chicago Tribune and a president of General Motors whose name now escapes me. Mary O'Conner nearly always served as the "A" flight attendant in the crew of N73105. If my memory serve me correctly, it was eventually sold to Arthur Godfrey when United retired it. I believe it was the aircraft Godfrey buzzed the Teterboro tower with and was zapped with a violation by the FAA. Heady days those!

I was very sorry to read of Dick Carlson's recent "flight west". He was a good pilot and a gentle man. He was afflicted with the same cancer I had last year, Non-Hodgkin's Lymphoma. My doctor says it is one of the more successfully treatable cancers, so having Dick and King Hussein of Jordan succumbing to it is a bit unnerving, to say the least.

Best regards to all RUPA members and especially my old friends from the world's best airline. Check to Cleve.

K en & B arbara

TED BOCHNIARZ - 11165 Regency Dr, Westchester, IL 60154

Dear Jock, I'm forced to mail my letter a couple of months early this year. If you will look at the newsletter where the address for all donations to the "Foundation" is presented, everything is fine except that the city, state and zip code have been clipped. This has caused a severe curtailment in the number and amount of donations coming in. A report of the "Foundation" business to date follows.

There are but a mere handful of recipients on our rolls at the present time. The total amount allocated to help them is very nearly equal to the amount the "Foundation" receives historically. The recipients apply for the aid they receive on an annual basis, and the board reviews the applications and decides what aid is to be allocated.

When I first began as treasurer, the active pilots, through payroll deductions covered the aid the "Foundation" rendered, and the amount we received from everyone else went to provide a financial cushion for the future.

The people who started and cared for the "Foundation" these last dozen years or so did a wonderful job in organization. They were able to inform most everyone of their goals and had the company respond with payroll deductions. The union supplies the office space, credit union the address necessary for a foundation. No one is compensated for any of this. Likewise, the board members are not reimbursed for whatever expenses they incur in attending to foundation business, even to the extent of postage or phone calls. Ted

Sorry about the two-month oversight in omitting the last line of your address, Ted, and trust the loss of revenue was not too burdensome, and, of course, your full address is on page 2 of the RUPA Directory. Ed.



"Not in front of the crew!"

BOB GRUBER

Letter for the year.

All I ever wanted to do was fly for an airline. Thirty nine years later I retired. Haven't been on a plane since. All I miss is getting into a Ryan STA and hanging upside down for a wee bit. Change of mailing address. It's PO Box 663. all else the same.

Bye ,Bob Gruber, La Conner WA 98257

EARL E. HARNED, JR. – 1561 S.W. 4th Ave, Boca Raton, FL 33432

Dear Cleve, Just noticed that I have expired. I was so sure that you had made a mistake that I checked my check book. With a red face, I am enclosing check for \$50 which should bring me up to 10-17-2000. Enjoy the magazine. Thanks for the hard work. **Earl**

DAVE & RUTH HAUCK – 952 Castle Hill Rd, Redwood City, CA 94061

Dear Cleve, Dave and I were talking about the RUPA picnic here next month and he suggested I write you. We regret we cannot be there - the picnics are wonderful to see old acquaintances and talk over trips and family and fun stuff.

Dave is still confined to a wheelchair, still having therapy and hoping he can take some steps in awhile. Sorry to miss all the "goings on" and will think of old friends that afternoon. He'd love a call or a visit. He's in Menlo Park at a convalescent between Valparaiso and Santa Cruz at 1275 Crane, right across from Menlo Clinic.

Telephone numbers are 650-325-8600 or 650-329-8901, or our home phone, 650-364-0707.

We send happy wishes to all. Ruth & Dave

PHRED & BONNIE HAYES - 6/29/64

6/30/97 45400 Calle Pintoresca Temecula, CA, 92590, 64/97 phredh@iinet.com

Cleve, Jock et al, The *RUPA NEWS* is better than ever. Love the new larger format. Sometimes I can read it without my glasses. Of course that means it's on the floor and I'm standing on a chair. WHN and I have been traveling (Hong Kong, Australia and the Bay area among international destinations) both via United and in the Baron.

The following is an open request of my fellow RUPAr-ians. I would appreciate assistance from my seniors of the retirement "game" in answering that age old question, "How's retirement?" Since that magic day in June, 1997, I have taken over management of my humble rental "empire" (32 toilets, net owned), more "hands on" decision making regarding the avocado grove plus maintaining the Baron and trying to assuage my woodworking habit when time permits. Daughter

Marie is great with child, our first grandchild, a girl according to some gadget called "Ultrasound". Her ETA is the first week of August. One of my contributions to my daughters nest building consists of a new chest of drawers designed and built in my very own messy workshop. This, along with refinishing baby furniture used by both she and her brother a "few" years back. Occasional visits with my son, Roger in the MSP area (he is, as we speak, checking out as Captain at Mesaba, aka Northwest Airlink, on the Saab 340). He is nearing the "hirable" state for a "major" and lives for that elusive call from United. My point being (never mind!), I truly haven't had time to come up with a satisfactory answer to "How's retirement"? Let me know if you have one.

Am including the postage check which is nearly on time. Kinda like good old UAL.

It is said often and in many ways, but let me add my name to the list of those who deeply appreciate the great work done by you, our fellow retirees in getting this out every month.

Fred (aka Phred) M. Hayes, PITFO, DENTK, SFOFO & LAXFO (30 of 33 yrs)

Normal

TONY HORNE 14325-137 Ave. E Puyalup WA 98374

Jock: Is this a record - one month early? Must get it in the mail now - off to Oshkosh in the morning.

Trust you are still collecting Mai Tai recipes.

Take care. Per Ardua Ad Astra.

Tony

Per Ardua Ad Astra is the motto of the Royal Air Force - freely translated as "We do things the hard way!"Ed.

W.E. HOYGAARD, Aurora CO

Please change my e-mail address in your records from the old worldnet address to HYPERLINK mailto:

hoygaard@mho.com

The new format is great. I enjoy reading the *RUPANEWS* and appreciate all of the effort involved in the production.

Bill Hoygaard

ROB JEWETT SFO DEN 66/93

robnpat@earthlink.net

Here we are late a bit again. We enjoyed a wonderful 3 weeks in Southern Italy, Sicily, and Rome earlier this summer and then went to Utah for a visit to Bryce, Zion, et al. Our health is good and we are enjoying our family and friends. Thanks to all for the newsletter-checkto Cleve.

Rob and Pat

Most HMOs Lost Money

Most health maintenance organizations lost Money for a second year in a row in 1998, prompting many plans to raise premiums: and cut benefits.

HMOs lost a combined \$490 million last year, compared to a \$768 million loss in 1997, according to a study released by Weiss Ratings, an independent ratings service based in Palm Beach Gardens, Fla. Before 1997, the HMO industry was profitable.

San Francisco Chronicle 8/10/99

GENE H. JOHNSON – 36W478 Oakhill Dr, Dundee, IL 60118

Cleve, It's been a quick year. Second one down, many to go. Busy chasing 7 grandchildren and checking on parents in Oklahoma. Had a fun time celebrating L.W. Burry's retirement in January with "good Times" on the Big Isle, Hawaii. More snowmobiling in February and a trip to Phoenix and Las Vegas. Made a three – week trip to London and countryside of England with two couples. Love that countryside.

Pat and I are still learning how to make it work every night at home after 30 years on the road. Ha.!

Thanks for the good work. Here's the check. **Gene** jhjppj@juno.com

T.H.E. PETE JONES – 9200 Cherry Creek S. Dr. #30, Denver, CO 80231

Cleve, Enclosed is a check for my dues plus a little extra for postage. Been three years since retirement, and four since I last turned a wheel. Can't believe how fast time has gone by.

Thanks to all the stuffers and folders and I really like the new format. **Pete**

GORDON K. KELLY – PO Box 776163, Steamboat Springs, CO 80477

Cleve, Sue and I retired 4-1-99. We are enjoying the adventure of a new lifestyle. All flying now is recreational. We loved our nearly 33 UAL years. The *RUPANEWS* is worth the cost and more to continue to hear about our fellow pilots in retirement. Aloha, Gordy

WILLIAM C. KLETT – 20369 Chalet Ln, Saratoga, CA 95070 n2cirrus@att.net

Hi Cleve, It is great to be off the line, especially "reserve." Right now, I am hanging out at our Lake Almanor summer home enjoying my new freedom from the "crew desk." Also, looking forward to my new Cirrus SR-20 airplane next year. Later, perhaps, I

can find time to do some hanger flying and "Folding and Stuffing" sessions. Cheers, **Bill**

ANDRE E. LAMBERT – 11370 Twelve Oaks Way #114, North Palm Beach, FL 33408

Dear Cleve, Sorry, late again. Just got back to my mountain hideout in Western North Carolina. I spent a month in Canada visiting my sisters via, NJ, MA, NH, VT and back the same way! It's pretty bad when it's warmer in Keene, NH than Miami!

I was saddened by the news of Doug Kurtz' flight west. He was a dear friend from whom I bought his last two amphibs! I still own the 206 which I keep in Florida. I hunted two seasons with Doug at his camp, a beautiful spot on the Michigan UP. I lost a real good friend!

I wonder if you could help me locate the fellow who sold "UAL Wings" license plates. It was a picture of pilot wings; a real attractive plate. I lost his address. I think he was from California.

Regards to all! Andy

SKIP & JEANNE LA ROCQUE, P.O. Box 1567, Bethany Beach, DE 19930

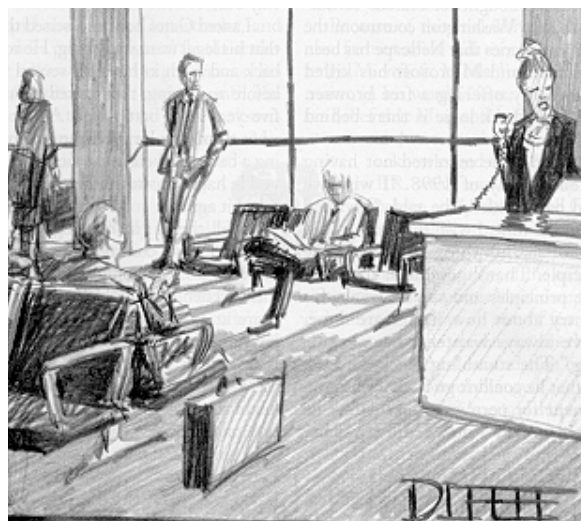
My latest retirement and social security checks have taken a hit; my red, white and blue part A/part B card is laying on my desk. I guess that's a clue I'm about to turn 65, and it can't come soon enough, because 64 was not a good year! Last Labor Day we looked forward to the vacationers going back to wherever they go to, and our town becoming tranquil again. However, I did not look forward to the trip to the hospital because of a kidney stone attack that hit me, and "Yes Virginia", there is no word in the dictionary to describe the pain. In October we closed the summer house and arrived in Boca Raton, FL for the winter. In November we went on a cruise with 30 other couples from our community aboard the *SEABREEZE* (Premier Cruise Line). It was the cruise from hell! We had a half room with a full bath. The ship was old, and not many things worked right. The only plus was the food was good. In December I had double vision during a tennis match. The doctor suspected a T.I.A. (mini stroke) and had me take an echogram, ultra sound, and brain CAT scan, all of which turned out negative. The end of the month, we drove to Virginia to spend Christmas with our children and grandchildren. We arrived just in time to see our first snowfall in several years. Celebrated New Year's back in Florida. I am pleased to report January was an uneventful month. Early in February I came down with the 'flu. Made the mistake of going to the west coast of Florida to visit friends; ended up going to the hospital in Sarasota. Strange things started happening to my body, my

health deteriorated, and after a month, I knew it was something other than the 'flu. Turns out I was allergic to a sulfa-based antibiotic I had recently started taking. The drug had about a dozen side effects and I had them all. In March we drove to Pensacola to see our son who was going to school at the N.A.S. We spent two days visiting their wonderful air museum. Later in March I had laser surgery on my nose. In April they had to "fine tune" my nose by dermabrasion. That was a son of a bear!! In May we closed the winter house and arrived in Bethany Beach, DE for the summer. Emptied the suitcases and repacked for a 2 week trip to Russia. Spent 3 days in Moscow, then took an eight-day boat trip on the rivers and lakes to St. Petersburg, where we spent three days. It was a great trip, except for the food. Thank God for good bread and the salad bar. In June we went to Virginia to visit family and celebrate several birthdays. Then back to the beach for the 4th of July parade and fireworks. This brings us to August. Fortunately for me, Jeanne stayed in good health last year. One sickie was enough. I'm still playing tennis three to four days a week. Haven't slowed a step yet, however, I've found most of my opponents cheat - they hit the ball back! Thanks to all those who make this monthly journal possible.

Tail winds, Skip

WW LAWRENCE 21720 - 116th S.E. Snowhomish, WA 98290-7231

Hi Jock: Correct month, this time. 22 years retired. Both in good health, doing all we have to do and most of what we like to do. You guys are doing a fine job. Much appreciated. Regards, Bill



"Attention passengers. Flight 369 has been cancelled due to Our desire to ruin your life."

OOPS, WRONG CANYON!

JOHN STEFANKI

Dear Jock: I had a "Senior Moment" when I incorrectly informed you that the Grand Canyon mid air accident helped put Flight Engineers aboard airliners. It was after President Truman appointed a Special Board of Inquiry to make recommendations concerning air safety after a series of accidents involving two man crew, such as the UAL DC 6 Bryce Canyon and Mt. Carmel accidents. After the hearings, a regulation was implemented on December 1, 1948 requiring that a flight engineer be a member of the flight crew on aircraft certificated over 80,000 pounds, maximum take off weight. Sorry about the oversight. Happy landings. Fraternally yours,
John

Well, John, we surely shook a number of aviation historians out of the trees with the oversight. Witness the following. Ed

MARTY BERG

Dear Jock; I know you are going to get a lot of response to the "Historic Photo" response by John Stefanki. The Grand Canyon mid-air occurred about 7/7/57. It was a DC-7 and Connie. I was camping at Yosemite park, and was shocked by he headlines. I believe the F.E.s were required as a result of either the Mt. Carmel, NY crash or the Panguich [sp] Utah, crash (or both). It is believed that the CO2 caused incapacitation at Mt. Carmel, and at Panguich, fuel was pumped overboard (inadvertently) which entered the air scoop for the cabin heater, burning a hole in the aft section of the fuselage (fuel transferring, causing overfilling and venting).

On another item, when I asked Doug if he was related to Spick he said no.

My grandmother used to remember things that happened a long time ago, while having no "recent recall", so some of this is subject to revision.

I also remember that when Scotty Reynolds (2nd from left, top row, F.E. photo) was diagnosed with "tunnel vision" he considered becoming a gynecologist.

Erin go bragh! Marty

Would you believe me if I said we made that "deliberate mistake" to see if any one was paying attention? Thought not! Ed.

TOM MORTON

Dear Jock;

I just got my copy of the August RUPANEWS, and it appears there may be an error in the caption for the picture on page 16. I'm sure about a hundred of the old timers will be all over you for it, so will tip you off before they break out their quill pens.

The mid-air collision over the Grand Canyon that you refer to happened on June 30, 1956 (I was a cadet at Penhold at the time), and involved a United DC-7 (not a DC-6) and a TWA Constellation. See page 183 of the "High Horizons" book that we all got when we were new hires. This means that it took place several years after that picture in the RUPA News was taken. I'm sure John Stefanki can give you the reason for mandating a third man on airplanes weighing more than 80,000 pounds, but it was not for another set of eyes. There were a series of accidents in the late 1940's due to a/c system problems, and in the ensuing hysteria they put on the third man. Don't quote me but I think one accident had to do with fires on the DC-6 due to vented fuel being sucked in the intake for the cabin heater -- you probably remember the old Janitrol heaters on them. I'm sure you will get several letters giving all the details.

The change that the 1956 accident did bring about was the deletion of the "thousand on top" clearance that airliners could fly until that time. A few of the details are given in High Horizons mentioned previously, but I have read some other articles on the accident as well. United had been cleared to fly at 21,000 feet, and TWA was cleared at 19,000, but got into clouds and/or turbulence, and requested 21,000. ATC denied the request, but I don't remember if they gave TWA the reason as traffic or not. TWA then requested a "thousand on top" clearance, which was given to them. The last transmission from TWA was something like "TWA now maintaining a thousand on top at 21,000 feet". BAD MOVE!

Hope you are enjoying retirement, and your editorial duties don't keep you too busy. Expect to see you at SPAADS in Harrison Hot Springs next year.

Tom Morton

RAY & COLLEEN O'SHEA 6784 E. Long Ave. Englewood, CO. 80112

Better late than never and grandma was slow but she was old. So it is with this old grandpa. Missed the birth date by one month plus.

The new format is A-OK as is its contexts, but do miss the old zingers.

The July issue of RUPA held Gary Fichter's OBIT.

Gary was everyone's friend. Also noted the SLC station 1939 Personnel picture and recognized Al Heizer, John Wright, Roy Prince, Dick Petty & Hi Broiles.

The RUPA NEWS for Aug just arrived & I noted the historic 1948 photo of the DC-6 Flight Engineers. I knew most of this class and flew with some. Incidentally the line stating the reason for UAL hiring so many Flight Engineers was a result of a Presidential

inquiry into the mid air over the Grand Canyon between a DC-6 & a Connie is way off base. This mid air collision happened in the 1950's. The Captain was DM ward, F/O Summers, & I am not sure who the F/E was, maybe Charlie Woods. I was doing F/E on DC-6 at that time. I believe it was 1948 (I don't recall the actual date) there was a DC-6 lost over Bryce Canyon (due to a cabin heater fire) and one or two more DC-6 losses close to this point in time (one over Elk Mountain). The DC-6 was grounded for a period following these tragedies.

On April 1948 it was mandated that aircraft rated above 80,000 lbs. would require a flight engineer. Retired Captain Don Anderson and Captain Sam Brazee (2 of our so called flight engineers) confirmed this bit of information with me today.

On the lighter side of life Colleen & I enjoyed Cancun in Feb. Washington, Idaho & Montana in June. We plan to visit with friends & long lost relatives in Ireland then on to France to visit more friends in Sept. February 2000 we are planning a Holy Land Tour. The after effect of Polyneuropathy has slowed me down, but otherwise our health is about normal. Thanks Jock, Cleve and all for the superb work. Dues to Cleve to follow. God Bless all, Ray O'Shea

Thanks to all for their input and recollections. We will be printing another class photo, as planned, in the next issue – minus an introduction, I think. Ed.

DAVID A. LINSLEY – 6483 Fox Run Circle, Jupiter, FL 33458 JFK/MIA/DEN/DCA/LAX/HKG
Hi Cleve, Can it be two years already. 62 already, and still just a kid at heart. The check's in the mail. It's been a busy, exciting and rewarding week. Turned sixty-two on Tuesday (20th), and Cardinal Airlines received the O.K. from the SEC on Wednesday for its IPO! So, we'll finally be in business soon. Interested parties can track the progress and get a prospectus at www.flycardinal.com Meanwhile, as VP Flt Ops I start the 121 certification process, now accomplished entirely on computer under the new CSET format the FAA has adopted - much quicker and more comprehensive than before. I'll commute to Melbourne initially. We'll fly all-first class MD-83's or 88's to BWI. All tickets same price, no matter when or where you buy them. Retirees are welcome, as are jumpseaters (as many as we have empty seats on the airplane), and it's perfectly legal says FAA. Still enjoy living in Jupiter, but they're replacing all the shade tree with palms! We'll be out of here before long! What a dismal decision...Health is excellent, working out with a trainer - a real sadist! Dropped thirty pounds in three months! Also enjoying fishing from our 30' SeaRay, though I

miss my sailboat...life is good. Congrats on the excellent expanded-size newsletter, which we eagerly read cover to cover each month. For those of you still interested in flying, join Aviation Employee Placement Service at www.aeps.com and Flight Crews Int'l at www.fcilax.com. Stand by for the 1 Oct. European Union switch to age-65! Imagine, they are already flying here over age-60 under FAA exemption (because of treaty concessions), while we are denied work in our own airspace, as well as theirs. Hmmphh...for those of you who don't care, fine, but how about supporting your fellow retirees who do care about preserving their right to work as long as they are healthy. Look in on the Professional Pilots Federation web site at www.ppf.org and see what's going on. And if you know any fearful flyers, steer them to my website at www.pegasus-fear-fly.com Thanks to all, and to all a well done for surviving another year! Dave
I rather think, Dave, that working pilots, at UAL, will have a lot more to worry about than flying after 60. They may be concerned about flying at all if the airlines get away with giving flying to Regionals and code shares, of which it has been said, if you have a code share you don't need a merger, with all the seniority hassles.

As for retirees, one should be careful what one wishes for. There are no guarantees that the status quo ante would be preserved.; such as no penalty for "early retirement (age 60)," more stringent physicals and so forth. The great majority of retirees might end up paying for the "rights" of the few. Glad you're enjoying the "good life". Ed.

HERB MARKS, 3500 S.W. 325th St., Federal Way, Wash. 98023-2676

Yesterday, July 28th, marked twelve years since I set the parking brake and ended a wonderful career. I'm still waiting for that call from the company asking me come back and fly for six months or so. I still have the kooky flying dreams but not as often and at least there seems to be a different format. I've stopped leaving my flight bag home or showing up without a uniform or not being able to find the right gate for departure. Not too long back I was even flying as (gasp) co-pilot and the Captain was a real loser. Made me look good. Started accumulating too many toys and not enough income to support them so in January I sold my Beech Sundowner. I had bought it new in 1973 so it was really part of the family and now I'm missing it every day. The fact remains that its utilization was so little I couldn't justify keeping it. Luckily, my good wife, Ruthann, never got to see the spreadsheet I kept on it

showing what it's hourly cost were running. Without the airplane our motorhome is our remaining toy. I don't have courage enough to keep a spreadsheet on that. But it does provide a lot of enjoyment for the two of us. We like to spend January or February in Arizona to get out of this muck we call winter. This year we added another trip south, spending a couple days in Salt Lake City before heading on south to see Bryce Canyon, Zion Canyon, Grand Canyon, and Monument Valley. By this time we'd had enough of deserts and Indians and headed back down to Phoenix for a week. Then finally we stopped at Yosemite Park. We've been driving past it for ten years in the motorhome and never stopped. This was the year to do it. The spectacular beauty of all these national parks was mind boggling and I was particularly pleased to see these parks from the ground after all those years looking down on them. We may have crowded them all in together in too short a time however, 'cause looking back now, the scenery is starting to run together.

Checks in the mail (I love to say that). Enjoy the publication. Keep up the good work.

Regards, **Herb**

JEANNIE L. MARRAPO – Hi Jock and Cleve: It's birthday month and enclosed is a check for two years postage. I enjoy the always newsy and informative RUPA Journal and also the larger print. Much easier on us "Old Timers" orbs. Thanks to all who contribute to a great newsletter. Regards, Jeannie

LARRY & NANCY MASON, 826 Cinebar Rd, Cinebar, WA 98533 lbmason@myhome.net 66-96
As we embark on the fourth year of retirement, I can think of no better way to begin than to write two words of encouragement to those that will follow: IT'S GREAT !!

A few trips in the motorhome, bird hunting with my Drahthaars, and avoiding the list of jobs that need to be accomplished takes up most of the year. Now, add to that the bite of the "flying bug" after three years, getting my CFI reinstated, and I just don't see how I'm going to have time to get anything done . . .

Many thanks to those who work so hard to see that I enjoy the RUPANEWS each month! Check's in the mail -- one day late, to maintain the tradition. **Larry**

JANIS MCKENNA (Mrs. Terrance R. McKenna)
2929 70' Ave. S.E. #501 Mercer Island, WA 98040
email JMCKI 0 133@ aol.com

Dear Jock; I read with interest the article, "Kaiser CEO Warns about the Drug Errors", by Tom Abote which was published in the *SAN FRANCISCO CHRONICLE*

on June 7, 1999.

My seven-year-old son died because of the side effects of a prescription drug in 1966. Our doctor, for a minor knee infection, had prescribed the drug. At that time there were no sheets handed out with the prescription as to the possible side effects of the drug being prescribed.

Everyone who takes a prescription drug or administers it to someone, who is unable because of age or health to make their own decisions, should ask their pharmacist to explain the possible side effects of the drug the patient is being given. This also applies to taking more than one prescription drug at the same time or even an over-the-counter drug in combination with a prescription drug. **MAKE YOUR PHARMACIST** your best source of information when taking any drug.

Ibuprofen is an over-the-counter drug that can have disastrous side effects (kidney failure, strokes since it can up the red cell count to dangerous levels). A drug that many of us take for inflammatory problems.

Our health is our responsibility. So when in doubt **ASK** and **ASK AGAIN** questions about anything you do not know or understand about your health care.

I hope that this letter can be of some help to someone who reads it. I had to learn the hard way about what is suppose to cure can sometimes hurt or even kill.

Jan

Excellent advice, Jan, and thank you for taking the trouble to write. You will read elsewhere in this issue of people who had adverse drug reactions. They are nothing to be taken lightly. Ed

Normal



The "Best's" Kept Secret

Every year, *U.S. News & World Report* publishes a list of what it terms "America's Best Hospitals." Based on research by the National Opinion Research Center at the University of Chicago, the list attempts to assess the quality of care at America's hospitals by looking at their structure, outcomes and processes. Specifically, researchers take into account basic information about hospitals, such as staff-to-bed ratios, teaching or non-teaching status, patient volume, and the presence and type of high technology facilities; in-hospital mortality rates; and nominations by board certified doctors of the five "best" hospitals in their specialties. The resulting "report card" lists approximately 40 hospitals in about 12 specialties each year and is widely recognized by doctors, hospital administrators and consumers alike. But do these hospitals truly provide better care and, if so, why?

To find out, Yale University researchers examined the medical records of nearly 150,000 Medicare beneficiaries who had had heart attacks in 1994 or 1995. They found that elderly patients who were treated at hospitals that ranked high in cardiology in the *U.S. News & World Report* listing were indeed less likely to die in the 30 days after their heart attacks than were those who were treated at similarly equipped hospitals that were not included in the report or at hospitals without similar equipment (New England journal of Medicine, Jan. 18, 1999).

So what is the top ranked hospitals' life saving secret? Ironically, researchers found, it was not the availability of high tech equipment, but rather the use of low tech medical treatments that made the difference. The researchers found that the top ranked hospitals were more likely to treat patients with aspirin and beta blockers than were the other hospitals. More than 96 percent of heart attack patients in top ranked hospitals were given aspirin compared with 88.6 percent of patients in similarly equipped hospitals and 83.4 percent of patients in hospitals without similar equipment. Likewise, 75 percent of heart attack patients eligible to receive beta blockers received them in the top ranked hospitals compared with 61.8 percent in similarly equipped hospitals and 58.7 percent in hospitals without similar equipment.

Statistical analyses found that the use of these drugs was largely responsible for the top ranked hospitals' lower mortality rate.

"It is conceivable that other hospitals could achieve outcomes similar to those of top ranked hospitals by increasing their rates of use of aspirin and beta blockers" in heart attack patients, the researchers wrote. They also said that although it is also possible that the lower mortality at top ranked

hospitals "resulted from additional factors that ensure the delivery of high quality care and that were associated with aspirin and beta blocker therapy, such as the development of clinical algorithms or improved training of medical staff," the factors are still "more closely associated with the use of aspirin and beta blockers than with the particular characteristics of hospitals and physicians considered in this analysis."

With that in mind, they cautioned that the study should not be interpreted "as endorsing the method used to generate the list of America's Best Hospitals as the best way to rank hospitals according to the quality of care."

People's Medical Society Newsletter June 1999
Normal

HARVEY SAYLOR - PO box 1039, Colfax Ca.
95713-1039 SFO 57-91

Greetings from Colfax Ca., Eight years into the big vacation and its been fine with a few exceptions.

Best of all is the reuniting with Arlene also about eight years ago. We've been in Colfax about a year now and are enjoying it despite its remoteness. We go 15 miles down the road to Auburn for serious recreation and such. Colfax is one of those old gold rush towns with a population of about 1000 and it boasts a fine movie theater (40's vintage) and a good restaurant. Yes I know it's also the place where you have to put on chains when the WX is bad. We live in southern Colfax however where the WX is milder. The banana belt as Hal Watts would say.

Sorry to hear about the death of Milo Kopp. It was always great to find his name on the same line on the bid results. *Harvey*

AL MCNUTT (Email:ljnme@mc.net)

Enclosed is my annual dues and postage for yet another year. Four years of RUPA and my dues have been on time every year. Amazing! Always enjoy reading the Newsletter. My wife usually beats me to it though. Only thing is I do hate to read the "Flown West" column, it just shows how vulnerable we are at any time and that we better be prepared at all times to face our judge.

One of my New Hire classmates, Bruce Chalmers has organized the first reunion for our class (Class of 10/19/64). it's being held in Colorado in Sept. and he has really put a lot of effort into it. Looking forward to seeing what 35 years has wrought on my brothers. Thanks to all for the work you guys do. It is appreciated. Fraternally, **Al**

Excerpt of MEC actions at meeting of 22 July, 1999.

Our MEC directed the Master Chairman to again enter into discussions with the appropriate members of senior management to seek solutions to the ongoing erosion of employee pass travel privileges, including but not limited to: 1) Denial of travel benefits due to aircraft departing with empty seats when employees are standing by for pass travel, 2) Unilateral changes to gate and curbside check-in procedures and onboard baggage restrictions for employees that are more restrictive than those of the traveling public, 3) Use of the employee pass travel benefit as a revenue tool, 4) Review of the formula used to calculate the cost of companion tickets with the intent of reducing overall cost to the employee and increasing travel flexibility, and 5) Elimination of the 72-hour lead time for seat assignment on positive (e.g. BP-3) space travel... The ALPA representatives of the Pass Travel Task Team were directed to report and make recommendations to our MEC not later than the regular January 2000 MEC meeting for the following areas: 1) Pass travel benefits for medically grounded pilots and any possible inequity between medically grounded pilots and normally retired pilots, 2) Implication of using date-of-hire versus years of service for pass travel benefits for those pilots with less than 25 years of service, and 3) current pass travel policy for those retired pilots with over 25 years of service.

UAL ALPA MEC Forum 22 July 1999

GEORGE MENDONCA - 119 Elm St Apt 1, San Mateo, CA 94401

Email george737ual@compuserve.com

I don't have much to report for the year, they all seem to be about the same. The P-51 is going at a snail's pace. I have given up on a forecast of the completion date. It will be done when it is done!! I went to the Oshkosh fly-in this year and for the first time my plan was a good one. I arrived Sunday morning and had very little traffic and was parked after only about 8 minutes. I missed all of the very HOT weather. I spent most of my time looking at things for my Mustang. The flight was interesting in an RV-4 alone for 31 hours total time with some weather problems enroute. I did detour by St. Louis Mo. to spend a day with some good friends. I am very glad I took the time to visit. There is a get-together in Sonoma CA for all the crews that flew the 737 in the early years (the 70's) if you are one of the members of that exclusive group then contact Leon Scarbrough for more information at : (Vickyjune@aol.com), I plan to attend. Until next year, **George**

DOUG & SUE MERRICK - 375 State Rte. 129, Walpole, ME 04573

Sue and I are thoroughly enjoying our retirement in beautiful Maine. Like most of the other retirees I read about, life is busier than ever.

AYUH!!! We had a great clambake this summer with a lot of good friends joining us along the shores of the Damariscotta River. The weather couldn't have been better.

Once again Sue and I took another couple over to Hawaii for a few weeks this past Winter. The companion passes worked great. We even managed to slide into 1st class on a couple of legs.

We continue to have been treated very well by all UAL personnel in dealing with pensions, insurance, and traveling. No complaints with any department. Still a great company!

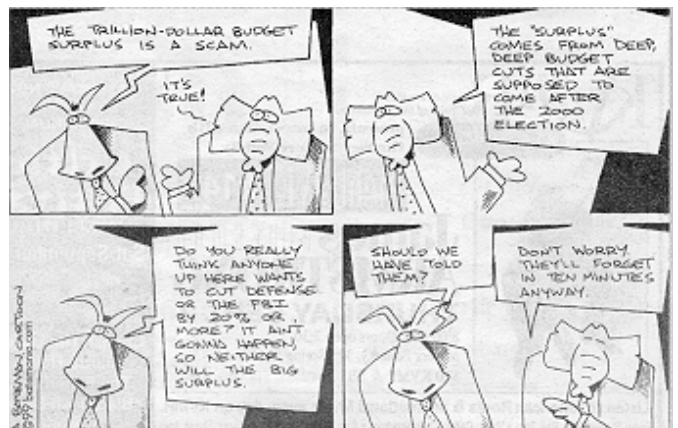
Now it is time to go play a little with my tractors and boat, while trying to find some time to squeeze in a few rounds of golf. Best wishes to all, **Doug**



KENNETH G. MILLER – 12639 Mt. Jefferson St, Groveland, CA 95321 '68-'96

Check enclosed for August (early). Presently living in CA, near Yosemite, since Christmas and am finishing a 5 bedroom 7 bath house and finding out how much plumbing supplies have gone up. SSTF stands for Social Security Trust Fund where there is no social, no security, no trust and no fund! Also, they tax S.S. when you earn it and tax you when you get it. Lastly, there never was a "surplus" the government borrowed (stolen) the monies from the airport, highway and S.S. trust funds to make the deficit look better!

Nice to read about all the great people I once flew with. See ya'll next year. **Ken**



Fighting Your Managed Care Company

By David S. Senoff and Andrew S. Kessler

More and more people in the United States are insured by managed care companies. These companies promise "high quality care" for a relatively low price. Unfortunately, in an alleged effort to keep their subscribers' costs at a reasonable level, some managed care companies employ certain tactics that impact the type of care subscribers receive. These tactics include contracting with doctors and hospitals for special rates for HMO members; providing bonuses to physicians based upon their ability to minimize patient care costs; and denying access to care.

The denial of access to care by HMOs is one of the primary methods through which HMOs seek to limit their financial liability. This tactic is also the one most feared by consumers. When you and your doctor believe you require certain care, you may be faced with an HMO that tells you it will not allow you to receive such care because it is not "medically necessary."

When denied a claim on this basis, do not simply accept the decision of the HMO. That is exactly what it wants. In fact, HMOs spend considerable amounts of money studying when and on what issues people will fight their decisions. Don't allow yourself to be taken advantage of. Instead of giving up, challenge the HMO's decision.

All managed care companies have an internal appeal process through which members may challenge the HMO's initial decision. Usually, you can take advantage of this appeal (commonly referred to as a first level appeal) simply by calling or writing the HMO. If you opt to call the HMO, take detailed notes of the conversation: the date of the conversation, the number dialed, the name of the person to whom you spoke, the substance of the conversation.

At this first level appeal the decision is usually based upon the medical records and other information in your file or on information provided by your primary care doctor. Our experience has shown us that although your voice will not really be heard at this stage of the process, you should do all you can to make an ally out of your doctor so that he speaks loudly and effectively on your behalf.

Making an ally out of your doctor is not difficult. Since it is your doctor who has indicated to you why a particular test or procedure is needed, explain to him that your HMO has denied the claim and that the appeal process is the only way you can get the HMO to pay for the test or procedure. Ask the doctor to take the time to write a detailed letter to the HMO explaining the history of your condition, the nature of the test or procedure requested, and the expected benefits. Issues such as your prognosis without the procedure

should also be discussed in the physician's letter. Tell your doctor that he needs to be your advocate if you are to get better. Explain to him that you understand that this is a commitment of time on his part and that you are willing to compensate him for his time if he so desires. The physician's letter is crucial and is the key to victory at the first level appeal stage.

If the HMO denies your first level appeal, you will most likely be afforded a second level appeal. This appeal is usually heard by a committee that meets once or twice a month. The second level appeal usually permits the subscriber to be present at the committee meeting and to testify. Do not be afraid of this process. You should welcome the opportunity to tell your story to the committee and explain why you need the requested benefit. The key to your presentation is to be organized, succinct and persuasive. Explain the nature of your problem and why you need the requested benefit and provide the committee with real-life examples of how receiving the benefit will make a big difference in your life. Always remember: No matter how important the benefit is to you, and no matter how much grief you have gone through prior to making this plea, it's important to stay calm during your presentation. Arguing and finger pointing will get you a quick denial.

Many people wonder if they should bring an attorney to this second level hearing. We typically advise our clients not to bring counsel with them because it may create a combative environment. Instead of representing our clients at the hearing, we provide free counseling to our prospective clients on what to expect at the hearing and discuss with them how they should present their case to the committee. We also recommend that the client ask his doctor to accompany him to the hearing and to testify about the necessity of the requested benefit. This reinforces the importance of making an ally of your doctor from the beginning of the battle.

If, unfortunately, you do not prevail at the second level hearing, promptly seek the assistance of an attorney who can discuss with you the options available in your state. Appeals of managed care denials are on the rise and can be successful. Don't give up because you think you can't fight a big insurance company. Remember: The bigger they are, the harder they fall.

David S. Senoff and Andrew S. Kessler are partners in the law firm of Goldstein Kessler & Senoff, 1616 Walnut St., Suite 918, Philadelphia, PA. They focus their practice on bad faith litigation against HMOs and other insurance companies.

People's Medical Society Newsletter June 1999

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JOHN A. SCHMITZ Chico CA

Hi Jock-----And all the rest of you "Fly Boys" out there.

According to the last *RUPANEWS*, I should have had this in by the 20th of July to make the publication during my August birth month. Maybe I'll make it next year.

Next year will be the big "80". I've been told, that is when you get old enough so that you can do foolish things and everyone will forgive you because of your advanced age!!! Don't like that, but think maybe it will be just what I need!

Can't help but say something about the wonderful profession we all worked in. I thank the Lord every day that I had the wisdom to leave the farm and get in to the aviation business. Where else could we have been paid to travel to all those interesting places while all those passengers in back had to save up their hard-earned dollars to be able to do the same thing!

Mary and I are still enjoying living here with the friendly people of Chico.

Y'all stay healthy and Happy, **John**

JOHN A. SCHRANDT – 5330 Lighthouse Bay Dr, Madison, WI 53704

Dear Cleve, Almost made it on time, check enclosed. Been traveling a fair bit this last year; the Greek Islands, Argentina, Chile, Mexico and off for an Alaska cruise next week. Still trying to get the golf handicap down, semi-successful.

Thanks to you and Jock and all who put the Journal together. Regards, Jack

DICK AND FRAN SCHULTZ 926 Vista Lago Way Boulder City, NV 89005 ORF ORD'55
rschu31746@aol.com

It's time for another note to our fellow retirees.. It's been a busy year for Fran and I. Our E.A.A. group flew 600 for the Young Eagles program here in the Las Vegas area. That makes over 4,000 since 1993, plus 65 handicapped children.

Our first student from the Rancho High School aviation program started to fly, July 12th and was thrilled to solo today, Aug. 9th. This fall, six more students will start to fly, then in the fall, there will be about 350 students in the aviation program. It's a great satisfaction to help youngsters. We've been there, done that, and the kids sure need our help. There are only 15, four-year aviation high school programs in the United States and in two more years, there will be a need for 23,000 pilots and about as many, if not more, aviation related jobs. How about you retirees going out into the community and getting an aviation program started? This will give our young people the fine jobs, instead

of someone else.

Fran and I are still flying our 1970, Cessna 182 about 125 hours a year. Boy, what fun to fly for fun! We have a great bunch of retired airline pilots here, that fly the Young Eagles. We will have a big weekend coming in October, the 16th and 17th. It will be at Jean Sports Airport, about 15 miles south of Las Vegas. It will be called, Las Vegas Discover Aviation Days. There are two big Hotel, Casino's in Jean. Come join us, it may bring back some fond memories. We received notice today that our United insurance is going to double. What's going on? [*Hadn't heard about that - my last increase was in January. I suppose we'd best get resigned to continuing increases until some kind of rationality is imposed on the medical-insurance industry. Ed*]

Fran and I wish all of you, good health and a very happy, new millennium. To all of you who work so hard to put out this fine newsletter, thank you and keep up the good work, we do appreciate it.

Dick and Fran Schultz

RICHARD P. SCHULTZ – 926 Vista Lago Way, Boulder City, NV 89005

Dear Cleve, Enclosed is a check for the annual postage and a little for the kitty. Again, thank you and RUPA for their most generous donation to the Rancho High Aviation Program. Our first student started to fly July 12th and, as of this date, has 13 hours and ready to solo. It is great! Six more will start to fly this fall and about 50 the fall of 2000. Thanks again, **Dick**
Normal

CLAYTON L. SCOTT - 7810 S.E. 30th Apt. 210, Mercer Island, WA 98040

Cleve, Thanks to you and all of the staffers for keeping the bulletin rolling. The articles are interesting and I think the Journal is first class. Best regards, *Clayton*



MARTY SEAHOLM, c/o 4810 Ridgewest Dr .E,
Sumner WA 98390

Greetings, the big 65 in two weeks so here is \$20 for another year of enjoyable reading. I read in the August issue where my old high school, Air Force and airline buddy, Ken Arfsten reviewed his past year's activities. He left out the fact he was on board the Viking a couple of times. We briefly cruised the Canadian Gulf Islands and into Desolation Sound, where he hitched a ride on Kenmore Air back to Seattle. After thirty years of cruising this region, with the help of another old airline buddy, Carl Wild, I am about to slip the lines for Mexico. Carl will get off in SFO where I'll board a few other friends and continue south. The plan is to spend one, maybe two winters cruising the Sea of Cortez and visiting a few ports down the 'Gold Coast' like Mazatlan, Puerto Vallarta and Zihuatanejo. I'll look forward to my mail forwarder including *RUPANEWS* in my "care" package. Marty

SMITH, 204 W. Lockport Street, Plainfield, Illinois 60544-1940, <A
chazhud@worldnet.; LGA 45-47- MDW-ORD 47-76
Captain Jock

Please correct phone number to 815-436-5917. The other C. H. Smith's number is listed for both of us Journal 478-12 re overzealous brushing. Sounds like more mindless advice from the Center for Disease Control in Atlanta. For over 75 years from about the time that my permanents entered, my teeth have been brushed from 6-8 times a When I finally went to the dentist this year he was appalled when he found out my regime. Reason for going was a loose filling which he kindly repaired for \$372 plus \$137 for exam and "cleaning" He grudgingly admitted that I was doing something right as my gums were as pink as a baby's and showed no receding from the teeth. Sure, don't brush your teeth and get a lot of cavities which he will gladly fill for several hundred bucks each. Also the sharp probe does the enamel no good. These are kind words compared to my thoughts on doctors.

On the theme of "why am I here?" In 1947 was F/O on a night DC3 trip LG to CG with CV stop. I had PXed Phillipsburg, est. Youngstown, after which the Skipper asked if I wanted to make the approach to CV. We were in overcast and CV about 800/2. I had been steering, so he took over and checked and re-set the DG. In due time I finished my drill so he let me fly again. After a few minutes I thought, " you aren't doing too bad holding your heading ." Then I got curious and reached over to check the gyro which was still caged. We both looked at the compass which was

reading 060 rather than about 290 when I said that the gyro was still caged. He said , "No!" About that time the compass settled down on 120 and Pittsburgh was building on the LF range and a reduction on Phillipsburg. The ADF agreed, so we headed back toward there.

My question, "Should we PX Phillipsburg.?"
"No."

About then CV arinc (company) asked for our Youngstown PX.

"Will give it when we get there."

Ten minutes later CV said, " U15 are you encountering any unusual headwinds??"

"Well, its windy up here." This exchange goes on endlessly

"Give us your Youngstown PX."

"We'll give it when we get there."

Finally Youngstown forty two minutes late

The Skipper was invited to call ATC on arrival CV and he was on the phone the entire stopover.

About 28 years later saw him (he shall remain nameless) in HNL and I accused him of telling ATC his dumb copilot screwed up which he emphatically denied.

Never did find the gist of his confab with ATC concerning our big old flat wandering 360 turn in the night over central Pennsylvania

Normal

JOHN X STEFANKI 26901 Beatrice Lane Los Altos Hills, California 94022 650 9411299 SFO

Dear Jocko:TEMPUS FUGIT!!! Time Flies, as another birthday has passed into history. I was surprised with your phone call the other morning inquiring about the 25 original "Brownie" Second Officer (Flight Engineer) class in the Cheyenne (CYS) Training Center in November, 1948. Of the original 25 attendees, I believe that there are eight that are still around.

All the Flight Engineer classes were given a designated color and many of the pilot/engineers attending CYS were of a different color class designation. Hope to see the photographs of all the other alumni pilot/flight engineers classes.

I was 28 years old, and not yet a father, as Dorothy was pregnant with my first daughter Cathy. Dorothy flew up to CYS to visit and we flew down to Denver to celebrate Thanksgiving. I got some football tickets for the Green Bay Packers exhibition game and we had a great time.. It was a long time before John Elway and a professional football team in the City of Denver. Tony Canadeo and Milburn "Tiny" Croft, who at that time was the biggest man in professional football at 330 pounds, played for the Packers. That is not so big by today's professional football standards. They played

football at Steinmetz High School in Chicago and were classmates of mine. Canadeo got a football scholarship to Gonzaga (Washington) and Croft to Ripon (Wisconsin). Tony is in the Professional Football Hall of Fame.

A lot of takeoff and landings since that time and a lot of sky and ground has passed us by. Started on the DC-3 at 180 mph in 1946 to where we are today. Quite a change.

Keep up the good work, keep the wind at your back and happy landings.

Fraternally, John

Downwind landings! John! I thought you liked me. Ed.
Normal

DON J. STOVNER – 3120 Amigo Dr, Lake Havasu City, AZ 86404 stormydc@ctaz.com

Dear Cleve, Howdy from hot Arizona. Almost spaced the postage dues this month.

Been retired for one year now after 41 years with the company. Started as the janitor (sanitation engineer) at 19 – took me 9 years to spell pilot, so became one. Have tried to catch up on all projects since retiring, but not successful yet. **Don**

LYDA TOKLE – 7746 E. Laguna Azul #278, Mesa, AZ 85208

Dear Cleve; Enclosed is my check for stamps, as I want to continue receiving the *RUPANEWS*. Oats' birthday was in February so am a bit late.

Thank you everyone, for all the work you do in publishing the *RUPANEWS*. Sincerely, **Lyda**

RAYMOND F. WELCH – 3025 N. Narcoossee Rd, St. Cloud, FL 34771

Dear Cleve, After thirty-four years, I am about to graduate from UAL's pilot training program. I now feel proficient enough to apply for a set of RUPA wings. Enclosed is my membership and postage fee. Ray

BILL & SARAH WELLBORN 417 Gibbs Rd. Pensacola, Fl. 32507.

E mail bdwsew@aol.com. MIA DCA CLE ORD DEN DCA.

Hi Jock: Looks like another year has flown by so I guess it's time for the annual letter. It was an uneventful year until last Sunday. I had a bicycle wreck and broke a bone in my left elbow. Having your arm in a cast tends to slow you down a bit. I would like to blame it on circumstances beyond my control, but it happened because I wasn't paying attention. Oh well live and learn.

Looks like we are going to be great-grandparents in Sept. We can't possibly be that old. A little travel in the motorhome the past year but nothing spectacular. Bought another kayak. I now have a canoe or kayak for each day of the week, I have no idea why. Looking forward to LAS. It sure is hard to type with one hand so I think I'll quit. See you in Nov.

Bill & Sarah

JOHN AND ELEANOR WILLIAMS 1316 Willow Drive, Sea Girt, NJ. 08750

Hi Jock;

Having just passed my 79th birthday, I felt I should submit a current report.

Eleanor and I are still going strong in spite of several medical aggravations. I have so far survived both colon cancer and prostate cancer. I'm still playing baritone saxophone in several 1940's-style big dance bands, and finally, after many years at the top of my "Wish List", I added a BMW motorcycle and sidecar to keep my Harley Davidson company.

Our son is still flying L1011 Captain internationally, which keeps us somewhat aware of airline happenings. Many thanks to the Folders and Stuffers - sure enjoy the new format.

Best Wishes.

John

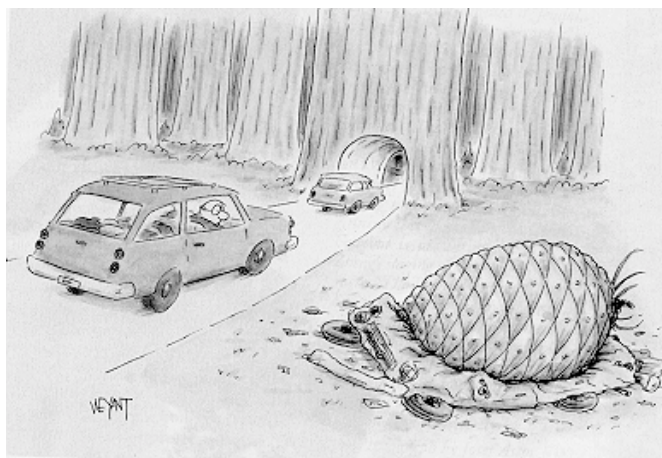
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JIM WISE 3759 Windover Dr. Hamburg, NY 14075

Dear Jock; A quick, short note to let everyone know that my ironman, Captain Jim Wise, underwent bypass surgery on June 11th. He is home and doing well; will soon be back swinging a gardening spade! What a wonderful birthday for the two of us.

Sincerely, Carol Wise for Jim

Glad to hear your good news. Are you sure you meant spade instead of golf club? Ed.



A Pilot's Perspective on Prostate Cancer

Author's name withheld by request

The average age of prostate cancer diagnosis is 72. From this fact I had the impression that I wouldn't be vulnerable until sometime after retirement, possibly in my late 60s or early 70s. Was I in for an awakening!

The following are a few of the things that I have learned and would like to pass on.

It turns out that recent estimates have up to 40 percent of 50-year-old men with cancerous prostate cells.

However, of these only 8 percent will develop significant symptoms and 5 percent will die of the disease.

The key is to detect cancer and differentiate between "significant" and "incidental." At present there is no reliable method of differentiating.

Who gets prostate cancer? Age and hormones are primary factors in prostate cancer. Cancer rarely develops before age 40 and the average age of diagnosis is 72.

However, cancer at younger ages tends to be more aggressive. Cancer risk increases two to three times for men with a family history of it. African Americans are twice as susceptible to prostate cancer as Caucasians.

And some studies indicate that a high-fat diet might double your chance of developing prostate cancer.

In the past, the primary method of detecting prostate cancer was the digital rectal exam (DRE). Unfortunately this method misses up to 40 percent of cancer tumors and usually detects cancer in its advanced stages. About fifteen years ago prostate specific antigen (PSA) came into use. The common numbers associated with PSA are 4 and 10. This means that if your PSA is less than 4, you have less than a 15 percent chance of having cancer. If you have a reading above 10, you have a 65 percent chance of having cancer. Readings between 4 and 10 are the old gray areas. Actually the Mayo Clinic recommends follow-up for any reading above 2.5 for men 40-49 and above 3.5 for men 50-59. Another PSA guideline used is PSA velocity. An increase of any more than .75 per year is suspect. On a routine PSA test, my reading was 4.86 with a velocity of exactly .75.

What to do if your scores exceed the guidelines assuming a normal DRE? It should be remembered that PSA is prostate-specific, not cancer-specific. There are several other conditions that could cause an elevated PSA, such as prostatitis (inflammation) and benign prostatic hyperplasia (PBH or enlarged prostate). The next step that will probably be recommended is transrectal ultrasound-guided six-point needle biopsy of the prostate. However, a new blood test, "Free PSA," might be the next desirable step. PSA from normal prostate cells does not bind as readily with protein in the blood as PSA from cancerous cells. The magic number here is 25 percent. If your score exceeds 25

percent you have a 95 percent or better chance of "not" having cancer. My score was 10.49, which translated to a one-in-three chance of prostate cancer.

Transrectal ultrasound-guided six-point needle biopsy: Nobody looks forward to this, but anticipation is worse than the actual test. It could be described as

"uncomfortable, but not painful." If you need it – get it. It is best to look ahead and make sure that you get all the information possible from the ultrasound and biopsy. From the ultrasound you want a report that includes prostate volume. The six points of the biopsy should be recorded and logged separately. If there is cancer in a needle, the percentage and location in the core should be noted. A Gleason score rates prostate cancer. You need to know the percentages that make up the score. The urologist may not need the extra information, but it could prove quite valuable for you in deciding which course of therapy to undertake. My biopsy had two needles positive-right mid with a Gleason of 3 and right apex (lower) with a Gleason of 5. Gleason scores break down as follows: 1-3 less aggressive, 4-6 moderately aggressive, and 8-9 most aggressive.

OK. You have cancer, so what? First thing is, don't panic. I can attest that you will be on an emotional roller coaster. Don't jump at the first course of treatment offered. There are several ways to proceed and unfortunately there is no clearinghouse to help you decide which is best. You must be proactive and obtain information to help you decide your course of action. For the most part, prostate cancer is a slow-moving disease, and conventional wisdom is that you should wait six-to-eight weeks to allow the prostate to heal prior to any aggressive treatment. Each option has its own benefits, risks, side effects, and complications. Watchful Waiting: This is primarily prescribed for men with a life expectancy of less than 10 years. This venue didn't sound too bad to me until I was told I may live 10 years but the last several would be at a considerably reduced quality of life, and dying of prostate cancer is not a pretty picture. One study of a group of men with confined prostate cancer with Gleason ratings of 5-7 (moderate) found that at the end of 10 years 40 percent had metastasized and at 15 years 70 percent had metastasized. With today's technology you have, on average, two-and-a-half-years left after prostate cancer has metastasized.

Watchful Waiting/Alternative Medicine: If you decide on watchful waiting it does not mean do nothing. It does mean trying to track the size of your tumor with periodical DREs and PSA tests with possible treatment later. PSA in and of itself is not a particularly good indicator of tumor growth. Other tests, such as MRI, CAT scans, and Ultrasounds, are of limited value due

to the proliferation of false negatives and false positives. One test with a 91 percent specificity and 95 percent sensitivity is the spectroscopic MR, which at the present time is only available at the University of California San Francisco Medical Center. Alternative medicine supplements could be tried even though there is a lack of scientific data on their effectiveness. This includes a low-fat diet, vitamins A, C, D, and E, selenium, saw palmetto, pygeum, modified citrus pectin, essiac tea, shark cartilage, PC SPEC, etc. Some or all of the above might prevent prostate cancer if used over an extended period of time, but once the "genie is out of the bottle," at best they can probably only slow the growth.

Radiation: External Beam Radiation (EBR) is generally recommended when the patient is not a candidate for surgery. The results do not seem to be as good as those with surgery, but on the other hand, a lot of advanced cases are treated with radiation when surgery is not appropriate. Major complications include 7 percent severe urinary problems, 3 percent bowel problems, 40 percent impotence. One thing to remember is that radiation is cumulative and its effect on potency is slower and much more insidious than for radical prostatectomy.

Interstitial Brochtherapy (Radiation Seed Implant): This is an outpatient procedure and is performed only when it can be reasonably ensured the cancer is contained in the prostate. Results at five years seem comparable with surgery. However, since prostate cancer is a slow grower, this trend may not be sustained over a longer period of time. Implants are sometimes used in conjunction with hormone and/or modified EBR. Major complications are 7 percent urethritis, 3 percent hematuria, 2 percent proctitis, 1 percent (no previous TUR) incontinence, 15 percent plus impotence.

Radical Prostatectomy (Surgery): Since I am making the assumption that as a group, pilots have annual DREs and PSA tests, any cancer that is detected should be at an early stage (i.e., stage 1). Surgery is considered the "gold standard" for potentially curing prostate cancer. One study of cases confined (or nearly confined) to the prostate revealed that the absence of cancer at 10 years, as measured by PSA, was 85 percent. Complications in addition to being no "walk in the park," include 2-8 percent incontinence and 10-100 percent impotence. Impotence will vary by age, previous erectile function, and nerves spared. The nerve sparing is dependent upon the extent of cancer, thus the importance of early detection. The success of the operation is highly dependent on the skill of the surgeon. You definitely want a "good stick" of a surgeon in order to improve the odds of a complication-free procedure.

To sum up:

1. In your 40s start annual DREs and PSA tests.
2. Consider some of the alternative supplements for prostate health.
3. If diagnosed with cancer, take time to be proactive and study all options before starting a treatment plan.

Some light reading suggestions:

* *The Prostate* by Patrich C. Walsh, M.D.; in major bookstores.

* "Use of the Percentage of Free PSA to Enhance Differentiation of Prostate Cancer from Benign Protatic Disease," *JAMA*, May 20, 1998, vol. 279, no. 19; in the public library.

* "Understanding the Role of Combined MR/MRSI in Treating Prostate Cancer" by Hedvig Hricak, Ph.D., M.D.; (415) 476-9023.

* "Radiation Management of Prostate Cancer" by Peter D. Grimm, D.O., and John Blasko, M.D.; (800) 422-2481.

* "Prostate Report" by Julios Whitaker, M.D.; (800) 705-5559, ext. 011.

The author is presently recovering from a radical retro-pubic prostatectomy. There are prostate support groups that can help, in addition to active and retired UAL pilots who are willing to share their experience and knowledge. If you have any questions, please contact your Council 12 Aeromedical Committee or ALPA International Aeromedical. See council roster for telephone numbers.

The Banner, ALPA Council 12

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"Buy a man a six-pack, he drinks for a day.
Teach him to brew, he drinks all his life."

Pilots find wreckage of 1948 Northwest DC-4

A pair of commercial pilots have found the fabled wreckage of the DC-4 that barreled into Mount Sanford on a winter night in 1948 during a blinding display of northern lights. Legend, never confirmed and often contested, holds that the plane was carrying gold bullion

Thirty men died in the crash, and the site is considered a graveyard by the National Park Service. The fated DC-4 from Northwest Airlines carried 24 merchant marines and a crew of six from Shanghai to New York City on March 12, 1948. Northern lights appeared as hanging curtains and were unusually bright obscuring Mount Sanford from view for periods of one to five minutes. At the moment of the crash, a high school girl coming out of a theater in saw an orange fireball and a red plume high on the mountain. A Fairbanks man who hopes to write a work of fiction around the crash and its legends said there's also a rumor that the wreckage holds an audiotape containing a conversation between President Franklin Roosevelt and Chiang Kai-shek.

http://www.faa.gov/avr/aai/q_0727_n.txt W/C 370

MSP "Spirit of St Louis" Replica

Since June of 1998 the almost full scale replica of Lindbergh's "Spirit of St. Louie has been missing from hanging at the west end of the ticketing concourse in the MSP airport. It has been taken down for refurbishing.

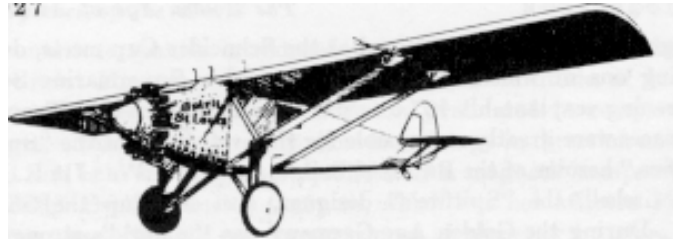
The replica was constructed by Warner Bros. Movie Studios in 1956 for the movie, "Spirit of St. Louis" starring Jimmy Stewart. The replica, or really, mockup, was used in background scenes, manufactured in wood, and hot glued together as most stage scenery was at that time. Mr. Buzz Kaplan, of Owatonna, purchased the replica from the studio years later and brought it to Minnesota, donating it to the Historical Society. The Society had no adequate place to display it, and turned it over to the Lindbergh Foundation, who, with the same problem, offered it to the Metropolitan Airports Commission. The Commission decided to suspend it from the ceiling of the ticketing area in the terminal building.

The plane was assembled at Northern Airmotive and hung in 1985. Since then, it has been taken down from the ceiling on two occasions for cleaning. At the last cleaning, it was determined that the glued-together structure could use some beefing up, the wings, which had taken a decided twist and droop, should be rebuilt. Struts needed remanufacturing, along with landing gear parts. The whole airplane, originally covered with

regular cotton fabric was never intended to be displayed, much less for so long a period as 42 years, and thus was not carefully painted to aircraft standards. In the months since June of 1998, when the replica came down from the ceiling, the tail surfaces have been recovered, the wings rebuilt, landing gear refurbished, and fuselage beefed up. The wings have been reconstructed as flying aircraft wings would be, with all the internal structure necessary to hold them in shape for years to come. The plane will be entirely covered with dacron, just as homebuilt and antique aircraft are today. Other structures are still being worked on, and overall painting will take place. The replica is due to be re-hung in the terminal in September, 1999. *Clear and Sixty. The newsletter of Republic Airlines Retired Pilots Summer 1999*

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GORDY WITHERS, GLWithers@worldnet.att.net, 760 747 5285

Almost 5 years since retirement and we have decided to move on from our 27-year home 30 miles north of San Diego overlooking the Wild Animal Park. It has been a great place to live and raise a family, however we need to free ourselves more. We spend about half our time in Waikiki, and a lot visiting kids and grandkids and want to do even more! We are "doing it while we can", as the advise goes. We are downsizing to a small community and home near San Luis Obispo. Actually, Avila Beach. If anyone knows some family that needs a nice home, pass it along. This place deserves and could stand another airline family. It has been great for us and we will greatly miss the privacy and views.

I at least scan every letter in the "NEWS". It is a good journal. Check to Cleve.

Gordon & Greta

LARRY D. WRIGHT - 16242 Acorn Drive, Sonora CA 95370

Dear Cleve: Another year has "zoomed" by and it's time for another check for postage (check is in the mail) (No pun intended). After my heart surgery last August of 1998, the doctor has given me a clean bill of health to do what ever I want to. I praise the Lord for

OBITUARIES

this. Even with three grandchildren in college, I still feel young. Some people still get me mixed up with D. L. (Larry) Wright but he's the good guy. He's "foldin' and stuffin' every month and seems to enjoy every minute of it. Me livin' in the mountains has some drawbacks. However, I do enjoy reading the RUPANEWS and appreciate all the hard work each month making it such a nice newsletter. I would like to thank all who keep our great organization running. **Larry Normal**

Y2K Correction

This might or might not come in handy.

Best, Pierre Ney

This Y2K tip was sent to me today. I checked my computer and sure enough, it was set for the two digit year. I have changed it now.

For those of you running Windows, this is a fix for a small Y2K problem almost everyone should do...

After running this quick little test, much to my surprise, I learned that both of my computers would have failed on 01-01-2000 due to a computer clock glitch. Fortunately, a quick fix is provided, should your computer fail the test.

I submit the following for your consideration:

1. Double click on "My Computer".
2. Double click on "Control Panel".
3. Double click on "Regional Settings" icon.
4. Click on the "Date" tab at the top of the page.
5. Where it says, "Short Date Sample", look and see if it shows a "two digit" year. Of course it does. That's the default setting for Windows 95, Windows 98 and NT.

(This date RIGHT HERE is the date that feeds application software and WILL NOT rollover in the year 2000. It will roll over to 00.)

6. Click on the button across from "Short Date Style" and select the option that shows, MM/dd/yyyy. (Be sure your selection has four Y's showing, not two)

7. Then click on "Apply" and then click on "OK" at the bottom. **Done.**

Easy enough to fix. However, every single installation of Windows worldwide is defaulted to fail Y2K rollover.

A good bit of advice. I have checked and reset my Windows 98 according to it, and now await the year 2000 with a bit less trepidation. Thanks, Ed

BETTY BIRLEW

Betty Birlew's daughter, Barbara, just called us to say that her mother passed away Saturday 21st August @ home about 8 PM. Betty's husband was the late Capt. Don Birlew. Betty was a RUPA widow member. Donations to Hospice Foundation, 2601 Airport Dr. Torrance, CA 90505

The "Family" of Betty Birlew can be reached by mail at: 19172 Marilla in Northridge, CA 91324 -- or by phone at 818-349-2086.

Jack Moore Our PH: 818-363-2346

DARLENE HAYNES

I am sorry to notify you that Darlene Haynes, wife of CApt. Al Haynes, passed away after a short illness on July 18th. A celebration of life service was held on July 24th. As a former UAL flight attendant, Darlene was a member of the Clipped Wings. I'm sure many of Al's friends will want to know of his loss. Enclosed is a copy of the obituary announcement with more information.

Charles Westpfahl . Seattle, WA

DARLENE HAYNES

Born June 11, 1933 In Denver, Colorado, passed away July 18, 1999 In Burien, Washington. Survived by her loving husband of 40 Years, Al, and children, Don (Nancy), Laurie (Mike), and grandchildren, Jenna, Michael, Samantha, and Cruz. Her son Tony Preceded her in death.

Darlene was a member of United Airlines Clipped Wings and the United Pilots Wives Association. She was Past President of Bow Lake PTSA and secretary of her bowling league. She was very active in Little League, serving as a member of the Women's Auxiliary for South Highline Little League and, for the Past 20 Years, secretary for district 10 Little League. She is lovingly known throughout Little League as the "Pin Lady".

PAUL MILLER EAGLESON.

Eagleson, Paul Miller (Age 71) of Front Royal, VA on Wednesday, July 28, 1999, at Warren Memorial Hospital in Front Royal, VA.

Mr Eagleson was born January 22, 1928, in Washington, D. C., the son of the late Rev. Walter Finney Eagleson and Nellie Christina Miller. He is survived by his wife of 47 years, Elisabeth Rice Eagleson. Mr.

Eagleson was a captain with United Airlines with 35 years of service. Mr. Eagleson also served with the United States Navy during World War II.

Surviving besides his wife are two sons, Steven Eagleson of Front Royal. Douglas Eagleson of Maryland; two daughters, Ellen Torzilli of Northern Virginia, Susan Miller of West Virginia; one brother, Edwin Eagleson of Raleigh, NC; two sisters, Gyneth Callow and Laura Scheuring, both of Northern Virginia, and three grandchildren.

NOEL M. HENZE (BUD) passed away May 7, 1999, at home. Bud was 73 years old and had known about his lung cancer for only six weeks.

He is survived by his wife Marilyn, a United Flight Attendant, three children, four grandchildren, and a sister. Marilyn was able to care for him during his last few weeks and all of his children and grandchildren were able to visit with him during his last month.

At age 17, in Freeport, IL, Bud began flying. At age 19, he enlisted in the U.S. Army Air Corp and served from 1944-1945. Bud was hired by United Airlines in 1952. He retired as a DC-10 Captain in 1985 after 33 years of service.

During retirement Bud loved fishing just about anywhere. He and Marilyn also enjoyed traveling to Germany, Florida, Arizona, Hawaii, Australia and New Zealand, with Germany and New Zealand being his favorites.

We will miss him. He was a loving husband, father and grandfather as well as a mentor and a friend. Captain Cynthia (Henze) Berkeley (United)

MARTIN KIRSHNER

Pardon me for writing from my father, Marty Kirshner's, account, but he passed away this last Saturday, August 21st. He'd been ill for a few months with a brain tumor, but mercifully felt very little physical pain.

Our world is the lesser for his passing..

Leslie Ann Kent

[Marty had been a crew scheduler in LAX and a RUPA member. Ed.]

WILLIAM BROCK MICKLE

It is with great sadness that I inform you of the death of my dear husband, Bill Mickle. Bill passed away on April 27, 1999.

He began his career with United in October, 1937, and served in many categories and stations early on in his career. He retired in August 1978 as a Flight

Operations Manager in SFO after 41 years of service. An avid skier, golfer and tennis player, he enjoyed these sports for many years.

He looked forward to reading *RUPANEWS* every month, even though he did not see many names of friends and co-workers.

Memorial services were held on April 30th at Lake San Marcos, CA, attended by family members and many friends, some of whom traveled from out of state to celebrate his life.

Surviving Bill are two sons, one daughter, a brother, six grandchildren and nine grandchildren.

Bill and I would have celebrated 25 years of marriage in November. He was dearly loved, and is sorely missed by all.

Best regards, Rene Mickle

RICHARD W. POWERS

This is to inform you that my husband died on July 12, 1999, at his home in Florida. In November he learned he had lung cancer and five brain tumors. Before his death the cancer had also spread to his bones. This is the result of 50 years of heavy smoking.

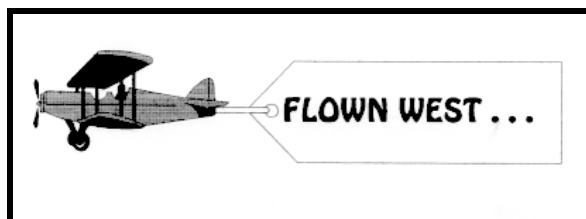
I have enclosed \$20, as his birthday was June 28, and I doubt if he had sent in his dues. Please send the *RUPANEWS* and any other correspondence to : Mrs Richard W. Powers, 467 Park St. Buellton CA 93427. Sincerely, Nina Powers

GEORGE E. STUDWELL

It is my sad duty to report the death of George Studwell on Jun, 13th after a long, hard bout with cancer. George spent 35 years with United, most of it in New York flying all the equipment based there, but ending his career flying the 747 out of LAX to SYD. In retirement he spent much time in helping to restore the Sikorsky VS-44 flying boat now on display in the New England Air Museum.


It was my duty to post his name on the [ALPA] non-member list prior to 1985, but George showed his true strength when on May 17th, 1985 he showed up at New York strike headquarters and relentlessly volunteered for duty. That one single act was such an inspiration to many younger members who at that that time might have harbored some doubt, that I shall never forget it. In the next twenty some odd days I was able to point to George many times when some members needed new strength and point out what he had to lose. I am happy to report he retired as an ALPA member in good standing. Acts such as that are what make our brotherhood so strong. Thank you George, and Farewell.

Bill Tyers, Council Chairman 1984-1986
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WILLIAM B. MICKLE	SFO	27 APR 1999
NOEL M. "BUD" HENZE		7 MAY 1999
GEORGE STUDWELL	LAX	13 JUN 1999
PAUL M. EAGLESON	IAD	28 JUL 1999
KYLE ENGEL*	ORD	17 AUG 1999
MARTIN KIRSHNER	LAXDD	21 AUG 1999

* active



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. 14 Oct. SE FL Gold Coast – Flaming Pit , Pompano Beach.
- 2nd Fri. PHX Roadrunners – Summer Break – resumes Oct 8.
- 3rd Tue. 21 Sep. DEN Good Ole Boys – Country Buffet. Oct 19, Ladies Day.
- 3rd Thu. 16 Sep. LAX – Billingsley's Van Nuys (Odd Month).
- 3rd Thu. 16 Sep. Ohio Northcoasters, TJ's Wooster. (Always co-ed)
- 3rd Thu. 16 Sep. SEA Gooneybirds, Airport Marriott.
- 3rd Thu. 16 Sep. Tampa Sundowners, Countryside CC (Stag).

Other Events

- Sep 18 DCA ALPA Co. 11 Retirement Party
- Sep 25 DEN ALPA Co. 33 Annual Party – Double Tree Hotel
- Oct 2 Guppy Reunion, Picnic – Depot Park, Sonoma, CA
- 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 9 Chicago Area Lunch, - Itasca CC
- 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.

October Deadline – 22 September

Folder's & Stuffer's – 6 October



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