



RUPANEWS

Journal of the Retired United Pilots Association

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Photo: Ed Condit

RUPANEWS

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HATS OFF AND APPLAUSE FOR THE “FOLDERS N’ STUFFERS”

By Floyd Alfson

On the first Wednesday of each month there are between 30 and 45 loyal retirees – both pilots and their wives – who arrive at the location that used to be the “Mainliner Club” in San Mateo to help get the month’s *RUPANEWS* mailed. Some come from as far away as an hour’s drive.

We are now sending out the *RUPANEWS* as a “periodicals” mailing in order to save money that we can put to better use elsewhere. The job has become quite a bit more complicated. We now must sort by zip code and separate the mailing. The September mailing was 3132 newsletters. Fortunately, RUPA has invested in the necessary software to allow us to sort our database and prepare the sorted labels. The Folders ‘N’ Stuffers then have to put labels on the newsletters, tie them in bundles, and place the bundles in the appropriate mail sack. Usually there are sixty-three sacks some containing upwards of 15 to 18 bundles. Of course, many of the sacks contain only a few bundles. What is surprising is that after the first couple of months our crew was able to get it done within about one hour and fifteen minutes – even while “hangar flying” and telling “war stories.” We were wondering whether many of our folding and stuffing crew would rise to the challenge of the more complicated method of labeling and mailing. They all seem to relish the challenge. What a great group of guys and gals!

Captain Donald L. Wright and Captain Cleve G. Spring deserve special commendation for the large number of hours they spent dealing with Post Office officials and helping to organize the operation.

One reason for the postal money savings is to allow us to print the *RUPANEWS* in the larger format without the need to raise our dues. The newsletter is certainly more readable and we don’t have to worry about the weight limitations that we had to be so careful about when using first-class mail.

This will also be a very meaningful item when we mail out the annual directory in January, since it weighs about seven ounces per copy. The planned January mailing will require about 85 mail sacks due to weight limitations per sack.

If it weren’t for the Folders N’ Stuffer’s it would be pretty difficult to get your *RUPANEWS* out each month.

AGENDA

The following items are to be presented to the membership for discussion/ approval at the upcoming Annual General Meeting to be held during the RUPA Convention at Hurrah’s Hotel, Las Vegas at 1600 hrs on Wednesday, 10th November, 1999:

Amend RUPA bylaws as follows

article 2, section 2, change “non-profit” to “tax exempt”.

article 3, section 1, add “active” to category of pilots eligible for membership.

Discuss location for RUPA Convention 2001.

Discuss desirability and possible venue of a RUPA cruise 2000.

Presentation of Retired United Pilots Foundation “White Paper” by Pres. Smith.

New business.

Respectfully, RUPA Board of Directors

United States Postal Service

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17. Signature and Title of Editor, Publisher, Business Manager, or Owner
 Cleve G. Spring Secretary/Treasurer Retired United Pilots' Association Date: 10/22/1999

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

**30TH ANNUAL CELEBRATION
LEO KRILOFF'S
BOYS' NIGHT OUT**

Saturday February 5, 2000

**San Francisco Airport Clarion Hotel
401 East Millbrae Avenue
Millbrae, California 94030
Telephone Reservations No: (800) 223-711 or (650) 692-6363**

**Hospitality Room 1400-1815
Dinner 1815**

MENU

**Prime Rib or Salmon---\$35
(Please specify choice)**

SPEAKER

To Be Announced Later

**Send checks to Cleve Spring, Sec./ Treas.
1104 Burke Lane Foster City, Ca. 94404 Telephone (800) RUPA HAY**

**Hotel Rooms, \$89, Single or Double + Tax
Reservations at this price good to Friday, Jan. 21, 2000
(after Jan. 21 rooms will be provided on a space and date available basis.
Make your reservations early.)**

**Capt. Howard Jundt, Chairman, BNO
Capt. Sam Cramb, Vice Chairman**

Pilots Wives and Widows of Northern VA and Washington D.C. Bi-Monthly Lunch

I am calling upon all Pilots' wives and widows of Northern Va. And Washington, D.C. to participate in our group.

We get together on the third Thursday of every other month. So far we have had the first lunch last January in my home, the second one in Eleanor Forsythe's home, the third in Betty Wolfe's home, the fourth in Faith Osborn's home, and the fifth in Lee Prior's. home. The last one of the year will be at my house.

If interested , please contact me, Ofelia H. Nickel, at 703-378-6554.

Warm regards, Ofelia

**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

September Folding and Stuffing Meeting

There were 36 members who attended this folding and stuffing session. We accomplished the task in under an hour. Just for your information, the new mailing system is saving us about \$1,300 a month. That is what permits us to utilize the new format. Here are the names of those loyal members who help to get this great publication out.

Floyd Alfson, Larry Alleman Bill Bartel, Tom Bredis, Georgia Bouska, Rich Bouska, Bob Clinton, Roz Clinton, Chuck Cooke, Sam Cramb, Chuck Hoffman, Dick Hooning, Milt Jines, Phil Johnson, Deete Johnson, Howie Jundt, Bob Kibort, Dwight Lubich, Norm Marshal, George Mendonca, Don Merucci, Sam Patrick, Vilma Patrick, Jay Plank, Ed Pogue, Walt Ramseur, Jock Savage, Bud Schwartz, Bob Soergel, Cleve Spring, Rose Spring, Chris Swenson, Gene Tritt, Ron Weber, Ray Wolff, Larry Wright.

DENVER GOOD OLE BOYS

Dick Wagner Golden, Co. 19 October 1999

WOW! What a turnout we had at our "Good Ole Boys" Ladies Day luncheon! We had 49, as listed below. Everyone seemed to enjoy themselves. We especially enjoyed welcoming several Solo ladies, and look forward to having them attend our Ladies Day luncheons. We meet the third Tuesday of the month; 1130 hrs at the Country Buffet, 7200 West Alameda (Villa Italia Shopping Center).

John & Wendie Holody,
Ed & Ruth Riehl,
Casey & Gail Walker,
Hal & Janet Meyer,
H. W. & Doris Reid,
Bob Clipson,
Gary & Harriet Siebold,
Charles & Sandy Fellows,
Jack Wilhite,
Marty White,

Russ Wright,
Bill & Luci Pearce,
Bill Bates,
Gerry & Jane Zimmerman,
Bob & Laura Ashworth
Russ & Pat Ward,
Curly & Opal Baker,
Ray & Barbara Bowman,
IlseRigsby,
Betty Mee,

Dick & Ilene Wagner,
Bill & Mitzi Fife,
Jerry Kennedy,
R. O. & Millie Stewart,
George & Vesta Maize,
John & Marge Schoonhoven,
Virg & Cookie Vaughan,
Jim Harris,
Corinne Laufert,
Jo DeJonghe.

Washington Area Eddie O'Donnell Luncheon

Meteorologically Challenged but certainly not Socially Challenged, a group of 55 gathered at Belle Haven Country Club despite the fog, rain, and extended rush hour traffic on the "Beltway". Indeed the determination of the individuals was evident in their having come from Florida, Pennsylvania, Delaware, Maryland, West Virginia and the Virginia country side.

The gray of the day was brightened and the mood made cheerful by the presence of the ladies at this coed function. One of the stag attendees was heard gleefully speaking of his wife taking a bank-sponsored bus trip for the purpose of shopping, rather than attend the luncheon. He claimed to have reduced the credit limit on the credit card.

Ed Miller was in usual good form as our Master of Ceremonies and kept us amused with his presentation of industry news and humor. Ed, Bud Ruddy and Joe Soltis reported on the circumstances of several of our group. We wish speedy recovery to Bob Collings, Tina Yates, Dick Bennett and John Cerisano. Carl Miller made it to the CAPAIR picnic, to the pleasure of us all, but is at this time still recovering from the exertion and we wish him well. We extend sympathy to the families of Ken Fox, Paul Eagleson, Thelma 'Boots' McKenzie and Maureen Myers. The latest revision to the Phone Tree was available. Remember, if you do not let Jerry Goebel know of deaths and illnesses in the membership, the rest of the group will never get the word in a timely manner. The purpose of our gathering was 'Social Interaction' and to that end it was quite successful. Of course, the prime rib was in no way a detraction. We are already anticipating our next gathering, Stag, on the last year of this century. Speaking of anticipation, Chuck Wagner of Danville, Pa. has indicated interest in getting a group together in central Pennsylvania. If you, also anticipate a little 'Social Interaction' give him a call at 570 271-0258.

Attending today were: Bud Boyd, Helen Boyd, Ernie Bressin, Ruth Bressin, Bob Buck, Kathryn Buck, Bill Carrig, Vince DeFelice, Alma Eblen, Bill Eblen, George Elliott, Ginny Elliott, Roy Ellis, Jack Evans, Jeanie Evans, Brad Fleming, Judith Fleming, Jim Foster, Jerry Goebel, Mary Ann Goebel, Bill Goleman, Jack Grooms, Larry Horton, Earl Jackson, Fred Keister, Roger Lemieux, Joyce Lopez, Clyde Luther, Jack McKibben, Ed Miller, Bill Nolan, Edna Nolan, Bob Patterson, George Paull, Ed Richardson, Bud Ruddy, Teresa Ruddy, Bill Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Chuck Smith, Cathy Sodergren, Jack Sodergren, Gloria Soltis, Joe Soltis, Sim Stidham, Helen Stidham, John Teague, Ray Trimble, Bob Van Housen, Lam Van Housen, E.K. Williams, Tom Williamson, Cliff Wolf, Marilyn Wolf

Our luncheons are quarterly at the Belle Haven Country Club south of Alexandria and we invite any of the retirees in the area to join us. Social time begins at 1115 with lunch served at noon. Check the RUPA Social Calendar for the dates. Contact Bud Ruddy 703-858-1552, Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E. K. Williams 540-338-4574 (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.

E.K. Williams

LAS VEGAS LUNCHEON

Clyde House {702} 896-8821 clydie@concentric.net

Our October meeting was once again held at the Showboat Hotel and Casino on the 12th of the month. A small turnout, as a lot of our people were traveling before the convention next month. We will not have a meeting in November due to the convention, so our next get together will be on December 9 which is a Thursday. Time for this meeting is changed to 1200, with lunch served at 1300. Everyone bring a suitable gift for the TOYS FOR TOTS program and we will have them picked up for the less fortunate in our area.

The following were in attendance:

Andy Anderson & Dawn	Gene Lamski [welcome back]	Lloyd Whitlow & Donna
Bud Puckett	Larry Folsom & Barrie	Don Swirnow
Bob Roland & Misty	We had two guests from Australia, Diane O'shea and Lesley Kahl ,plus yours truly ,Clyde House and Marie Loquet	

LAX Meeting at Billingsley's - September 16, 1999

Dave Kirkendall, 7535 Valjean St., Van Nuys, CA 91406

There was a smaller than usual number in attendance, with only 18 people for the September luncheon. Those attending were:

Jack & Joyann Moore	Lee Cameron	Larry Lutz
Herb & Hilda Goodrich	Claude Giddings	Jerry Adams
Lou Carson	Walt Albright	Cliff Berg
Bob Cross	Bob Kohler	John McKinnon
Steve Martin	Ken Kuecker	Dave Tank

Dave Kirkendall

Dave Kirkendall read from *Pancho*, a book published by The Little Buttes Publishing Company, excerpts in reference to Lee Cameron who entered the 1949 Bendix Trophy Race from Pancho's Rosamond Ranch to Cleveland with a B-26. Lee told of the race in which he placed 5th. Also he told of helping push Charles Lindbergh's Spirit of St. Louis through the mud of Roosevelt Field on his Trans-Atlantic flight.

The following quotations are from pages 158-159, 162-163 of *Pancho*. "Pancho hosted another event that brought further attention to her ranch. It was an enormous kick-off barbecue on September 1, for the 1949 Bendix Air Race to Cleveland. The race began on Rosamond Dry lake the following day.

It used an unusual race horse start, an idea conceived by National Association of Racing promoter Cliff Henderson for the 1931 Thompson Trophy Races in Cleveland. Former United Airlines pilot Lee Cameron, one of the six racers described the evening before the 6:30 a.m. take off:

"The weather was unbearably hot so I left the window open which was a mistake. One or two star-struck young ladies spent the night climbing in through the window. I guess they were like 'groupies' and just wanted to catch a glimpse of a racing pilot."

Joe De Bona won the race in Jimmy Stewart's cobalt blue Thunderbird, previously owned by Cameron. Mantz's ships, flown by Stan Reaver and Fish Salmon, took second and third place.

Lee Cameron stated that the club's hostesses came from one other source. Pancho made a short-lived deal with Los Angeles County Sheriff Biscailuz to take the better-looking girls, destined for jail ,up to her ranch for rehabilitation. This consisted of working as hostesses, but too many of the girls offered more than what was on the menu. The arrangement was discontinued. Cameron also remembered with amusement that the deputy sheriffs used to refer to Pancho's as the 'snake farm'"

New York Area Luncheon

The following is the next scheduled meeting of the New York area retirees luncheon. Thursday, December 2nd '99 at Manero's, Greenwich Conn. Gathering time 12 Noon with lunch served at 1300 hours. Three choices are available: Beef, Chicken or Fish. At \$15.95 you can't afford to stay away.

Respectfully, *Ray Bernosky* rayandpat1@juno.com

The Phoenix Roadrunners

The Phoenix Roadrunners met on Friday Oct. 8th at Nancy's Country Cupboard in Sun City.

Attending Were: Mac & Betty Bleser, Howard Blomstrom, Gordon & May Brown, Frenchy & Millie Bourgeois-3 of Millie's Cousins from VA, Don & Jan Eiken, Bob Grady, Phillip & Betty Johnson, Ralph Johnson, Ken & Philliss Killmon, Mitch & Pat Mann, John Prestegaard, Roy & Lois Scroggs, Leslie & Doris Shea.

Lois Scroggs entertained us with a few very cute jokes. Bring some more next time. O.K.????

Frenchy had his time to talk about his trip in our Cessna 182 with our son. They flew across country to VA & return via Pensacola, and San Antonio. Many stops along the way, keeping out of the way of Floyd & Harvey. I'm sure he will be glad to tell the story to any of you that are interested, just come on down.

Our next Luncheon will be at Buster's in Scottsdale – delayed to the third Friday account Convention.

Please call 480-948-1612 to make reservations or if you need for a ride. Hope to see all of you at our Las Vegas Convention. Love Y'all, Millie and Frenchy

Southeast Florida Group

The Goldcoast members met for the first time this season on Thursday, the 14th of October. It was great to see good friends again. A few of the group hadn't returned from their northern estates yet, but we had a good first-time attendance. Kyran McGowan showed up at the restaurant on both Wednesday and Thursday. He said there were more people to talk to on Thursday but Wednesday was more intellectually stimulating. Ed Petrovich brought his family again. Son Dan is an A-320 check airman and FAA designee. In the real world, this is like a Nintendo champion with two oak leaf clusters. Dan said he has mixed emotions about coming to the luncheons. His Dad pays, but he's afraid it might be with his money. Paul Andes came for the first time. He has been sailing the Mediterranean for about four years. He says he may share his experience with us as soon as he gets his act together, which he estimates will take about the same amount of time as the cruise took. Well, we'll be there. J.T. Palmer showed up in a police uniform which was extremely bothersome to several people, (two left), but it turned out he is a volunteer and was off duty. One guy was asked to leave because no one knew who he was but it turned out to be Wes Paget without a beard.

In attendance on Thursday were, Earl Harned, Jim Carter, Ed Wheeler, Noel Summer, Wes Paget, Paul Andes, J. T. Palmer, Dave Peat, Jerry Bradley, Kyran McGowan, Peter Gallant, Ned Rankin, Les Eaton, Burt Olson, Paul Livingway, Dan Petrovich and Ed Petrovich.

Next meeting will be at the Flaming Pit restaurant in Pompano Beach, Fl. at 11:30AM. Any questions or transportation requests, please call Stan Blaschke at 954 581-0145 or Jim Carter at 561 272-1860. If you would like to be on our post card reminder list, call me at 561 994-6103.

Jerry Bradley, for Jimmy and Stan.

SE Florida Members, Wives & Widows Lunch

All RUPA members, wives and widows in the Southeast Florida area are invited to meet for lunch on Saturday, November 20th, 1999 at the Deerfield Country Club, 50 Fairway Drive, Deerfield Beach, FL. Social hour 11:00 a. m., lunch at noon, choice of entrees.

From I-95, Exit 37, Hillsboro Blvd., east to first stoplight, north (on Fairway Dr., next door on the east side of Hilton Hotel.

Contact Marty Morehead, 561-338-0570, Fax: 561-361-7872.– or Sally Kirbert 954-941-4934 .

SW FLORIDA OUTLAWS

The SW Florida "Outlaws" had the first gathering of "the season" on October 11th. An unusually good turnout of 30 folks braved the sunshine, warm temperatures and blue sky to attend:

Chuck Monahan ,George Butz, Norb & Carol Cudnowski, Al May , Don Heath, Wes & Sallie Leighton,,Jack Taffe, Warren Schoeder, Lew & Carol Brubaker, Jim Sutton , E. D. Van Alstine , Carl & Carolyn Jordan, Gene Chapman, Sally Riggs, Ray & Twilla White, Jim David , D. Metcalf, Jim & Suzan Goodson, John Donahue Ed Prose, Don Sullivan ,Jerry Weistroffer.

The bad news is that Olive Garden has raised the price of the standardized, six-item "gang" menu to \$8.35 per person. After taxes and the obligatory tip, it now comes to \$10.19 per person to grab a bite to eat at one of our luncheons. The good news is that the garlic-coated breadsticks (burp!) are still provided in abundance. As is the large, never-get-empty salad bowl which is provided for each table. We have a problem now that we're getting to be an

"over-the-hill" crowd. It takes a little while, naturally, from the time we order from the menu until the plates appear at the tables. It seems that in our older age, many of us have trouble remembering what we ordered! The poor waitresses run around hollering, "Who ordered the Caesar Chicken?" Unfortunately, the folks who ordered same sometimes can't remember that long anymore! Or, somebody will say, "I did!" only to remember a few minutes later that they actually ordered the Fettuccini Alfredo. Perhaps we'll have to revert to having our meal requests stamped on our foreheads as a supplement to aging memory problems. (And, I'm STILL sure that I really ordered the Spaghetti - - - I think!)

To make up for the increased prices, we'll have a special door prize at the next luncheon. The lucky winner will get a free lunch. If you bring your spouse or friend, BOTH will get a free lunch. And, with TWO prize tickets in hand, couples have a better chance of winning. The more the merrier! By the way, this IS a serious offer. We already have a donor for this special door prize. In addition (seriously, again), there will be a supplemental door prize that will consist of a bottle of wine - Columbia Quest Chardonnay, 1997. It comes wrapped in a UAL napkin, and looks IDENTICAL to the kind of wine that is served on UAL flights. It's rumored that a donor received it from an F/A in an effort to sooth ruffled feathers on a recent flight upon which the inflight movie got all screwed up, and the generous donor has subsequently bequeathed it to the Outlaws to be used as a door prize.

So, come and get a free lunch, or a free bottle of wine. You can't win if you aren't there! Our next gathering will be on Monday, November 8, 1999 at 11:00 AM at the Olive Garden Restaurant in Fort Myers. Our intrepid leader, Chuck Monahan, has promised to attempt to get a guest appearance: the Radio City Rockettes! Hopefully, they'll do a routine for us to the tune of UAL's theme song, Rhapsody in Blue. How about that? (It's up to Chuck to determine how serious THIS offer really is.)

Carl Jordan - Official Scribe, SW Florida Outlaws

PS 1999 is NOT the last year of the "old" Millennium. Obviously, a Millennium consists of 1,000 years. So, the year 1000 was the one-thousandth year, and the year 2000 is the two-thousandth year. It's the year 2001 that is actually the first year of the Third Millennium. All those "New Millennium" deals for January 1, 2000 are actually nothing more than hyped-up rip-offs! *Actually, A.D. 1 was fixed by a monk around 700, who guessed at A.D. 1 - so we don't know within a few years when the year 2000 will occur - as if it mattered. Ed*

WIDOWS COORDINATOR-JACKIE PANCOAST ABEL, Huntington Beach, CA
COMPANION FARE STRUCTURE

Remember: There is a \$25 minimum charge, per segment.

Domestic			International		
Miles	Cost		Miles	Cost	
From	To	Per mile	From	To	Per Mile
1	1999	\$.050	1	2999	\$.040
2000	2499	\$.045	3000	4999	\$.030
2500	4999	\$.035	5000	5999	\$.025
5000 or more		\$.030	6000 or more		\$.021

Formula for Calculating Companion Fares # of miles x cost per mile = companion fare per segment (see chart above)

Examples

	City Pair	Mileage*	
Domestic	ORD-DEN	901	901 x \$.050 = \$45.05
	DEN-ABQ	339	339 x \$.050 = \$25.00

(Remember you cannot get an accurate cost by calculating ORD-ABQ if you are not flying that route directly).

International CDG-IAD 3,861 3,861 x \$.03D = \$115.83

Companion Boarding Priority

- BP-8A - employee or Retiree traveling with one companion
- BP-8B - employee or Retiree traveling with two companions
- BP-8C - Companion traveling alone, or with eligibles

Sorry the above table was not legible for printing in the Oct RUPANEWS. I have retyped it *Continued overleaf*

for publication in the November RUPANEWS, because I feel it is important I just returned from the Capital Reunion in Alexandria, VA. At that time, I had the opportunity to speak to Council 11 Vice chairman, William W. McCombs regarding the widows receiving Companion Passes.
See you in LAS. Jackie

An Aspirin a Day?

By Dr. Andrew Weil

Many of us (myself included) now take aspirin not just to tame a headache or reduce a fever, but as a daily regimen to prevent far more serious problems. Of the estimated 80 million aspirin tablets taken each day in this country, more than a third are for the prevention of heart disease, and aspirin shows promise for warding off cancer of the colon, lung, ovaries, and esophagus as well. A nonsteroidal anti-inflammatory drug, aspirin protects against heart attacks by reducing the clotting tendency of the blood. It's not yet clear exactly how aspirin works to prevent cancer, but researchers suspect that its effect on cell growth may play a role. Although aspirin therapy has its risks, I can't think of another drug that's as versatile, inexpensive (less than 10 cents a day for the lowest dose), and safe. Below, I've answered some frequently asked questions about aspirin. *Because weighing the risks and benefits of aspirin therapy is such an individual process, please be sure to consult your own physician before starting a daily regimen.*

Who should be on daily aspirin therapy? The FDA and American Heart Association currently recommend a daily aspirin for people who have already had a heart attack, stroke, transient ischaemic attacks ("mini-strokes"), or angina, and for those who have undergone bypass surgery or angioplasty. I agree with the American College of Chest Physicians, which goes even further and recently began recommending daily aspirin therapy for anyone over age 50 who has even one major risk factor for heart disease. Such risk factors include high blood pressure, high cholesterol, diabetes, smoking, being overweight or physically inactive, and having a family history of heart disease. Because aspirin has been shown to reduce the risk of colon, esophageal, lung, and ovarian cancers, I think that people with a family history of these diseases might try aspirin therapy as well. For healthy young people with no known risk factors for these conditions, however, there isn't enough evidence to recommend a daily dose of this drug.

How much aspirin should I take? If you're at risk for heart disease or cancer, I'd suggest a daily dose of 81 to 325 mg for prevention; your doctor can recommend an ideal dose based on your individual risk factors. Because I have a family history of heart disease, I've added aspirin to my daily regimen. I take 162 mg a day (2 low dose or "baby" aspirins, or one half of a

regular tablet) with a meal. I also take a "booster" dose of 325 mg once every two weeks: A recent study (Circulation, February 2, 1998) found that this 325 mg booster enhances aspirin's anti-clotting effects in people taking a daily low dose regimen.

Who shouldn't be on daily aspirin therapy? While aspirin helps prevent ischaemic strokes (caused by blood clots), it has been found to increase the risk of hemorrhagic strokes (caused by the bursting of a blood vessel in the brain). Hemorrhagic strokes are far rarer than ischaemic strokes; people at risk for cerebral bleeding should discuss aspirin therapy with their physicians before starting a daily regimen. Aspirin can also irritate the stomach lining and cause gastro-intestinal bleeding, so people prone to ulcers or who consume more than three alcoholic drinks a day should strictly avoid it. I also don't recommend aspirin therapy to anyone with liver or kidney disease, a bleeding disorder, asthma (aspirin can trigger attacks in some asthmatics), a severe allergy to aspirin, or to pregnant or breastfeeding women.

Can aspirin interact with any other drugs or natural remedies? Because aspirin acts as a blood thinner, its use is never advised for people taking anticoagulant drugs such as warfarin (Coumadin), and people taking blood thinning herbal supplements such as ginkgo, garlic, and ginger should consult with their physicians before adding aspirin to their regimen. Combining aspirin with the drugs methotrexate (used to treat rheumatoid arthritis, psoriasis, and some forms of cancer) or valproic acid (for seizure and bipolar disorders) may increase their toxicity. Again, it's important to discuss aspirin therapy with your physicians, and to let them know of any other drugs, herbs, or other supplements you're taking.

Can taking aspirin stop a heart attack in its tracks? No, but it can greatly increase your chance of surviving a heart attack. Research shows that patients given half a regular aspirin tablet within 24 hours of a heart attack, followed by daily supervised aspirin therapy for one month after the attack, reduced their risk of dying by more than 20 percent. If you think you're having a heart attack, chew (for faster absorption) one regular aspirin tablet 325 mg right after calling for medical attention.

Self Healing Oct. 1999

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JEFF BAILY 590 Pine Creek Rd. Walnut Creek CA 94598-5136 pinecreeker@worldnet.att.net
 Jock My annual mail dues are sent to Cleve under separate cover. One of these days I'll get it together and be at the folding and stuffing group to lend a hand. Congrats on your web site! It looks great (those distinguished gentlemen gracing the home page was a nice touch). Is there a practical way to have member photos available? Or are there just too many to handle? By the way RUPA'S communications media are professional class. *[We don't have mug shots of the members. Perhaps just as well, it's bad enough having ones of our functionaries, enough to spoil anyone's day.Ed.]*
 Alicia and I went to the islands off South Korea and witnessed a ship-naming ceremony at the Koje ship yards in June. One of our friends is a mucky muck with Chevron and had a tanker named after him. All very interesting and we had the good fortune to get a glimpse of Korean culture via a few field trips out into "the economy". We have a new appreciation for that beautiful country and its people.

We just returned from 2 months at our place on Lake Coeur D'Alene. It was a delightful summer, with a side trip up to Emerald Lake and Lake Louise in British Columbia. Probably should have lingered at Coeur D'Alene until the end of September, but it can get cold on short notice, so we take the safe way out and leave early. After being cold-soaked in Canada for the 1st 25 years of our lives, cold weather holds little appeal. We golf a fair amount together. I also belong to SIRS.. Sons in Retirement, an org. in Calif that is most interesting...a lot of organized activities and wives are included in a lot of the events. I read in a previous edition that Larry Peet also belongs (Hi Larry!). I suppose there are many others. Anyway, got the golf handicap down to 20 or so and got an ace on 9/14/99 so that will keep me coming back.
 Our many thanks to all of you in RUPA who keep this organization and its communications media running.
 Best Regards, Jeff and Alicia

RALPH BARKSDALE 11 Canongate Ln. Highlands Ranch CO 80126

Dear Jock: Almost late with my annual report. Must have been caused by my birthday, 9-9-99 and 9 holes of golf all on the same day. Glitch on the PC too! Shirley and I are enjoying good health and look forward to hearing from our many friends via the RUPANEWS. Appreciate all the efforts of those who keep the news coming every month. Check to Cleve.

Ralph

GORDON J. BARLOW – 1246 Downieville Dr, El Dorado Hills, CA 95762

Hi Cleve, Enclosed postage for coming year. Really appreciate all who make this monthly publication possible. It's reassuring reading of other retired pilots occasional operational dreams. Seems to be a normal withdrawal from such an exciting profession. The two years since October 24th has gone so quickly. Chris and I have been driving throughout W. US/Canada. Have seen so many beautiful places previously enjoyed from the air. Am still happily in shock over son, Brad, getting UAL Captain bid in LAX with 4 years 3 months seniority. Am still missing the views from the cockpit. How fortunate we are to have had such a career. Am saddened by Bob Goldstein's flight west. Such a great person.
 Fraternally, Gordy

RAY AND PAT BERNOSKY - 41 Fairview Drive, Flemington, NJ 08822-4535.

1999 was the best of times and the worst of times. February saw me in the hospital for five days fighting a severe systemic urinary infection. As a Pharmacist I can say I am not an ideal patient. I know a little, just enough to put myself and all the hospital staff on edge. Did recover but not without being tagged as a Type II diabetic. Lost some weight and have been on the mend ever since. Found time to fish in Canada using a 'Beaver' for transportation to some wonderful trout fishing. Began to work on the lake home by doing the basement remodel because the grandchildren are growing and visiting often. More time off to visit the south west, Grand Canyons, Zion, Lake Powell, etc.. Pheasant hunting is next, followed by another Canadian trip for deer. Hope this lets you know I'm having fun, with five years under my belt. Pat is also keeping busy and I have it in mind to do more traveling with her in the colder months.
 With warm regards, Ray



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

Late this year but I was on an extended vacation over my birthday. We took (among other things), a cruise of the Canadian Maritime Provinces and it was very educational and enjoyable. The ship was positioned for a perfect viewing of the solar eclipse and we have some rather remarkable pictures of the event. This was an unexpected bonus which we did not anticipate. Otherwise just more of the same. Thanks for your good efforts. John

ALAN L. BLACK – 334 Lakeside Ave. S. #404, Seattle, WA 98144

Dear Cleve, Enclosed is my check for postage. This year was one of change for me. In September I remarried a most delightful and charming woman, Kathy Wilkins Cicero. We look forward to a wonderful life together. Best regards, Al

Belated congratulations. Ed

WALTER H. BLASECK – 19700 Minocqua Ct, Saratoga, CA 95070

Clevo, Enclosed is my 1999 postage check. As usual, enjoyed the annual barbecue. We had a good turnout, but if the guys who don't attend would realize what a good deal it is, be able to enjoy the exceptional food and see a lot of their old flying buddies, the "Elks Club" would overflow!!

See you at BNO. Regards, Wally

I think you're right, Wally, we better not tell them!!!

JIM & LONNIE BONE - Westchester, IL

WOW! Six months early!! Never mind about last April.

We delivered what ends up being our last airplane to Africa last summer. There comes a time when you just have to let the young'uns take over some responsibilities. The plane was a Cessna 206, and we picked it up in Livingston, TX and ferried it to Nairobi

Lonnie lost her father, then her sister, and finally her mother all in the space of six months. At the end of that ordeal, I had a colonoscopy exam, and a tumor was discovered. Surgery was scheduled quickly, and it turns out that the tumor was malignant

Had to comment on the UAL-TWA crash over the Grand Canyon. I was a new-hire at Denver in the spring of 1956, and I remember seeing dozens of pine coffins in one of United's hangars (Why do I want to say hangar 2?). The month would probably be April or May.

Also need to comment about those dreams of trying to find your airplane, flight bag, airport etc. The last few

that I have had have ended at their most frustrating moment with my conscious mind telling me, "Hey, you're retired! Don't worry about it!"

It's a great life if you don't weaken! God bless you all!

Jim and Lonnie

WILLIAM R. BRETT – 41020 228th Ave. SE, Enumclaw, WA 98022

Dear Cleve: Four years since I put my flight bag in the closet and it is still there, out-of-date and unrevised, like it's owner. I don't know how I kept up with my maintenance and repair work when I was flying a schedule. Seems like I'm a full time landscape maintenance man and a part-time retiree! We manage to go to Florida every winter to escape the Northwest winter and an occasional trip to some interesting place or other, but living next door to our grandchildren keeps us entertained and active. It's a good life; thanks to our ALPA contracted benefits.

Keep up the good work. Sincerely, Bill 64 to 95

RALPH H. BREYFOGLE 8122 Bay E. Ct. Traverse City MI 49686

The Historic Photo in the August issue of *RUPANEWS* got my attention. It brought back a lot of memories - some good, some not so good. I'll try to make this short, and it might not all be factual, as my memory is going south.

First, I have to correct J.X. Stefanki. 1948 is correct for the Cheyenne F/E school, but not because of the Grand Canyon mid-air between TWA and UAL. The mid-air was in June 1956.

Let's go back to the year 1947. The airlines were in a slump - very common, especially in the Winter months. UAL furloughed 25 pilots around the first of November. Within a week Flt. Ops. was canceling trips - not enough pilots. The company tried to call them back, but only got about 13. In December 1947, United furloughed 15 copilots and called them back in January 1948 - Merry Xmas!

In the Spring of 1948, the company started recalling furloughed copilots, and things began to look up. My wife and I were by then a family and decided to buy a house. I was making \$430 a month, so we took the plunge. It took all of our savings from W.W.II, plus a little help from my Dad. We moved in on the 4th of July. On the 7th of July, I and about ten other copilots were called into the MDW Flight Office and advised that we were furloughed - but not to leave, we need you as F/Es and will send you to school in CYS for three months. The new Federal law said all commercial aircraft 50,000 lbs. or over had to have a F/E by December 1, 1948. We asked what the pay would be - there was nothing in the ALPA contract to cover this. I

don't remember the amount, either \$200 or \$300 per month. We did some fast math, and the answer was - "No way!"

They offered an extra \$2 or \$3 a day while in school. That made a big difference - so off to CYS for three months

The company needed more pilots to fill their requirements, so they recalled all furloughed pilots - plus those who were on the list of new hires who were waiting to be called for Den training school. I was the last active copilot they picked for F/E school. That made me the senior sad-sack in Cheyenne F/E school. By September 1, 1948, the company furloughed 30-40 more active pilots and sent them to CYS - I felt better at last, because I had six months out of the way at school.

J.X. Stefanki was right - everybody was ex-military. UAL wanted to treat us like Army recruits - you go to town, you sign out and sign in. Most told the powers that be to go to Hell. We lived in a large barracks at the old UAL maintenance hangar at the airport. There was no pass home on weekends - I saved as much as I could from that \$2-\$3 per day, and managed to get home for only one weekend in three months, and had to pay half-fare.

I was the first to take the checkout with the FAA, and was back in Chicago in early November. I started third seat right away, with most pilots not too upset with the extra crewmember.

One senior captain told me how it was when he was hired by UAL after the CAA passed a law that all commercial airliners had to have a copilot - a few captains made him ride in the back with the passengers on every take-off and landing. There's more to that story, but I am sure others can add more on the subject.

Also enclosed two more CYS F/E photos for RUPA records.

Regards, R.H. Breyfogle

Thanks for the memories, and the photos. Ed.

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HAL CAMPBELL, (ORD-CLE-ORD '66-'93) 202 KyFields, Weaverville, NC 28787

Prchfc@cs.com (new)

Dear Jock: The wife and I continue to be in reasonably good health, although we both continue to have a lot of back trouble, hers due to injuries and mine due to arthritic deteriorated discs. I'm beginning to have a lot of pain playing golf, so don't know how much longer that will continue. I've about given up on tournament golf. The younger guys are so much stronger and better I can't

compete anymore, and although I can still play a good game, I have lost enough distance I can't compete with them anymore. It happens to everyone sooner or later. I also don't have the desire anymore, but that's a chicken or egg thing. If I could still compete, I'd probably still have the desire!

We haven't done much in the last year. Pat has had a lot of therapy for a bad knee so we haven't really gone anywhere. Brett has changed jobs and Kay is pregnant with twins to go with daughters 2 & 4. My highlight was a long desired trip to the Reno Air Races in September, courtesy of my son-in-law. He is working with Bob Avery, F/O. with Federal Express, who not only extended me the courtesy of a pit pass to the "Miss America" P-51D racer area, but invited me to the Banquet that featured eight of our astronauts! I had a ringside seat for the events from the top of the maintenance van as well as being next door to a courtesy tent with free food! How can you improve on that! The only downer was the fatal breakup of a modified P51 during a Saturday heat.

F/O Avery's organization is called "Wings of America" and is in the process of bringing all air show participants under one umbrella organization for the purpose of centralized scheduling, advertising, merchandising, obtaining sponsorships, and generally doing all the things necessary to raise the sport to the level obtained by NASCAR, the PGA Tour, etc. and the financial benefits that come with it. Anyone who is involved in air shows, racing, etc. might want to contact him at



missateam@aol.com. or (770) 569-2815 for
more information. Hal Campbell

KEN CASE -- 204 Orchard View Dr, PO Box 307,
Chelan, WA. 98816 SEA SFO LAX 64
94

Greetings to all from the Pacific North West and happy birthday to me next week. I will now be introduced to the "joys" of Medicare. Not much of great interest has happened to us in the last year. We always seem to be very busy accomplishing very little and at least a week behind at that. Regarding travel by air, our luck on passes has always been quite good, but I have read many comments to the contrary in our publication. I'm sure a lot of you are aware of the following, but I just found out that both United Shuttle and Southwest offer very good rates to seniors (over 65). These are unrestricted, changeable, refundable reservations. Might be worth considering when you don't want to gamble on standby. We are going to do so over Thanksgiving. I really enjoy the newsletter's new format and, like everyone else, want to say thanks to all of you who work so hard to keep it coming.

Regards, *K en*

EDWARD & VIRGINIA CLAY – 3025 Via Borica,
Palos Verdes Estates, CA 90274

We do enjoy the *RUPANEWS* but know fewer and fewer of the names of pilots writing the articles. Also, the ones who have flown west. Does that tell you something about our ages?

Ginny & Ed

WILLIAM B. CRANDALL – 3100 N. Bangor Ct,
Las Vegas, NV 89134

Hi Cleve, Enclosed is my check to cover another year of great reading. Fourteen years since retirement, and now living in Las Vegas. Sure do enjoy the casinos and dropping a few nickels in the machines. What we're doing is spending the grandkids inheritance. They'd just waste it anyway.

In regards to Dick Daniels' quip about baseball, Oct. page 15, it was heard in SFO that a lady, who knew nothing about baseball, asked her companion why Willie Mays was walking to first base. His reply was that he had four balls. Well, the lady yelled, "walk with pride Willie."

I enjoy the larger print of the *RUPANEWS* and with that I'll say, see you in Las Vegas in November.

Thanks to all who keep the newsletter coming.

Bill

BOB CROSBY -- 9813 So. Park Cir. Fairfax Station, VA 22039

Thirty six years and never late for a flight, six years retired and never on time with my dues. You know somehow, the clock is double-timing now. Have been doing a lot of stuff, but little traveling, since the ticker problem I had last year. Spend way too much time on the computer. I have got Microsoft's Flight Simulator and just have a ball with it. I fly actual trips on it with all kinds of aircraft, from Jumbo's to Cubs. The best part is no crew desk or revisions to contend with. Great fun, like the old days. The most fun to fly is the Dc-3.

Love to get E mail, crrobert@juno.com, so drop me a line or two. See ya next year, I hope. Bob

R.L. DOWNS

Jock: The two pictures that you have published sure set off a flurried response. When the first one came out I had doubts of some of the info, so went to the library and got some info about early dates on Dc 6. Then I decided to look around the WEB. Found a site that was very informative. World Airline Accidents 1920-1999. Here's what I got and also the URL for anyone that needs this kind of info

This also cleared up the fact that it was a DC-7 at Grand Canyon!

Getting old and some of those dates have kinda slipped away. After reading the latest RUPA news and looking at the info accompanying the picture of the first F/E class. Here's what I dug up.

UAL introduced the DC-6 into service on April 27, 1947. UAL DC-6 crashed at Bryce Canyon on Oct. 24, 1947. DC-6's grounded on Nov. 12, 1947.

DC-6's returned to service on Mar. 21, 1948, F/E was part of the crew -?

UAL DC-6 crashed at Mt. Carmel PA Aug. 17, 1948.

UAL DC-6 crashed at Oakland Aug. 24, 1951, SFO crew, M. Durante and Chief ENG. on board.

UAL DC-6A exploded after T.O Den 1955.

UAL DC-7 mid-air collision /TWA, Grand Canyon, Aug 30, 1956.

Want complete Airline accident info for period 1920-1999 ? <http://disasters.d-n-a.net/dnetGOjg/Disasters.htm>

I intended to send this when the first picture came out but my wife said I may make some people unhappy? John Stefanki supplied the info, and I later talked to him, so all was OK, and then a flood of so-so information came, only to prove that all of our memories are getting a little fuzzy around the edges

That's all . Bob Downs

Thanks for the input, Bob. Ed.

TROY & MILLIE EPTING. Bainbridge Isl. WA.
 98110-1130 Lax/Sea 56/87
 Hi Jock, Here it is # 72, and like the Energizer Bunny I'm still Going!!!
 Millie and I are in great health and spirits and really enjoying our retirement regimen. Boating in the summer, RVing in the winter, maintaining a white elephant in between, and being with the kids over the holiday season.
 This year we will not be going to the desert until the 1st of the year, as we are expecting a new grand daughter on the 8th of Nov, which also happens to be Millie's birthday. Since this is so close to Xmas and Millie hasn't bought up everything she can find ,to the point I am going to have to see if the FAA will let me go back to work to pay for all these cute little things the new one must have!!!!!! Saw all the old LAX gang at Reno again this year.
 As always thank you and all the rest of the dedicated people for all your efforts to keep up the RUPA tradition. **Troy.**

HENRY FISCHER 2661 N.W. 4th Ave. Pompano, Fl 33064
 Hello Cleve: Made it to another birthday, after nineteen years retired. Have been enjoying a beautiful, but dry summer in the mountains of North Carolina. Started the new birthday with a new wife Sally, and a new van, in that order.
 We enjoyed the Capital picnic in Alexandria seeing old friends and exchanging tall tales. The picnic committee deserves a "Big" thank you, they did an excellent job.
 We will be returning to Florida for the winter around the first of November. Enclosed find check for postage or whatever. P.S. Note new winter address.
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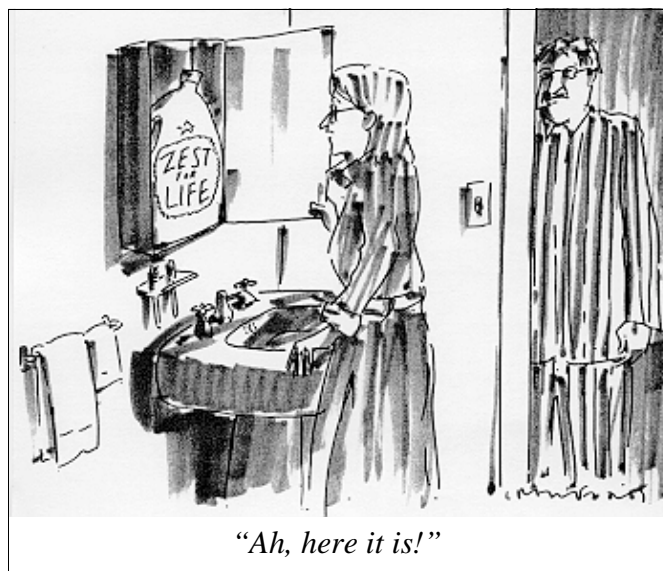
CURTIS R. FOLLANSBEE – 1579 E. Richmond Ave, Fresno, CA 93720
 Cleve: I am now an octogenarian and all is well here in Fresno, CA. Six of our ten grandchildren live within ten miles of us, and they keep us busy. SIR's are very active here. We now have four "Branches" in our area with very good inter branch activities. Both Helen and I were born and raised on small farms in the San Joaquin Valley, and we both still like to garden. We are often complimented on having the best yards in the area. Curt 1946-1979



CALVIN F. FORD – 4127 Naturewood Ct, Fair Oaks, CA 95628 916-967-3929
 Dear Cleve; As you can see, I wrote out my check for postage on August 9, 1999. But selling our home in Folsom and buying a condominium in Fair Oaks distracted me. Anyway, here's my check for postage. Our new address is listed above.
 Thank you and all the others for doing such an excellent job with the Newsletter.
 Calvin Ford, Retired Flt Navigator

FORMER EASTERN PILOTS
SEEK COMPENSATION: About 700 former Eastern Airlines pilots involved in a lawsuit against Continental Airlines are hoping for a payday. The pilots argue that the transfer of assets from Eastern to Continental constituted a merger, and they should have been merged on the seniority list with Continental pilots. Last week, they asked a federal bankruptcy court to value their claims for compensation.
Avweb 10/18/99

MARK GILKEY – 6535 Seaview Ave. NW, Seattle, WA 98117
 We have become novice road warriors. Our unit is a 29 foot Class A Rexhall widebody. The unit commander is obviously my wife. We share the hazards of driving, and I must admit to sitting in the passenger seat racing around the beads on occasion.
 The first day out I readjusted a trucker's mirror. It was, without a doubt, his fault as he was parked. The primary roads were I 10 to Florida and I 40 back to the West Coast. We ate at a few "road kill" restaurants along the way and had their bruised meat which had been tenderized by Firestone and Goodyear.
 Big accolades to all the RUPA news troops. Mark



PETER GRANATA – 14337 Draft Horse Ln, Wellington, FL 33414

Dear Cleve, Thanks for the great job you all do on our newsletter. Since I plan on being around for a good while longer, will go all the way for the lifetime membership.

Finally finished the new farmette and the horses are in the back yard once again. Love it here in Southeast Florida, and our town of Wellington is a horse community with all sorts of horse events and trails.

After several trips this year, the charm of flying has worn off, so I hope UAL doesn't have any recall plans. Today happens to be our 43rd anniversary and five years into retirement. That's with one wife, not a lifetime total! Yours truly, *Peter*

JACK HANSON - 65 Cottonwood Circle, Rolling Hills Estates, CA 90274

A report in the September newsletter regarding the Grand Canyon collision between UAL and TWA listed the wrong Captain for UAL. The Captain was Bob Shirley, not D.M. (Glenn) Ward. D.M. Ward was the Captain involved in a collision with a fighter near Las Vegas about that time. I don't recall losing a DC-6 at Elk Mountain, however we lost a DC-3 there in the 40s.

Chicago-based Captain George Warner in a DC-6 crashed at Mount Carmel, Pennsylvania due to a faulty cabin heater.

I was based at Newark from 1950 to 1955 which was the most memorable time of my career. Maybe because it was a small station and the New England clam-bake arranged by Earl Bach and other family parties that occurred.

Maybe I can persuade Earl to arrange a reunion of the Newark group during that period, including the crew desk. Howard Mayes was the flight manager and not nearly the task master he tried to emulate. One night on a check ride in a Convair out of Detroit Howard and I were both eating dinner at the same time in the cockpit. When Howard got his dinner he put the red filter on the spot lighting his dinner. When I got my dinner I not only did not use the red filter, I turned the light up to its brightest point, for which Howard quickly reprimanded me. I said, "Howard, two weeks ago I found a worm in my salad out of this station, and I refuse to use that damn red filter," at which time Howard couldn't remove his red filter fast enough.

The only cloud on my current horizon is the loss a few months ago of my close buddy of ten years, Paddy, a Turkish long-hair cat, and a real

character.

Shirley and I continue to be blessed with good health and we are quite busy. We both work out regularly, three times a week, work in our real estate office, take care of our Miniature Schnauzer and three cats, and we adopted ten abandoned cats which we feed daily at the local park. Shirley continues to be active in her 99 women pilots group and is an officer in the Palos Verdes Woman's Club.

Regards to all. Jack

WALTER E HAUGHT -- 255 Castro St, San Francisco, CA 94114

Cleve, Not a whole lot going on for me this year that's exciting enough to talk about. I did have open-heart surgery in July to correct a badly malfunctioning Mitral valve. All went well and I've fully recovered from that. Had to postpone a trip to Europe because of that and will go in the Spring now. Planning about 6 weeks in the countryside of France, and maybe a week or so in London. See you next year.

Check in the mail. **Walter**

CLYDE HOUSE --8742 Crest Basin Ct, Las Vegas, NV 89123 clydie@concentric.net

Dear Cleve, Since today is my birthday I thought I would beat the deadline with an update. My wife Marie Loquet is still flying out of L.V. so our traveling has been restricted to two week trips. In April we did a wine tasting trip to the Barossa valley just north of Adelaide, Australia. May found us on our annual trek to the island of Mykonos in the Greek Islands. Had to cut that short to meet with an orthopedic surgeon in London who evaluated my knee and confirmed that I should have the joint replaced. This was done in Los Angeles and the recuperation has gone well. Had a short trip to New Orleans for our anniversary and have been working on RUPA convention stuff and our monthly luncheon since then. Looks like things are shaping up for a very good convention. Will be a good chance to catch up with "old" acquaintances. Check mailed today by snail mail... Clyde

JIM HUFF -- mostly SFO 55-89, VERA (BUTLER) HUFF SEA 55-57

We're still hanging in there!! Gave up golf, since I can't beat our 1999 both 9 hole and 18 hole Ladies Club Champion!! Still stock our larder with beautiful Montana trout each June.. always enjoy the freezing temps to hi 70's they get in June in the Big Sky Country at that time of the year!! Will be leaving the damp

(66 inches last year) NW for dry and lovely Molokai in a few weeks, and hope it quits raining here for our return in mid April!! Enjoy the news from class mates and old friends.. Regards to all.. Really enjoy our tremendous travel benefits that our great company has given us!! Jim & Vera

P.S. I still out fish her tho!! (Most days.)

GEORGE F. KANE – 19101 S.E. Sea Turtle Ct.
B101, Tequesta, FL 33469

Dear Cleve, Birthday time again, hit Social Security this year and the FAA didn't think I'd live to see 50. Still chasing golf balls and grandchildren, added one beautiful little girl to the clan this year, grandchild number five named Emily after my wife, and also added a Hole-in-One to my golf history. Lots of traveling and always treated like royalty by the fine folks at United. Many thanks to all of you at RUPA for keeping us in touch with our United family. Sincerely, George

BILL LAMBERTSON - 695 C Shoreline Road, Barrington, IL 60010

Retirement year number two passed quickly for Nancy and me. We bought a cabin in Wisconsin and one in Colorado, both of which we hope will be used often by family and friends. Getting these cabins up and running, along with several short-term missions.

B !!!

JOHN AND GERRY LOVETT -- 168 San Juan Dr, Sequim, WA 96302

Well, on Oct. 19 number 81 will arrive. WOW, That's old! Oh well. All is going well considering this stage of life for both Gerry and me. Our daughter, Sue Anne, and family reside in Charlotte, North Carolina, our oldest son John and family are still in the Chicago area and doing well. Roger (still single) lives in Denver and is a true Coloradoan. Keep up the good work. John

PETE MASENG 1595 Ballantrae Ct. Port St. Lucie
FL 34952 MDW - ORD 52-87

Life is good! 12 years retired, and at 72 I'm doing great - and so is Chris. Presently on the last third of our 5000 mile boat trip (Luhrs 360 conv.) from Port St. Lucie to Lake Michigan via Lake Okeechobee waterway, Gulf of Mexico, Ten-tom, Mississippi, Illinois River, and two months of cruising Lake Michigan renewing old friendships and places - then back on down the rivers again - this time with 6-7 mph help from Miss. Gravity and the same 30 locks. I think today is

day 83 on the boat, and Chris and I are still speaking (our dog referees).

Son, John, still left seat Airbus out of SFO, so I get the latest scuttlebutt about United.

The new *RUPANEWS* format is the "bestest" and much appreciated. Sorry no typewriter or computer on boat
Pete

Normal

DOROTHY McBAIN -- 904 Vista Grande St, Paso Robles, CA 93446

Dear Cleve: Enclosed is my check for the annual postage fee. Today would have been Don's 86th birthday. He would be pleased that I am continuing to receive *RUPANEWS*. He always enjoyed receiving it and read it from cover to cover. Thanks to all who put it out. Sincerely, Dorothy

DON & MARY MERUCCI, 4992 Blackbird Way, Pleasanton, Ca 94566 dmerucci@aol.com

Greetings from the second year of retirement. So far the score is tied at one to one. The first year was a good one. You can probably guess how the second one has gone. I don't want to go into too much detail, Mary is the expert at that, but by early September we both had the dubious honor of maxing our out-of-pocket expenses in our medical coverage. But what the heck, we are still here to talk about it, so life is still good. We are definitely looking forward to a better new year.

Last April, on a vacation to Kona with our daughter and her family, our son-in-law, our number one grandson and myself flew to Honolulu and took in the Arizona Memorial, the USS Missouri and the USS Bowfin; a full fun day.

I finally decided to take golf lessons. I completed the lessons but am not that sure that it's the game for me.

If I can find more balls than I lose, I might keep at it.

We made a couple of trips to the Midwest, during each of the heat waves, for family and school reunions. We got a lot of exercise running between air-conditioned cars and buildings. It's always so nice to come back to Northern California after one of those trips.

My latest activity is acting as a docent on the aircraft carrier USS Hornet, moored at the old Alameda Air Station. I think our trip to the USS Missouri put a bug in my head that this might be something fun to do. So far it has.

Being an ex Air Force pilot, I always thought that the best way to be aboard one of these ships was when it was tied up to land.

I have enjoyed seeing familiar faces at the fold-

in'and stuffin' sessions and am looking forward to my first RUPA Convention in Las Vegas.
For all of you involved in all the RUPA activities, thanks for giving me the opportunity to be a part of them.

Don & Mary

J. P. "MURPH" MURPHY -164 Elm St, White Stone, VA 22578

Hi Cleve, Short note to say I appreciate the *RUPANEWS* and all the work that goes into it.

All is quiet in the small community of White Stone. Did get a touch of Hurricane Floyd. Lots of rain but not to much damage. Keep Soergel straight!!!! *Murph*
Well Murph I'll try, but you know how Bob is!

KEN MYERS RR1 Box 29 Haywood VA 22722

Dear Jock: Just passed my 85th milestone this year, headin' down the "home stretch". State of Virginia renewed my driver's license - good for another five years. Hope it expires before I do!

Had our share of ups and downs the past year, but we've survived.

Luck to all. KC

Congratulations. I'm sure there will be many more fur-longs to the final post. Ed.

JAMES W. NOBLE, 507 Park Barrington Way, Barrington, IL 60010 (847) 304

5619 Email: JIMJANNOBLE@COMPUSERVE.COM
Gosh, I just had a birthday and wrote a letter to RUPA. It seems like it was only a couple of months back. Big 70 this October. How did I get so old so quick and smart so late? It seems like yesterday that Jan pinned my wings on and Hoyt Vandenberg (Chief of Staff, USAF) gave the graduation speech to *53D at Williams AFB. Hoyt was there because my stick buddy (we had the same instructor at "Willy") was Hoyt Vandenberg, Jr.

It has been a busy year. We went to Honolulu to welcome Bill Scholes when he landed there on his last flight. What a great weekend. In April we found ourselves in Las Vegas at the F-86 reunion. In July we drove the C5 to New York to spend time with my brother and his wife. They have renovated a 250-year-old farm house and it's something to see. He also built a garage in back of the house that could hold seven or eight cars, plus his workshop. You could build four planes in it and have room to spare, unbelievable. I was wondering how the 'Vette would be on a long drive - answer, best road car I've ever had, it handled like a dream.

We sold the C & C 41. It sold so quickly that I wonder

if I asked enough. Now we're wondering about another boat. Sail or trawler is the question. Jan's for a trawler and I'm undecided.

Jan's mother died in August and we buried her in St. Louis, her home town. She was 93 and had 91 good years. After that it was all down hill. For her it was the best thing.

We lost Capt. Woody Keith last month. It came as a surprise I flew with him in the seventies before he retired. He was a fine pilot and a great guy. We miss him.

I surprised Jan with a Bermuda cruise in early September. It was fun and we had great weather, but not a place I'd rush back to. Next week we head for Phoenix and Tucson to visit friends and then in mid-November it's off to Athens for a 122 day around-the-world cruise. We'll visit seven continents including Antarctica. This trip is a celebration of our 50th wedding anniversary. More about that next year.

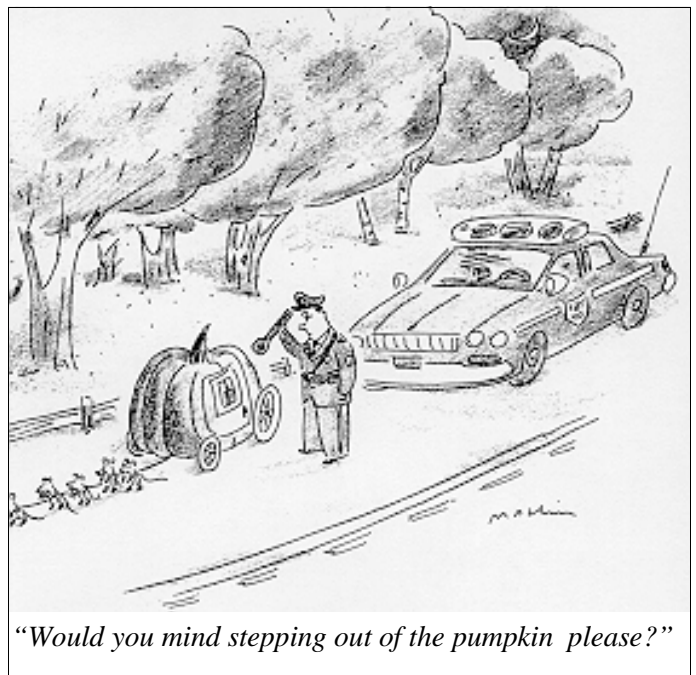
With lots of tennis, theater, grandchildren, packing and unpacking life is good. *Jim and Jan Noble*

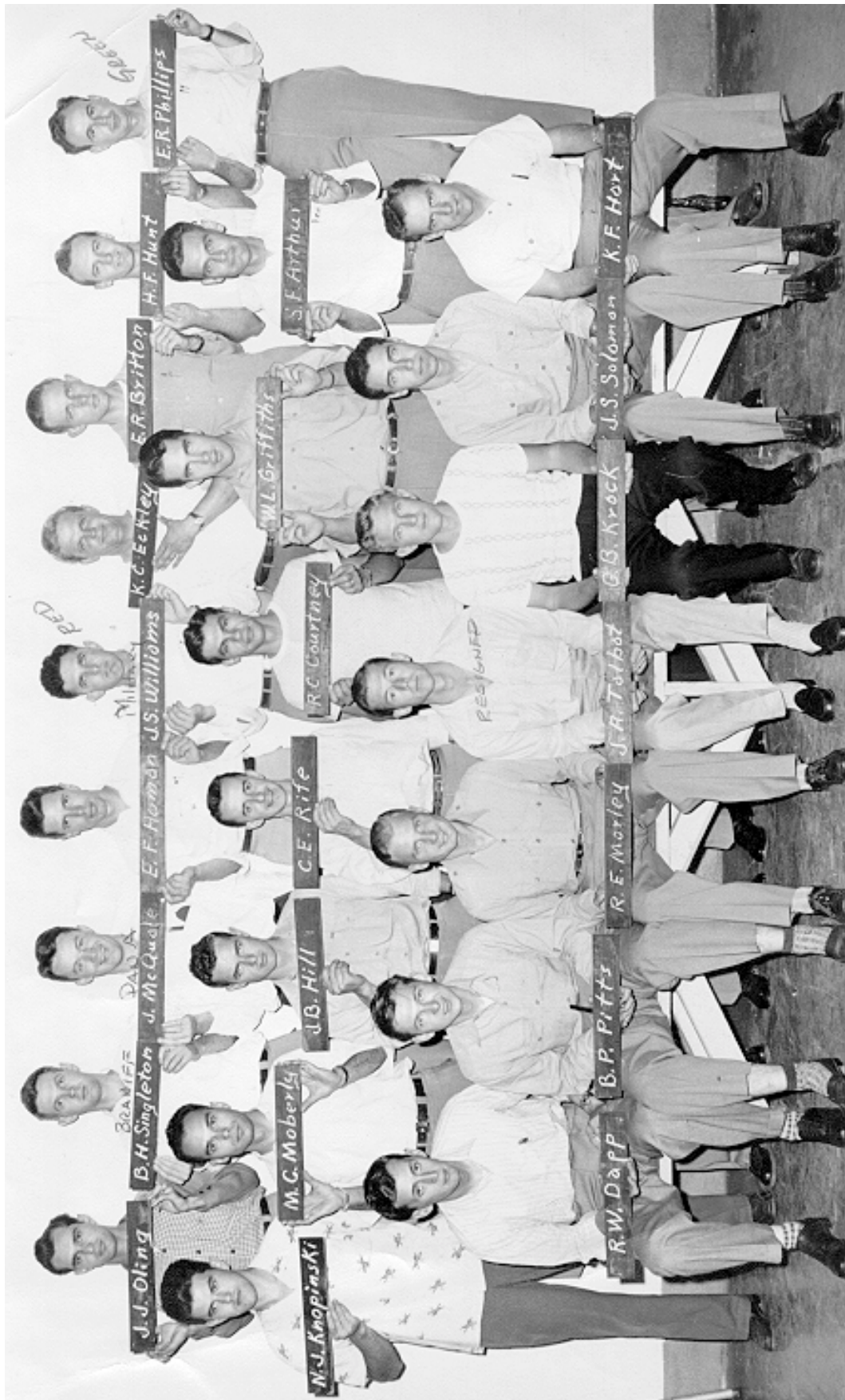
GEORGE P. OHLMAN - 9993 S. Hwy 83, Franktown, CO 80116

I think I'm on time for a change - about time. We haven't done much traveling but still enjoy our ranch very much. Cattle prices are up a little but land prices are sky rocketing along with estate taxes. We really enjoy the RUPANEWS. Thanks to all of you.

George & Elaine

Normal





HISTORIC PHOTO

Our historic photo series continues with another official class photo of a Flight Engineer intake of the Fall of 1948 at Cheyenne, Wyoming. Ralph Breyfogel, on page 13, gives a pretty good account of the times and conditions under which these pilots served. Among them I see the name of Ray Dapp, our SEA correspondent and Area Rep. Although I've never met Ray, I'm confident that, like all of us, he no longer resembles the youthful stripling here captured by the photographer's lens. I anticipate more recollections incurred by this scene from the past. Ed

To continue the historic bent of this page, it is appropriate to here feature an article from our brother magazine, REPARTEE, the quarterly publication of the Retired Eastern Pilots Association. This article is by Captain Johnny Miller, who was a United pilot before leaving in 1937 to do some rotary wing testing and subsequently joining EAL, where he flew for 25 years. He is the president of the United Flying Octogenarians and still flies his Bonanza. Ed.

MY SECRET BARNSTORMING SYSTEM REVEALED

By Captain John M. Miller

I soloed in my own Jenny, Dec. 15, 1923, and graduated in Mechanical Engineering in 1927, mixing flying with my studies. That year the new air regulations started and I qualified for an A.& E., #2906. I did not have funds for another airplane with which to qualify for one of the new Pilot Certificates, so worked for the old Gates Flying Circus as a mechanic, participating in a few of their events, one of them being at Pittsfield, Mass., which was the biggest weekend in the history of the Circus, measured by gross take. (1927).

I observed their methods of advertising and publicity and devised what I thought would be a better way, but did not reveal my idea, preferring to keep it to myself for my own future use when I could acquire a new plane of my own and go out barnstorming alone to try it out.

After accumulating some money while working for Gates I bought the wreck of a WW I Standard J1, the same type used by the Gates Circus, with Hispano Suiza engines of 180 HP replacing the original Hall Scott 4 cylinder 100 HP engines. It took me six months of hard work to restore the J 1 to first-class condition and install a Hisso engine. I had planned to carry four passengers in the front cockpit, just as Gates had done,

with close to half a million passengers, but one of the new Dept. of Commerce inspectors told me that he would not allow more than two passengers in the front cockpit. I tried barnstorming with it, but it did not pay with only half a load, so I sold it in 1929. That Standard J1, with the same engine, still exists, owned by Jim Hammond of Yellow Springs, OR. I'm 93 now, in 1999, and still actively flying, with ATP #5945. In 1929, the newly designed New Standard D-25 with Wright J-5 225 HP engine was available. It was specifically designed for barnstorming and carried four passengers, facing forward, in the front open cockpit. I started flying that type and was able to successfully apply my idea of advertising and publicity to get large crowds to part with substantial sums of money for short flights, very short.

Most barnstorming at that time was conducted in the proximity of fairs and carnivals, or at least on established airports or airstrips already used by previous airplanes, and where the local population was already familiar with airplanes. The method of publicizing the usual weekend events was to use newspaper advertising, printed posters etc., and of course, whatever stories the local newspapers could be coaxed to print about the event, often combined with some advertising of local merchants. Of course, one of the major attractions was sometimes an airshow of acrobatic flying, parachute jumps etc. Those methods were beginning to be outworn in the late 1920s, and not very effective. The "barnstorming" airplane would be parked in front of the crowd and usually a man with a megaphone or PA system would talk to the crowd to try to sell tickets for flights until the plane was loaded, with most of its seats filled. The plane would then take off and disappear in the distance for 10 to 20 minutes. The big feature of the flight was its length and the sights to be seen from the air. While the plane was thus out on its cross-country trip the crowd would lose interest and begin to disperse. If some of those so-called barnstormers grossed \$200 to \$300 in a day it was considered to be just fine. Usually the price of the flights was at least \$5 for a 10 min. flight for example, or up to as much as \$15 for the longer rides.

Hanging around an airport in the hot sun to watch such flying could get to be boring for the crowd. After observing the operation of the Gates Flying Circus in 1927, consisting of very short rides for only \$2.50 per person, four at a time, grossing \$ 1000 per day or more per plane, I could see the possibility of going further with the idea of very short hops at a still lower price, and with my idea of a much more effective method of advertising.

Before I reveal the advertising method, I will first de-

scribe the preliminary preparations of the fields to be used for the flying, because they were a necessary and integral part of the whole plan. I knew that a large enough field would be needed to permit landing, stopping to reload and then a takeoff, all without wasting any time turning or taxiing. The plane would take-off right from the place where it stopped to reload, in the same direction, without any turning whatever - for fast action would be required to take full advantage of the crowd.

It was necessary to select a field out in the farm country, away from any center of population that would be already familiar with airplanes due to an airport or airstrip nearby. When such a field was found, it would be made suitable for flight operation, if necessary, by grading, tree removal and blasting of rocks, stumps etc. and by opening of fences and filling or plank bridging of drainage ditches. I got to be an expert with dynamite, saws, axes and shovels, for there were no chain-saws or bulldozers in those days. All this of course had to be arranged by contract with the owner and a fee paid for a weekend, and usually an option to return for a rain date or repeat date, for another fee. An "iron-bound" written agreement was necessary, because when the owner would see how much money was taken in, he might be tempted to raise the fee. This all had to be done by a week in advance of the weekend to be used. A location of this kind, away from any previous flying operation, was called virgin territory and was very important, but not difficult to find at the time.

If there was room for parking of cars, a gate had to be made for them and a parking area defined and marked off. Otherwise, the parking had to be on the adjacent road, which would of course be for quite a distance in each direction and require the spectators to walk. No special permits were required in those days, but sometimes the state police would get rather upset about all the cars parked along the road, a detriment to traffic. However, everyone else was very happy.

Now the real plan starts, also at least a week in advance. A trip is made by automobile to each village Post Office in a 10 or 20 mile radius, in inverse proportion to the density of the farm population, a matter of experienced judgement. Penny Postal Cards were purchased at each of the Post offices, to twice the total number of the village and RFD boxes serviced by that P.O., and a record was kept of the number at each P.O. It was very important to buy the Postal Cards at the very P.O. from which they were to be mailed, because the Post office got credit for volume of sales, and it was necessary to keep the Postmaster and carriers happy for all the extra work they were going to do for US. The cards purchased at each P.O. were kept in

separate bundles and marked. They were then taken to some local village printer and printed on the blank side with the advertising, and on the address side with "Box Holder" and the address of the Post Office from which they were purchased and from which they would later be mailed. This was extra work for the printer, because he had to change the type for the proper Post Office name for each group of cards. All this procedure was important for the success of the plan.

When the cards were all printed and in separate groups of two times the number of boxes serviced by each P. O., each group was divided into two separate bundles to be mailed on two successive days. Next, another trip was made by automobile to each of the Post offices, preferably on the Wednesday before the weekend. Half of the cards in each bundle were mailed, so that they would reach the boxes on Thursday. It would be explained to the Postmaster that it was very important to deliver the first half of them on Thursday and the second half on Friday. Each family would get two cards, just before the weekend. Typical cards I used advertised flights in a wonderful new \$10,000 airplane with a Wright Whirlwind engine, the same kind that flew Charles Lindbergh across the Atlantic ocean in 1927, for only one dollar per person, "stunt" flying and dead engine landings. Sometimes a parachute jump too. Arrows printed on cardboard with "FLY \$1" were posted on poles and trees on the surrounding roads, to guide the cars to the field. Posters were sometimes used but were not at all important. The Postal Cards did it all. At the field, steel posts were driven into the ground in a long line parallel to the landing area and 1/2" ropes strung along them to keep the crowd back. The posts and ropes also formed a corral area behind the fence for the people who had bought tickets, and a chute area was formed outward from the fence line to hold four passengers for the next flight. Chains were used as gates for the corral and chute. This was all very important for the fast action that would take place.

A local gasoline station was offered the privilege of having its logo painted on the side of the fuselage of the plane, with washable water colors, in return for delivering two or three drums of Good Gulf or Texaco auto gasoline and some cans of engine oil to the field, free. It never failed, and the stations advertised that their gasoline and oil must be good stuff if it worked in a Whirlwind. They often painted their names on the drums too. We absolutely never bought gas.

When those cards arrived at each farm or village home, they caused lots of excitement, especially among the children, who would urge the parents to take them on Saturday or Sunday. As soon as the milking and feeding was done, the family would pile into

the Model T and rush to the field, following the arrows and holding the cards. Farmer families get up early, so they started arriving after daylight and action began. A good pit crew was necessary, consisting of a good ticket-seller, one man to load the four passengers, and another man to unload the previous four on the opposite side of the plane simultaneously. The two loader/unloader men were also trained to refuel the plane with five-gallon cans and a funnel with the ENGINE RUNNING, to save time. The plane was flown with a light load of fuel, so, now and then, another 5 gallons of gas was put in. One man would climb up on the steps on the landing gear shock strut to stand on the cowling over the engine behind the revolving propeller. The other man would pass up a funnel and a can of gas. It was all done very quickly, for safety, before the next passengers got in. I have a fairly good photo of that operation, as you can see.



Fuelling the New Standard D-25 with Wright J-5, 225 HP engine

The sequence of action was this; The loading man would have 4 passengers ready in the chute, and just as soon as the wing of the plane passed the chute, he would drop the chain and urge the four passengers to run to the plane and start climbing up on the lower wing and start climbing up on to the lower wing and into the cockpit, which was already being vacated by the previous passengers, urged by the unloading man, who had been waiting outside the spot where the plane would stop. He would run in behind the wing and urge the four previous passengers to get out and climb down. He would get them far enough out to let the tail of the plane pass them, because the takeoff was begun just as soon as they were out of the way of the tail, before the new load of passengers had even all seated themselves. The passengers usually did not get their belts on before they were on the ground again because the ride was so short. The unloading man would then guide the previous passengers back to a gate into the crowd area, then take his post again. The loading man would get four new passengers together from the corral to go on the next flight. By that time, about one minute after takeoff, all would be ready for the next unload/load sequence.

The flights were very short, about 1 minute block to block, though you may find it hard to believe. About 50 flights per hour could be made. That would be \$200

per hour. The flying would begin early and last until dark, "dew to dew" as a harvester would say, and we were really harvesting the greenbacks, all gold in those days. It was easy to make 250 to 350 flights in a day, \$ 1000 to \$1400 revenue. The engine would never stop all day, and I would never get out of the cockpit. I made my own relief tube and still have the little copper funnel I hammered out of copper to connect to a hose. I ate, drank and "undrank" right in the cockpit. I enjoyed it and never tired. It was really fun making all that money.

If you wonder how we could make such short flights, here is how it was done. The takeoff began right at the chute. After lift-off the plane was held down 3 or 4 seconds and then a chandelle or steep climbing 180 degree turn to downwind, a cross between an Immelman and a wingover. Shortly after passing the touchdown area, a steep banked wingover turn was made to land. The

speed was killed by wide fishtailing, and touchdown was made exactly in the same spot each time, so the plane could be slightly braked to a stop, with the lower wing just past the chute. It was a real roller-coaster ride, and the people loved it. They got out laughing, and many went right back and bought tickets for a second ride. I had realized that those people who had never been close to an airplane before just wanted a short sample ride the first time, not a long one. A family of four could go up for four dollars, fully equivalent to today's sixteen at least, but far less than twenty or more that it would cost at an airport. None complained. With the airplane going up and down like fury, with never a break, the excitement was high, and people who would not normally take a chance of flying, got caught up in the enthusiasm and did it by the hundreds. The tailskid would actually dig a big hole in the ground where it touched down repeatedly in an area of only about five or six feet. The flying would become almost automatic from repetition. In the evening it was fun to lay out all that money on the beds and the floor of the hotel room, to count it and check the tickets against it, and then to divide it up. Even though it was obvious to many people that we were loaded with money at the end of the day, there was little chance of a holdup in those days. Nevertheless I always carried a .32 Colt pistol.

In later years, while flying on the airline my copilots

and even the flight attendants sometimes asked how I could make such consistently good landings, and I just said that I'd had a "helluvalotta" practice while barnstorming, like 250 or more landings a day. In 1930 I did a lot of passenger-hopping in a New Standard D-25 at Teterboro Airport with Bill Diehl flying a second D-25. We would be flying passengers at \$2.50 each, from the same chute, one right behind the other, as fast as we could go, for the New Standard Flying Service, owned by Ive McKinney, who had flown for the Gates Flying Circus when I worked for it as a mechanic, temporarily, in 1927. We could average 50 hops per hour each, in the two planes, \$1000 per hour elapsed time at the peak crowd, with no advertising at all, for about four or five hours on a Sunday. We got 28% commission for our flying. We really kept the pit crew working furiously. Bill Diehl was an Early Bird, having started flying in 1911 and having been a civilian flight instructor in WWI. He had given me my first airplane ride in a JN-4 Canuck in 1921. He was the first to land a plane on Teterboro, also in 1921, and flew there until he retired. A street at Teterboro is named for him. Before he died, he wrote me several letters recalling that flying.

None of the other pilots ever learned about my method, and I did not brag about how many passengers I carried, because they might get curious and investigate. They were all busy on some airport trying to get people to part with five bucks for a 10 or 15 minute ride, so did not know what I was doing, or even where I was. It would often be several weeks before I would even touch down on an established airport, for I was always out in the farm country somewhere. The men who worked for me were not aviation people, so they did not go to airports, in fact I kept them busy 7 days per week. So, this is the first time I have revealed or written about my method.

I like to think about the thousands of people whom I flew on their very first flights, before the era of airlines, over 70 years ago, when airplanes were still open cockpit biplanes. They are the airline passengers of today. Later, when I was flying the airliners, I often wondered if any of the people I originally introduced to flying might be riding with me in a pressurized jet airliner at 35,000 Ft. but was afraid to ask.

REPArtie Summer, 1999.

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WILLIAM E. "BILL" OLIVER, 5501 So. Atlantic Ave., #110, New Smyrna Beach., FL 32169

As of November 11, 1998, Mary and I moved to New Smyrna beach (Population 20,000), Florida from my home town of San Jose., California. We love our new lifestyle in a condo on the Atlantic Ocean. The only thing we have to do when we wake up as to figure what we are going to do today. I still do community service with the New Smyrna Beach Lions Club; we have also joined the National Audubon Society and the Southeast Volusia Historical Society. My 5th grandchild was born this year to daughter Elizabeth Bratton. His name is Morgan, and they all live in the beautiful city of Placerville, California; so we take trips MCO-SAC-MCO to see family.

We took an auto trip to Savannah, Georgia and on to Charleston, South Carolina. Both are very beautiful & historical cities to visit. We also visited St. Mary's, Georgia, a beautiful little town just into Georgia on the Atlantic Ocean., and took a boat trip from there to Cumberland Island. We are planning a trip, driving, southward to Sanibel Island., off the coast of Ft. Myers Beach.

I finally completed the book I started in the mid 801s. It is called *The Inner Seven*, a story of seven fighter pilots who were "Aces" in WW II and also jet "Aces" in Korea. If anyone is interested., drop me a line and I'll forward you a flyer. It went on the book shelves in late June. So far I have had two book signings at Barnes & Noble in Daytona Beach and one at BOOK-LAND in New Smirna Beach.

Hurricane FLOYD hit our area., but our condo came through without water damage or breakage. Where has all the time gone? This November I will be 77, but feel like 40. Best to you all. Hired on UAL 8/9/46 retired from DENFO 5/30/78. Those were great years.

Bill Oliver

DENNY OWENS -- P.O. Box 1156, Novato, CA 94948

Dear Colleagues, One year into retirement and a month late with postage; retirement is coming naturally! Highlight of year one was a twelve-day raft trip down the Grand Canyon. I highly recommend to anyone wanting to escape the everyday scene. Many thanks to all who do the work making the News possible; it's kind of like taking a short flight with some old friends. All the Best,
Denny

Gene Patrick's Crash

Here's the NTSB Preliminary Report on Gene Patrick's crash. Also in the aircraft were Gene's wife, his son, and his daughter-in-law.

"On August 28, 1999, about 1345 mountain daylight time, a Cessna 182, N2886Y, registered to and operated by the pilot as a personal/pleasure flight, collided with mountainous terrain about 25 miles northwest of Ryegate, Montana. The aircraft was destroyed and the airline transport pilot and his three passengers were fatally injured.

No flight plan was filed. The flight originated from Billings, Montana, about 45 minutes prior to the accident. Low ceilings and rain showers were reported in the area at the time of the accident."
Carl Jordan

Congress Urged to Fund More Prostate Research

Enc Rosenberg New York Times Syndicate

New York Yankees manager Joe Torre, joined by former Republican presidential nominee Bob Dole and junk bond king Michael Milken, have urged Congress to increase federal funding for prostate cancer research.

Torre, 58, whose cancerous prostate was removed in March, said his fight with cancer was unlike any challenge he had previously faced in baseball. Referring to key milestones in his career as manager of the Yankees, Torre said none of those challenges "has come close to what I dealt with in my battle against prostate cancer." He urged more federal funding for prostate cancer research "to mount a serious attack' on the disease.

Milken charged that the National Institutes of Health (NIH), the government's main cancer research arm, has neglected prostate cancer. More than one million men have been diagnosed with prostate cancer in the last six years, costing about \$100 billion in treatments, Milken said. During that time, the NIH has spent less than 1 percent of that amount on research to find a cure. "Is there any example anywhere in private industry of a company that would spend so much more to deal with a problem as it would to solve a problem?" said Milken, who was diagnosed in 1993 with advanced prostate cancer. "It just doesn't make sense." Dole, whose cancerous prostate was removed in 1991, also stressed the need to boost federal prostate funding. "We are here to underscore the importance of research and the importance of reaching out for new technologies," he said.

The three prostate cancer survivors appeared before the Senate appropriations subcommittee on health.

But Sen. Ted Stevens, R Alaska, chairman of the Sen-

ate Appropriations Committee, replied that Congress simply can't afford to increase NIH's overall budget because of the strict spending caps put in place by Congress and the administration in 1997. I don't know where the money is going to come from," said Stevens, also a prostate cancer survivor. Stevens said he would study a proposal by Milken to fund research through a cancer research bonds program, fashioned after the war bonds effort of World Wars I and II. Milken, who founded a prostate cancer research organization backed with his own money, said he would buy \$50 million worth of such bonds.

Torre, who led the Yankees to two World Series championships in 1996 and 1998, praised a long range prostate cancer research plan released Wednesday by the NIH. But Torre warned that unless the program is adequately funded by Congress, "It's just a plan on a piece of paper and it's promise will remain unrealized."

According to the blueprint, NIH wants to increase its spending on prostate cancer research from \$180 million this year to \$420 million in 2003, for a total of \$1.6 billion over five years. NIH said it would use the new funds for research on drugs and other therapies. Many of these treatments would be targeted at patients whose prostate cancer has spread beyond the gland. The long-term survival prospects for such patients now is about five to eight years.

Prostate cancer is the most diagnosed non-skin cancer in the United States and is the second leading cancer killer of men after lung cancer. The American Cancer Society estimates that 180,000 U.S. men will be diagnosed with the disease this year, while some 37,000 will die from it, a dip from previous years. Two thirds of these newly diagnosed prostate cancer victims will be over 65 years old. Most of the others, like Torre, will be in their 50s and early 60s, at the peak of their working careers.

"This is not an old man's disease," Torre said. "The number of men in their 40s and 50s who are battling prostate cancer is increasing." Indeed, some major medical institutions around the country are observing a spike in the number of younger men with prostate cancer. Despite this, prostate cancer has been one of the most neglected cancers in terms of federal research dollars. Breast and prostate cancer killed about the same number of Americans in 1998 - 43,900 women and 39,200 men, respectively, while 14,000 people died from AID related illnesses .

"It's not that breast cancer research or AIDS research get too much research funding," said Milken, "It's just that prostate cancer research has gotten too little," added.

DOROTHY J. RATCLIFFE – 2227 Cherry Ln,
Northbrook, IL 60062

Dear Cleve, received the newsletter yesterday and remembered I hadn't sent in by dues last month. Enjoy reading about those I know, and think about the many conventions we attended. Have a good one, and thanks to everyone for making it possible. Sincerely,
Dorothy

JOSEPH T. ROZIC – 12299 Derbyshire Pl, Keswick, VA 22947

Dear Cleve, Proud to be joining the RUPA ranks. Will miss Colorado and all the fine folks at DENFO and Council 33, but it's time to settle down for the next chapter. Warmer climate, the beach and the Capital Council folks are some reasons.

Sharon and I are building a home on the 13th fairway in Glenmore at the above address. Look forward to keeping in touch with the Ruparians. Cheers, **Joe**

George & Dorothy Sayre, 43609 S.R. 124, Racine, OH 45771

No, change ... late again this year!

Last year I reported on the discovery of my pancreatic cancer with metastases to the liver. (Dec., 1997). I was amazed at the concern and interest shown by the RUPA folks. People I've never met or heard of sent along messages of compassion; and articles concerning alternative medicine procedures and, in some cases, comparison of their approach to ours.

We seemed to be doing well until I developed an immunity to the oral chemo 5-FU! We are now looking into a new axis of attack. I am in the recovery process from a duodenum by-pass surgery and doing, once again, a Bataan Death Marchers act. Let you know next year how our future plan worked.

Not a very cheerful or "new idea" letter but once you contract the disease, you learn it to be ubiquitous in the general population, and the fight is all-consuming both mentally and time-wise.

Things continue well here, at the end of the grapevine arc. The summer was long, hot and dry. Not much mowing equals more time at play on the Beautiful Ohio River. I did water-ski several times this year, and replaced our old ski boat, and, bought a Jet Ski mostly for the kids' and grandkids' enjoyment.

I continue to enjoy the discussions, arguments, and comic relief in "The RUPA News." Respectfully,
George



BOB & DOROTHY SCHILD – 1183 Rocky Point Way, Escondido, CA 92026

Dear Cleve, Enclosed find annual postage fee.

I have sad news about Bob. He has been diagnosed with Alzheimer's Disease. He has been slowly declining in mental abilities for the last four years. It is a very sad situation for me to watch happening.

Thanks for a great job with the newsletter. **Dorothy**

R. MIKE SCHURIG – 3468 W. Tiny Bird Ct, Tucson, AZ 85745

Cleve, I agree with all the others, y'all are doing a super job! We appreciate it!

Had both knees replaced last year. Three weeks ago it was shoulder, steel ball on titanium shaft, like stick shift in hot rod. Still have one good shoulder and two good hips. Thanks, **Mike**

E. M. "CURLY" & ANNETTE SLOBODIAN – 4501 Rid Bridge Rd, Cle Elum, WA 98922

Dear Cleve, Enclosed is my annual mailing plus some beer money for the "F & S'ers." Only a month late this year.

All is well here. Unfortunately the clock still only has "24" hours on it so projects keep piling up. The highlight of the year so far was our 40th anniversary trip to Jasper, Banff and Lake Louise in July. Our 1956 Merc took us there and back, a trip down Memory Lane as we had one when we got married. All the foreign tourists thought it was great!

Must go, it's time for bullets to start flying. Keep up the good work. Cheers, **Curly**



Hope that the foreign tourists were like the above. Ed

STAN SMILAN, [105300,65]

Jock: On Sept. 20 Ft. Lauderdale's *Sun-Sentinel* ran a *Boston Globe* obituary of Federal District Judge W.

Arthur Garrity and referred to the judge on nine occasions as Judge Garrity. However, on Sept. 19 the paper ran a *Los Angeles Times* obituary of WW-II, Tuskegee fighter-pilot William R. Melton and referred to Melton on eight occasions as Mr. Melton.

The article stated that Melton had flown 108 combat missions in Europe and North Africa. He certainly would have been retired with a minimum rank of Captain. The only Air Force rank that carries the title "Mister" is the rank of Warrant Officer.. Melton was not a warrant officer - he was a commissioned officer above the rank of Second Lieutenant.

The press has always referred to aviation notables, by highest rank held, such as: Captain Rickenbacker, Colonel Lindberg, Colonel Gabrieski, General Doolittle, etc. Melton was no less a hero than Rickenbacker, Gabrieski, or Doolittle. And, of course, he was not a Canadian Flying-Sergeant.

Whereas, the British people revere the pilots who fought in the Battle of Britain, this country seems have forgotten that one out of ten Americans killed in WW-II were members of the Army Air Corps. These American aviators undertook the daylight bombing of Germany - facing over one million German anti-aircraft gunners and the German Luftwaffe in the process. A visit to the 8th Air Force Museum, just east of I-95, in Savannah, Georgia, will confirm the sacrifices made by these American Airmen to save western civilization and avenge the atrocities committed by the Nazis. The museum has film footage of a speech by Nazi Minister Goebbels declaring American aviators to be criminals and instructing German civilians to kill them on the spot if they were shot down.

Which brings us to Question #1: Should Melton have been referred to in the *Sun-Sentinel* and *Times* as Captain Melton or Mister Melton? And Question #2: What title will RUPA and ALPA editors assign in the obituary of an airline Captain whose B-24 squadron lost ninety percent of it's planes on a single mission over Ploesti; considering that - because ALPA neglected to base pensions on "ANY 36-months" instead of "CONSECUTIVE 36- months" - this ex -B-24 pilot got an asterisk after his name? A further complication, is he to be downgraded as an over age-60 S/O?

STAN SMILAN, UAL/Retired

Lake Worth, FL 33454-1688

Well, Stan, don't hold us culpable for the discourtesies of the mainstream media - they probably don't know any better. You lost me with the stuff about the asterisk, but as you have probably noted in a past issue of Air Line Pilot, their practise is now to give a

deceased member the highest rank held. In other words, had he been a Captain before age 60, he would be titled Captain in his obit. That, too, is the practise followed by RUPANEWS. Neither publication gives military rank if it has been gained, leaving that title, along with any decorations earned, for use by military or retired military publications. Oh, and by the way, a Canadian sergeant pilot would be described as Sergeant, not Mr. , though there haven't been any Canadian NCO pilots since WWII. Ed.

JOHN H. SMITH 65 Kingwood Dr. Little Falls New Jersey 07424

Dear Jock: Liz is writing this for me as I am unable, due to a minor stroke in early August. So far, I am recovering nicely, can walk without a cane and do most anything I wish. Writing still causes some difficulty. I was in hospital for two weeks. The day after I came home, a fellow pilot called to say that Bob Goldstein had had a massive stroke and died two days later. Bob was one of my favorite pilots. I, along with others, enjoyed his humor and loyalty to our group. We will miss him.

Needless to say, I am grateful to have come through my set-back so easily - very minor compared to poor old Bob.

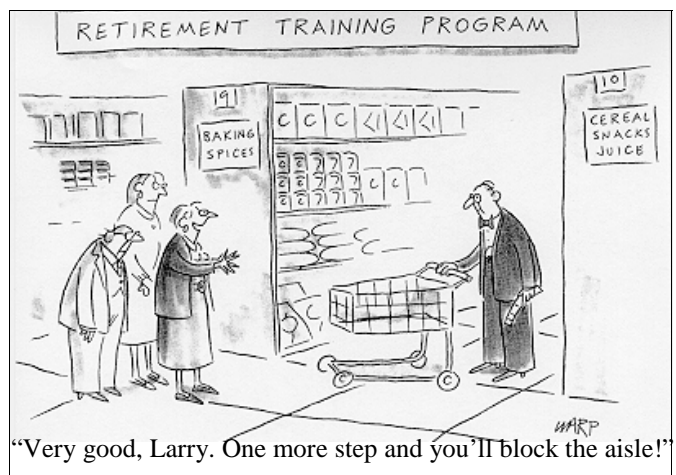
I sent a check to Cleve before this happened. You are all doing a splendid job at RUPANEWS.

Best regards to all, Jack Smith.

Here's wishing you a continued and speedy recovery, Jack. Ed.

DOUG SPICKELMIRE 61 Gamble lane, Port Ludlow, WA 98365

Another year has come and gone, and we are both still alive and kicking. Loretta and I have placed our house on the market, we find it's too big for the two of us. No plans just where we will go but it must be smaller. I keep busy working on the plan. *Doug*



JACK W. SWART -- 360 Electric Ave. Seal Beach, CA. 90740

Dear Cleve, It's that time of year again. I retired 20 years ago! My, how time flies when your enjoying life. A lot of it has to do with Dot and I consolidating our lives, after 57 years together. No more boats, out of the stock market, sold our cabin last October, and we have our house paid off. Now we can prepare for the coming year! Health-wise, we are both hanging in there. This October 18th we are going on a 4-day cruise, it's our 61st High School Reunion. We both graduated in 1938 from Burbank High School. You can imagine what 40 - 42 people, between 78 & 81 years old will look like, trying to keep up with each other for 4 days & nights on a boat! Enclosed is a little something for postage. Jack

Normal

DWIGHT E. TERRELL - 3105 S.W. Montebello, Palm City, FL 34990 '41 - '77

Hi! We left Florida June 1. It was a good summer. One trip to Idaho, two trips to Wyo., and one to Ohio. Because of that, I missed all the RUPA meetings in DV. We got up this morning to two inches of snow on the ground. Time to go back to FL. Please change my address to the above. Thanks to all who put the NEWS together. Terry

CLIFF TERRY, 1715 Indian Wells Way, Clayton CA 94517-1218 (925)- 673-0708 DEN-SFO 56-86
Hi Jock, Check on the way to Cleve. I'm a little early this year, but decided to get this off before I get busier later on. I've had a slight setback in my Parkinson's recently, but my neurologist & I have gotten a new regimen in place, but it needs a little fine-tuning. Last May, Denise & I went to London for a few days. Then over to Paris via the chunnel. It's about a 3-hour pleasant ride, with lunch served enroute. In Paris we met up with 50 other members of USAF Class 53-C. Ken Ewing (DENFO Retired) and Kathy, along with several Frenchmen, had planned a tour of Normandy & Paris, an airshow at La Ferte Alais, 25 miles south of Paris. Then one day at the Ecole de L'Air, where the French Air Force Acrobatic Team performed for us. Then on to the French Riviera for a reunion of Class 53-C. Ken & friends did an outstanding job in getting the whole thing put together. The food was terrific, the wine was good, and socializing with old & newfound friends. What more could you ask for.

Best Regards, *Cliff*



ERNIE THOMAS -- 730 No. Reeve Rd, Dataw Island, SC 29920 843-838-1282

Dear Cleve, Greetings to all Ruparians, wherever you are: Time for my annual check and check-in. I'm moving soon, so have enclosed the new address data above. I guess I'm starting a new chapter. Dr. Jung said life comes in segments, and it looks like this segment coming up is going to be a little different, as in "alone," at least for a while. But the golf is going good, I have lots of new friends because of it, and I still intend to travel when I can. No local RUPA group, so I miss that, but truthfully, after 5 years, I feel somewhat out of the UA scene, and I don't think much about the old job. When not golfing, I'm taking classes in cooking, writing, and languages. Thanks for all the good work on RUPANEWS. Best Regards, **Ernie Thomas**-----ethomas@islc.net



DON TRUNICK, 28407 Wimbeldon Ln. Escondido, CA 92026. 1951-1984. MDW-LAX

Starting 15th year of retirement. Only a few travels this year. Alaska Tour and a Elderhostel at Cambria, CA. Also a visit to Kettle Falls, WA at our children's vacation home on the Columbia River.

Still working at the San Diego AERO/SPACE museum as a docent on Friday's. Recent change of days there. The Gillespie Field restoration persons completed another "SPIRIT OF ST. LOUIS" which is on display at Lindbergh Field baggage area. Also displayed this summer, a 1935 German Fiesler "STORCH" (STOL) airplane. It has an approach speed of 25 MPH and a pilot landed it at the Zoo parking lot. Also at the Gillespie Hangar, the men are restoring a 1929 MUTAL BLACKBIRD, one of two built. This is a biplane. Plans are to move the P-51D to the museum from Gillespie. Field. The Grumman F4F Wildcat is near complete. The Douglas SBD will be moved from the basement to the museum floor. A Cessna L19 "Bird Dog" is being restored. Tours of the basement restoration area with a docent guide are available for an additional \$2. I am starting my 9th year at the museum. On Oct. 29, 50 UAL retired pilots will visit the museum and I will be on hand. A new cover is being installed to the existing courtyard. The FORD TRIMOTOR is now on display in the courtyard. I enjoy reading in the RUPANEWS about the adventures of other retired pilots. Check in the mail to Capt. Spring.
Don

JIM (MUDDY) & ROBIN WATERS

1828 Gleneagles Ln, Wilmington, NC 28405

Dear Cleve, Enclosed please find my postage check. I can't believe that I'm already a year retired. My father always told me that the older you get, the faster time passes, but this is ridiculous!

In the past year we have heard from and been visited by many UALers, both active and retired. We love to see our friends, so if any who read this get near Wilmington, NC, please call us. We are in the book, and have two guest rooms, each with private bath. As they say locally, "Y'all c'mon down now, y'heah?"

Only about a half dozen UAL folks in this area, and many from USAir. But if you ask one of their retirees which airline(s) he worked for, the answer is invariably "Piedmont."

Despite what you see on TV, we are not really Hurricane Central USA. Floyd did bring some fairly strong winds and biblical amounts of rain, some 19.06 inches in 24 hours, but did us no damage. However, the golf community where we live is called Landfall, that place under much discussion by the weather forecasters as a hurricane approaches. A letter in this morning's paper suggested we change the name.

If you come this way, bring your clubs. We have two courses, one by Nicklaus, the other by Pete Dye, and another nine holes under construction. We play twelve-month golf.

Everything else going well - I was born for retirement!

Best wishes to all, Jim W.

muddywaters@compuserve.com

Normal

LLOYD WHITLOW 38 Isleworth Drive Henderson, NV 89052 Telephone. 702-5810 FAX: 702-0998

In June, when I mailed my yearly dues, we were in the middle of a move into a new home, so no letter was included.

When most people retire they will eventually move from a large home into a smaller home, not so with us. On June 2, 1999 we moved into a 4000 sq. ft. home in Anthem Country Club, a one-story home. We have an excellent view of the strip, as we are approximately 1500 feet higher than the strip.

The last four years have brought a lot of changes into my life. I lost my wife after a very long illness of over 10 years. I was very lucky to meet a lovely widow, and we were married on September 12, 1998. Our Honeymoon was on the Silver Wind on a 21-day cruise around Africa.

We just returned from England, where we attended a Reunion of my World War II Bomb Group. This was from September 9th - 14th, 1999, the English Reun-

ions are called Memorial Junkets, this was Memorial Junket 9. I was surprised with the attendance of 105 people, as our members are really very senior citizens. Our people checked in on Thursday and on Friday we took them to an Elizabethan Banquet. On Saturday, we had our Service at the Group's Memorial Monument located on the Old Airfield. The Service concluded with a Fly By of a KC 130 from the 37th Airlift Squadron, Ramstein Air Base, Germany. On Sunday, we attended an Air Show at the Duxford Air Museum, it was excellent. It started with a Dog Fight between W.W.I Aircraft, both Allied and German. Then a large number of W.W.II Aircraft, Spitfires, P51's, B17's P47, plus many other types. The Show concluded with the present day Aircraft. On Monday we concluded Memorial Junket 9 with a Tour of Cambridge and the American Cemetery. That evening we had our traditional Dinner Dance. Our members checked out of the Hotel on Tuesday, however we had to stay a day longer to pay the bills, one of the penalties of being in charge. But we get some fringe benefits, such a complimentary suite.

We really lucked out on the Pass Travel, with First Class both ways. The new Seats that make into a bed on the 777 are excellent.

Unfortunately we will miss the Las Vegas RUPA Convention, we had originally planned on a cruise in October, however it was fully booked and we settled for a cruise on the Radisson Diamond in November, from Rome to Puerto Rico. Following the cruise we will spend some time in Florida and Hilton Head to set up the year 2000 Reunion of the Bomb Group Association.

'Till next year!

Lloyd

Normal

Heading 1

JOSEPH A. WILDBERGER - 33 Harper St, San Francisco, CA 94131

Hi Cleve, hardly seems possible, but here I am joining the retirees! Of course, I was shocked when you retired a couple of years ago (*actually seven, Joe*), but what can we do when we turn 40, we have to leave.

Best regards, Joe

TED WILKINSON, 65-99, DCA DEN ORD

Jock; I enjoyed the account in the Oct "RUPANEWS" by Dave Landry, but believe his account of the DC-6 Bryce Canyon accident slightly in error. On the original DC-6's all fuel was consumed from the main tanks, and as it was burned, fuel was to be transferred from the aux. and alt. tanks into the mains. The fuel overflow vent for the main tanks was

right in front of the air intake for the cabin combustion heater. It seems that crews would start transferring and then become otherwise engaged, and as the tank would fill, fuel would vent right into the inlet for the combustion heater. As is pointed out on pages 151-152 of *High Horizons* UAL and AA voluntarily grounded their fleets of DC-6's to modify them, and in the case of UAL, the fix was to re-plumb them so that fuel could no longer be transferred tank to tank, but, rather, had to be burned out of each tank in turn. As a result of the Bryce Canyon accident, and the AA incident over Gallup, New Mexico, where the aircraft caught fire, but they got it down, the DC-6 fleet was grounded in the fall of '47, for modification, and didn't get back into the air until the spring of '48. (again ref. "High Horizons") When they came back, the CAA had decided the famous 85,000 lb. rule, which seemed to be designed to exclude the DC-4 from requiring a flight engineer (relying on my memory, I had in mind that it was 84,000 lbs.)

My compliments for an outstanding publication.

Ted

Thanks for your research and kudos. Ed.

DOUG WILSMAN, 52,185 ORD/LAX, In today's newspaper, there is a story about a half-time celebration dedicated to the legacy of former San Diego coach, Don (Air) Coryell. He is quoted as saying that at age 75: "My mind wanders now, The memories are very important to me!" I'll be 75 in a few months, so before my mind gets to wandering, I would like to celebrate the legacy of a few outstanding ALPA reps I have known.

My pension benefit magically comes electronically to my bank each month. It is easy to take for granted how nice it is that my retirement (and most of the UAL pilots who retired after me) is totally devoid of any worries about money. That happened because a lot of great guys gave a lot of their spare time and emotional energy to beat on a reluctant employer.

How many of you know that Scotty Devine was the father of the "B Plan" when he was the Treasurer of ALPA national? In about 1955, he was responsible for splitting the pilots' portion of the standard company pension plan, which had been put in place for the entire employee group after it was first negotiated by pilots in the 1940s. The idea was to take half of the new contributions and put them into the investment market, where they were apt to earn more than if they all continued into the company's fixed income pension plan, the "A Plan."

Then, in about 1972, when President Nixon imposed wage controls, it was the brainstorm of Ray Fink and Bill Arsenault, the pension and MEC chairman respec-

tively, to hide a bunch of money from Nixon by pressuring UAL into making a very costly improvement to the A Plan by calculating the subsequent benefits with a new formula which recognizes a multiplier times years of participation times final average earnings. Then, in 1981, when MEC chairman John Ferg gave away the store to Ferris in what was termed "Blue Skies," Ferris set aside a fixed amount of UAL money to be added to the benefit program (pension, life and health insurance, sick leave, medical retirement, etc.) in any way the pilots chose, after he got to impose a relaxation of the duty rigs which caused the average pilot to work two more days each month

I was put on the MEC's pension committee as a token senior pilot, to serve with the two old hats on the committee, Ray Fink and Harlow Osteboe, both about 10 years younger than me. We ended up taking all of Ferris's money, plus additional money we created by reducing the forward-going contributions to the B Plan from 11% of payroll to 9%, and putting every cent of it into a modification of the A Plan benefit formula in the form of a substantially elevated multiplier times years of participation, and increasing everyone's final average earnings by averaging the last three years instead of the last five. That new benefit formula went into effect in about 1982, and I have been told it is still applied to new retirees today!

In addition, for the first time in the industry, each retiring pilot was given the option to receive a lump sum cashout of his B Plan assets, and individual active pilots were allowed to have control over how his/her B Plan assets were invested, within certain parameters. The name was changed to the "directed account."

Harlow Osteboe went on to become the father of the ESOP so his fame as a major mover of today's pension benefits has been lost in the brilliant light of that accomplishment. Ray Fink's main contribution was his chairmanship of the pension committee for 17 years. Every time my benefit is electronically transferred to my bank, I try to remember that his efforts are figuratively inside that wire, pushing on those electrons.

Ray lived in Colorado and California while he was on the line Now he and Ellie have retired to Massachusetts, where he probably doesn't run into his old buddies very often. His address is "11, Water Street, Sandwich MA 02563-2303." The next time you stop to think about how great it is that, every month, your pension check is so large, it might be nice to let Ray and Ellie know that you appreciate all those times they were separated because Ray was spending a lot of his free time away in Chicago making our pensions better. D.W.

Doug. While it is true that, "They also serve who only stand and wait." - and pay their ALPA dues, and don't

cross picket lines, your point is well taken that we all should reflect, especially at pension time, just how much we owe the, always small, contingent of ALPA members who give and have given an undue portion of their free time for the betterment of their fellow pilots and the profession at large – in many ways.

I think that you may get an argument from Rick Dubinsky about who was the father of the ESOP. If memory serves, Rick told us at an LEC meeting, shortly after he became Masterchair, that Roger Hall told him of the plans underway to attempt the first ESOP. And as you know, for various reasons, it failed, and we didn't get one anywhere like that intended with the accomplishment of the current one under the gun of Mr. Wolf, at the threat of dismemberment of the airline. Ed.

Normal

ONE OF THE TRUSTED

You are at cruising altitude.
The westering sun is pink on the disk.
Your eye flicks the gauges. The engines are contented.
Another day, another dollar.
You look down at your hands on the wheel.
They are veined and hard and brown.
Tonight you notice they look a little old.
And, by George, they are old. But how can this be?
Only yesterday you were in flying school.
Time is a thief. You have been robbed. And what have you to show for it?"

A pilot, twenty years a pilot, a senior pilot.
But what of it, just a pilot.
Then the voice of the stewardess breaks in on your reverie. The trip is running full -
Eighty-four passengers - can she begin to serve dinner to the passengers?
The passengers - oh yes, the passengers.
You noticed the line of them coming aboard --
the businessmen, the young mothers with the children in tow,
the old couple, the two priests, the four dogfaces.

A thousand times you have watched them file aboard
and a thousand times disembark.
They always seem a little gayer after the landing than
before the take-off.
Beyond doubt, they are always somewhat apprehensive aloft.
But why do they continuously come up here in the
dark sky despite their apprehension?
You have often wondered about that.
You look down at your hands again
and suddenly it comes to you.

They come because they trust you -
you the pilot. They turn over their lives
and their loved ones and their hopes and dreams
to you for safekeeping.



To be a pilot means to be one of the trusted.

Photo: Ed Condit

They pray in the storm
that you are skillful and strong and wise.
To be a pilot is to hold life in your hands -
to be worthy of faith.

No, you have not been robbed.
You aren't "just a pilot." There is no such thing
as "just a pilot." Your job is a trust.
The years have been a trust.
You have been one of the trusted
Who could be more?

Gill Robb Wilson

Thanks to Dick Wagner for reminding me of this poem, which I had in our files. Dick had it read at his retirement – it is worthy of sharing for similar occasions.
Ed

WONDERS

by Philip and Phylis Morrison

The Surefire Resume

Ruler of the wealthy city-state of Florence, banker Lorenzo di Medici was First Patron of its arts. A costly settlement had averted a losing war, so in 1472 even the Magnificent was cutting back. One wonderfully versatile Florentine artist at 30 began to think of the future. The duke of fast-rising Milan was eager to lure artists northward. Time to send him a good resume! Leonardo da Vinci quickly won an offer, to work fruitfully 17 years in Milan, until displaced by occupation troops.

Da Vinci's resume was neither modest nor exaggerated. Sample it, much cut: "Most illustrious Lord ... I shall endeavor ... to explain myself ... showing... my secrets and offering ... to work with effect... on all these things.... I have plans of bridges.... I have plans for destroying every fortress ... even if it were founded on rock. I will make covered cars, safe and unassailable.... In times of peace ... can give perfect satisfaction... in architecture... sculpture... and I can do in painting whatever can be done, as well as any other, be he who he may. Moreover, the bronze horse may be taken in hand, which shall endow with immortal glory ... the happy memory of the Prince your Father and of the illustrious house of Sforza."

In Milan after 1482, Leonardo painted his Virgin of the Rocks, Lady with an Ermine, and more, and paid much heed to courtly pageants, the Cathedral dome, studies of water, air and light, even the mechanics of Milanese industry "I started this notebook," he wrote in 1490, "and restarted on the horse."

He designed and produced an over-the-top gala at Duke Ludovico's 1491 wedding to Beatrice d'Este, a lady Leonardo painted very well. A few years later he completed with enormous energy his renowned painting Last Supper.

He worked at realizing the Horse as he did on the Supper. In 1493 he showed a full-scale clay model of his 24-foot colossus and designed intricate schemes for casting this biggest of all bronze horses. The duke set aside an 80 ton stock of bronze, largely old cannon and bells, to be recast someday into the Horse. But all too soon that stockpile of bronze was requisitioned again for artillery. Sforza's duplicitous maneuvers brought on defeat, and the forces of France's king, Louis XII, took Milan. A company of elite archers destroyed the clay Horse, a most satisfying target, on one bitter day, now reckoned as September 10, 1499. Leonardo soon left the occupied city, and Sforza himself was taken to France as prisoner of war for life.

Although the artist often recorded steps of his work in progress, not even a drawing of the final horse re-

mains. Freelance Leonardo worked in many cities afterward, finally for Louis XII and his successor, still sovereign of Milan. For years the old master lived on the Loire's green banks, adjoining the royal dwellings. He died at 67, a white-bearded sage, an honored trophy at the French court, where they called him "divine Leonardo." He lies buried in France.

Poignancy has always surrounded Leonardo's unfulfilled determination to create that horse. Half a millennium is time enough for strange events to unfold. Thus, on September 10, 1999, 500 years to the day since Leonardo lost his last hope, a 24-foot spirited stallion in golden-brown bronze was unveiled near the Hippodrome in Milan, a gift to the people of Italy from the people of America, a new work of art in homage to the nonpareil from Leonardo.

The unfolding began with two big notebooks of Leonardo's that were a bequest to the palace library in Madrid in 1642. Private and ignored, then misfiled for 150 years, they came to light by chance in the National Library there in 1965. The find made a sensation and was discussed and excerpted everywhere. One drawing was a vigorous stamp-size sketch in red ocher, perhaps the first of many studies for the Horse. **Retired airline pilot and amateur sculptor Charles C. Dent of Allentown, Pa., was moved as he saw the images and read of genius frustrated. He conceived the gift and dedicated himself toward its realization until his death in 1994, having created in 1982 a nonprofit organization to carry out his plan.**

The sculptor of the clay horse finally chosen to be cast in heroic bronze is an American, Nina Akamu of Cold Spring, N.Y., who had studied in Italy and devoted much time to animal forms. "Perhaps," she wrote, "the modern...Horse can be seen as a symbol for.... Creative energy... focussed on a distant goal. The...awesome size stands as a testament to the magnitude of Leonardo's...creation.

The horse was made in the Tallix Art Foundry in Beacon, N.Y, on the Hudson, one of the finest modern art foundries. First a team of young sculptors took key dimensions from the clay pattern, point by measured point for enlargement, each length increased by a factor of three. Then they modeled the complex surface forms. Over 60 distinct bronze pieces were individually cast, most of them elegant plates averaging 400 pounds, four feet square and under half an inch thick. That is not at all unlike the antique practice, although now the lift cranes handle 50 tons, the alloy is precisely chosen, and the pouring and welding are high skills augmented by apt instrumentation. The pieces,

supported on an interior armature of stainless steel plates and tubes, were then welded, seams burnished, into the full Horse. After its public display in Beacon this past June, the Horse was cut tenderly apart and flown to Milan in seven rates, for rewelding and meticulous refinishing.

Bronze has made castings for weaponry and for wonder over more than 5,000 years, in cultures from the Mediterranean to ancient China and Thailand. (The biggest of all bronzes is in Nara, Japan, a reclining Buddha of above 500 tons. Our Statue of Liberty is of thin hammered copper sheet supported by an iron and steel tower.) The casting alloy now in use mostly copper, about one tenth tin and varying small amounts of other metals was familiar to the armorers of both Greeks and Trojans. Its virtues are clear: the alloy melts at lower temperatures than copper, and its fluidity fills the molds with ease. Its expansion on solidification is enough to guarantee the reproduction of fine molded detail and yet not so large that it threatens the basic form of the piece. Copper is mined widely, but it was never cheap, a metal for rulers, priests, warriors and artists!

Visit Milan. Nearer home, admire a duplicate casting of the bronze Horse in Grand Rapids, Mich., at the sculpture park given by Frederik Meijer to that city.

No real



horses have ever stood so tall, although 20 million years ago four-legged steppe creatures of flesh and bone came close to the stature of the Horse of metal. They were giant hornless rhinos and heavy of build. Leonardo da Vinci's Horse Inc., invites Web browsers to check out

HYPERLINK <http://www.leonardohorse.org>
www.leonardohorse.org
and its many links.
www.leonardohorse.org
www.leonardohorse.org

Saw palmetto: Nature's answer to an enlarged prostate?

As men grow older, they're often bedeviled by urinary symptoms caused by an enlarged prostate. To treat the problem, many turn to saw palmetto, one of the top-selling herbal supplements. But does saw palmetto's efficacy match its popularity? Recent research has yielded important insights that can help men weigh the pros and cons. What is an enlarged prostate? Normally the size of a walnut, the prostate is a gland that surrounds a portion of the urethra, the tube that carries urine from the bladder through the penis. As a man grows older, the gland can constrict the urethra in two ways: through chronic spasms in the prostate-muscle tissue, or by becoming enlarged. Either way, the narrowing of the urethra can prevent a man from emptying his bladder completely, resulting in a frequent, urgent need to urinate. And then the stream may be delayed, weak, or interrupted.

What is saw palmetto? Typically sold as capsules or tea, the herbal remedy is derived from the berries of the saw-palmetto tree—a dwarf palm that grows in the southeastern U.S.

What's the evidence of a benefit? Last year in the journal of the American Medical Association, a review of 18 clinical trials concluded that the evidence points in saw palmetto's favor. Overall, about three-quarters of the men taking the herb reported an improvement in symptoms, compared with about half of those on placebo. Moreover, saw palmetto was associated with several types of symptom relief - It boosted the strength of the urine stream, allowed the bladder to be emptied more completely, and reduced the number of nighttime trips to the bathroom. According to the reviewers, those benefits added up to a 37 percent improvement in urinary symptoms.

But even those reviewers warn that their findings should be "viewed with caution." They point out that the various studies measured different things in different ways, producing data that can't be easily combined and compared, in some cases. In addition, the studies were too short—just over two months, on average—to prove long-term efficacy. (By contrast, prescription drug options have been tested in trials lasting up to several years.)

Are there risks? In the studies done to date, saw palmetto was no more likely to cause side effects than a placebo. And while the long-term effects—risks or benefits—are unknown, the herb does appear to be safe. Still, it's probably best not to combine it with other prostate medications to avoid possible interactions.

How does the herb compare with drug options? No reliable clinical trial has tested saw palmetto against the first-line drug therapy, alpha blockers, which include doxazosin (Cardura), tamsulosin (Flomax), and terazosin (Hytrin).

The herb has been tested against finasteride (Proscar), a non-hormonal medication that can be useful in men with a greatly enlarged prostate.

According to that review, saw palmetto was equally effective at relieving symptoms—at least in the short run. That finding may not mean much, though, since finasteride can take several months to kick in. Finasteride also reduces the risk of severe urinary complications and the need for prostate surgery. No studies have yet investigated whether saw palmetto or alpha blockers offer such protection.

While most men on prostate drugs experience no side effects, alpha-blockers can sometimes cause reduced blood pressure, dizziness, and fatigue; finasteride occasionally causes impotence and reduced libido.

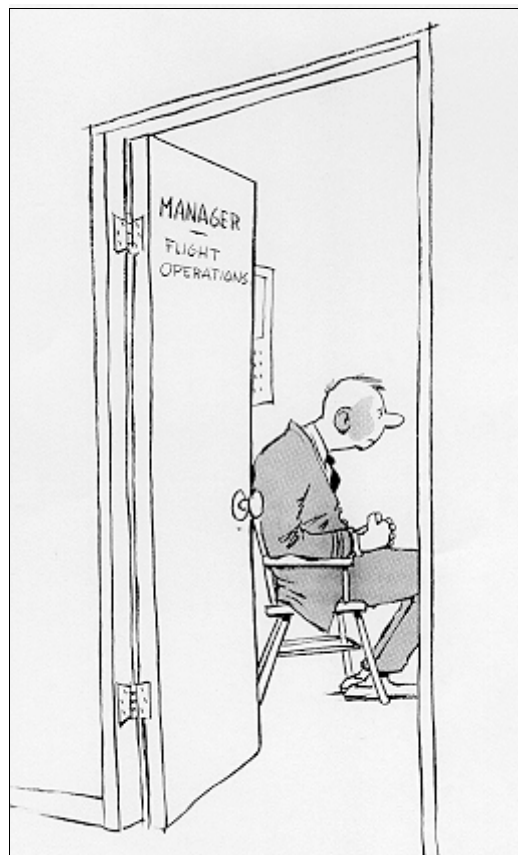
A month's supply of saw palmetto runs about \$20 to \$40, versus \$40 to \$50 for alpha-blockers and \$70 for finasteride. The herb, however, is unlikely to be covered by most insurance plans.

What if I decide to try saw palmetto? First see your doctor for a proper diagnosis to rule out other disorders, such as prostatitis (inflammation stemming from infection) or even prostate cancer. That evaluation should include a digital rectal exam and a PSA (prostate-specific antigen) test—two screening tests that all men over age 50

should have annually anyway.

If you do decide to try the herb, choose capsules over teas. The chemical compounds aren't water soluble, so tea is unlikely to work. Most studies have used doses of 160 milligrams, twice a day. If the herb is going to help, you should notice some improvement within a month. (By contrast, alpha-blockers generally begin relieving symptoms within one to three weeks, finasteride within four to six months.) Of course, since herbal supplements are largely unregulated, you can't be sure that a particular saw-palmetto product—or any herbal remedy—contains what's listed on the label. What about other strategies? Symptoms of an enlarged prostate often wax and wane on their own, so watchful waiting is one possible strategy. Minor lifestyle changes may also ease symptoms. Drink fewer liquids before bedtime. Cut back on alcohol and caffeine. Ask your doctor to review the medications you're taking, to see if any might be aggravating your condition. And give yourself plenty of time to empty your bladder completely. *Consumer Reports on Health March 1999*

Normal



Health care may be a vanishing benefit

By Sarah Kellog

If the prospect of investing your own Social Security benefits for retirement makes you queasy, the trend in employer-paid health insurance might make you downright sick.

Pinched by soaring costs and prodded by employees who say they need more choices, a growing number of companies are handing over money for health care to their employees, to spend as they see fit.

Other companies are threatening to get out of providing health care benefits altogether.

"Employer-paid health care is in crisis," said Paul Hense, a Grand Rapids, Mich., accountant who works with small businesses. "You're going to see more and more employers, because they can't afford health insurance, dropping it. They won't have any other option."

Employers are reeling from news that health care spending is expected to double in the next nine years, jumping from \$1.1 trillion in 1997 to \$2.2 trillion in 2008.

Recent attempts by Congress to pass patients' rights legislation, which included mandated coverage of illnesses and a provision allowing employees to sue their employers, have made companies even more wary.

The blueprint for long term change looks much the same as the trend toward company 401(k) pension plans: Both employers and employees usually contribute to those plans, and employees manage the funds.

Health care experts see, the same thing happening in their field. In the future, employers may give their workers a voucher or a lump sum in each year, allowing them to determine the type and amount of health insurance they want.

"The diversity of the work force would indicate that one size does not fit all (in health care), said Patricia Nazemetz, a benefits administrator for Xerox Corp. "Employees have come to expect and want ... more control over those dollars, more choices and more flexibility."

I Already IBM Corp., the computer giant, has begun such an effort. It has redesigned its retiree health plan to allow employees to accumulate funds in an "account balance retiree health plan" during their working lifetimes. When they retire, they can use those funds

contributed by employer and employee to purchase health care.

What's appealing about the plan for employers is that IBM's liability is limited. Once the employee retires, IBM isn't, responsible for any additional contributions, whether the employee lives to be 68 or 108.

But the idea of employers handing vouchers to employees or cashing them out of a health care plan when they retire is unsettling to some.

They fear employees won't be able to negotiate good deals with health insurance companies. Others worry that younger employees may like the idea of pocketing the money and taking a chance on health care.

"Employers need to make sure that the health care dollar is literally spent on health care," said D. Krishna. Sawliney, president of the Michigan State Medical Society, which represents Michigan doctors. "There is much at stake."

Once workers had the benefit they weren't eager to give it up. Unions worked to include health insurance in later contracts. Today, more than 200 million American receive employer-paid health care

To offset companies' growing health care costs, Congress made employer health contributions tax deductible. That tax break totals about \$100 billion annually, making it the third largest federal expenditure, behind Social Security and Medicare.

As workers have grown to rely on generous health benefits provided by employers, companies have grown to rely on those tax breaks. That kind of dependence makes changing the system difficult. "We cannot do it overnight", said Mary Barker, an employee benefits director with Baxter International, an international health care products company. "That would cause a meltdown. What we've got to do is reform the system slowly to make it more affordable."

But Nancy McKeague, a spokeswoman for the Michigan state Chamber of Commerce, says employers want some type of change. "Employers already are looking for another road," said McKeague, pointing to higher employee copays and premiums as examples.

"What I'm hearing (from employers) at this stage is, we're damned if we do (provide health insurance) and damned if we don't," she said.

"They're asking how they can be providing \$4,000 in health benefits and still taking all this kind of grief over it."

San Francisco Chronicle August 8, 1999

Normal

SPOTTING A HEALTH SCAM

How can you tell if a health product you see advertised truly delivers on its promise? The Federal Trade Commission (FTC) has made it easier to evaluate health claims by offering some tips for consumers. To spot a product that might not live up to its hype, pay attention to the FTC's warning signs:

- Unbelievable results are reported in undocumented case histories.
- There's no scientific evidence relating specifically to this product. Medical terminology may be used, but no references to studies are given. Sometimes, study results are not applicable to the claim being made.
- The product claims to be a "scientific breakthrough" or "miraculous cure," or contains a "secret formula" or an "ancient ingredient."
- The product will supposedly cure a laundry list of complaints, and quickly.
- The manufacturers or distributors claim the government or the medical profession has conspired to suppress the product.
- There are testimonials from "experts for whom no credentials are given and letters from supposedly satisfied customers (who may be fictitious).
- Either the ingredients are not listed, or the product contains the latest trendy ingredient such as ginkgo or St. John's wort whether it's appropriate or not.
- The product claims to be safe solely because it's natural. Natural products can have side effects.
- The product claims to cure cancer or AIDS, reduce weight without dieting or exercising, or build muscle mass without effort.



GLOSSARY OF AVIATION TERMS

A&P Rating - Enables you to fly grocery supplies.

Air Mass - Impromptu religious service on board aircraft after engine failure.

Angle of Attack - Pick-up line that pilots use.

Arctic Frost - Attitude shown by uncooperative stewardess.

Aspect ratio - 36-24-36.

Barrel Roll - Unloading the beer for a hangar party.

Carburetor Ice - Phrase used when reporting a forced landing caused by running out of fuel.

Certified Aircraft - One that has all hazardous features camouflaged.

Cuban 8 - A family of political refugees in Miami.

Dive - Pilot's lounge or airport cafe.

Exceptional Flying Ability - A pilot who has an equal number of takeoffs & landings.

Flashlight - Tubular metal container kept for storing dead batteries.

Occupied - An airline term for lavatory.

Parasitic Drag - A pilot who bums a ride and then complains about the service.

Pilot - One who talks about women when he's flying and flying when he is with women.

Slip - Apparel worn by some pilots.

Split-S - What happens to the pants of overweight pilots.

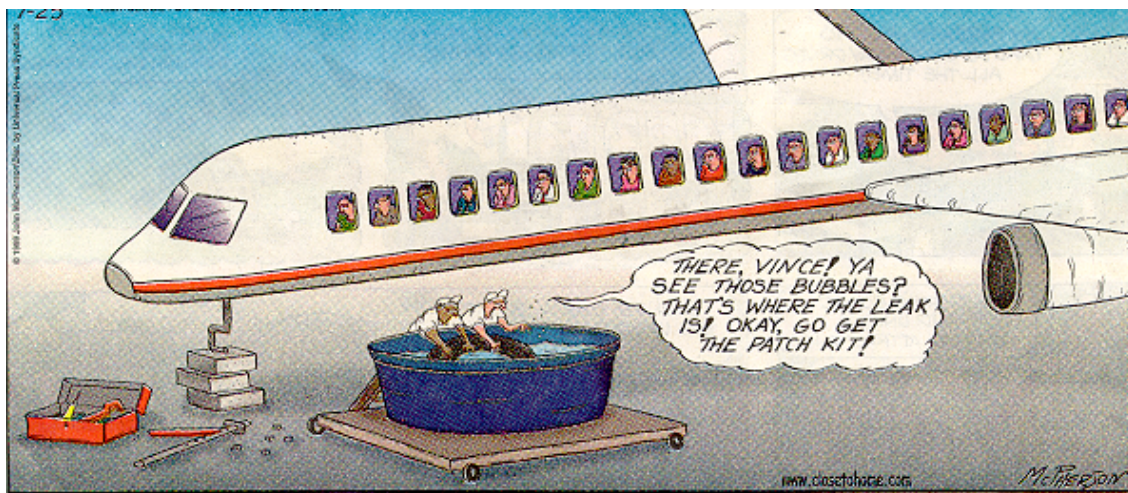
Stewardess - A pretty girl who asks what you want, then straps you in so you can't get it.

Trim-Tab - A soft drink popular among female pilots who wear skin-tight red jumpsuits.

Wingstrut - Ritualistic walk performed by student pilots after solo.

Birthday Checks Received Sep. 23 thru Oct. 22, 1999

Gerald G Adams, Edward L Ahart, Jaime P Alexander, Donald K Andersen, Robert C Ashley, Forrest A Austin, Jeff W Baily, Ralph A Barksdale, Gordon J Barlow, Joanne M Bates, Lee M Beck, Robert M Benzies, Raymond E Bernosky, Henry F Berwald, Brian C Betsworth, John W Bieger, Philip A Bierschenk, John P Billon, Alan L Black, Walter H Blaseck, Robert J Boser, William R Brett, Donald H Brown, Gordon W Brown, John W Buren, Harold F Campbell, Stuart M Carlson, M Kel Carson, Kenneth L Case, Alexander J Ciciora, Edward H Clay, Evelyn Conde, H Mack Connelley, William B Crandall, Robert L Crosby, Clarence R Cross, John A Crump, Donald R Curtin, James H Dahlquist, R O Dick Daniels, Roger A Daniels, Paul M Davis, Mary Jo Dawe, George F Deihs, Dorothy Denton, Harold B Derrick Jr, Donald E Deyer, Robert A Dillon Jr, Edward J P Duffy, Vincent P Dupea, Henry A Dykhuis, Barry N Edward, Troy K Epting, Francis G Farrell, Henry G Fischer, Robert L Fischer, Curtis R Follansbee, Calvin F Ford, Ross A Frazier, Gary L Fritzler, Edward D Fullerton, Albert S Gainey, Mark J Gilkey, Peter J Granata, Richard J Granger, George A Griffiths, Theodore E Gudmundson, James W Hahne, Walter E Haught, Elmer F Heiszek, James J Henry, Roland M Heppler, Walter J Hiltbold, Jerry N Holmes, George F Hooper, David B Hoyt, Jimmie L Huff, Glenna James, Betsy C Johnson, Donald R Johnson, Thomas L Johnston, Jerry E Julson, George F Kane, R James Kaylor, Francis J Kenny, Bernard R Kibort, Donald M King, Harold H Knight, William R Knight, Edward E Kountz, H Ray Lahr, William D Lambertson, William W Lambertson, Robert W Leonard, James V Leroy, Leo D Linhard, Arthur R Littlefield, Paul A Livingway, John A Lovett, F Nick Lung, G Woody Lynn, Albert Malgarin, Jess L Marker, William C Marsh, Paul L Martin, Peer Maseng, Clyde W Mathieu, Walter L Matlack Jr, Dorothy Mc Bain, Philip A Mc Clain, John A Mc Dougall, Dean R Mc Given, Gleason W Mc Michael, James J Mennella, Donald R Merucci, Edward K Miller, Russell J Miller, Robert L Mitchell, Charles F Monahan, Gary A Moore, Warren F Mugler, Walter L Muller, J P Murph Murphy, Lawrence A Muzinich, Kenneth C Myers, Jerry E Nansel, James P Naze, Richard R Nicholson, Ofelia Nickel, Claude T Nickell, James W Noble, Paul A Nordstrom, James K O Donnell, Daniel M O Keefe, Alan R Ogden, George P Ohlman, Roland A Olson, Denny K Owens, John T Palmer, Donald E Parker, Donna Paulsen, Russell L Peate, Irwin L Pedersen, George M Petersen, Barbara Peterson, Homer F Peterson, Norton D Pladsen, Samuel C Planck, Robert E Pollard, Arthur L Powers, George E Press, Gerald A Pryde, Thomas P Race, Dorothy Ratcliffe, Robert E Rice, Norman H Richards, Warren P Richie, William R Rogers, Joseph T Rozic, D Robert Rutledge, C A Ryan, Jock Savage, Roger L Savage, George M Sayre Jr, Frank L Scheder, William M Schenck, Robert E Scherman, Robert J Schild, George J Schnell, Rolf E Schoelkopf, Paul E Schueler, R Mike Schurig, Charles E Schwob, M E Hope Senger, Jon G Shaffer, Theodore E Shanks, John B Shattuck, Alfred J Shiner, James E Shipman, John H Shore, E M Curly Slobodian, Paul K Smith, Gerald L Sneirson, Maurice R Sorenson, Robert Sotelo, David F Specht, Douglas W Spickelmire, Cleve G Spring, Paul G Steele, Philip W Steiner, Gene P Stepanovic, Chancey E Stoughton, Frederick D Streb, James E Strong, Jack W Swart, Donald J Swift, Ronald H Taft, Roger C Taylor, Dwight E Terrell, Clifford E Terry, Ernie B Thomas, S Stokes Tomlin, Eugene F Tritt, Donald L Trunick, William F Turner, Kenneth D Vanderhyde, Kenneth R Vaughters, Allen J Verhage, Ronald C Vogel, Robert A Vogtritter, Coy N Walden, Wayne L Walker, J E Muddy Waters, Page B Watson, Wayne W Wetzal, Bruce A Wheeler, Raymond D White, Gerald S Whitlock, Joseph A Wildberger, Ted M Wilkinson, James B Williams, Jonathan Wolfe, Clifford F Wolff, Dorothy Wuthnow, Mavis Wyatt, Richard F Zimmerman.



OBITUARIES

DON BOERNER

It is with much sadness that I inform you of the death of my dear husband, Don Boerner. Don passed away on July 13th, 1999. Don began his career with United in July of 1952, retired in April of 1982. He was dearly loved, and is missed by all, Please note change of address: 2090 Half Rd. Morgan Hill, CA, 95037 Best Regards, Bonnie.

"**RUSSELL COURTNEY HANSON** was born January 21, 1921 in Logan, Utah, the son of Russell S. and Victoria O. Hanson. Court's family includes his wife Barbara, a sister Gloria (Mose) Wright, a brother Ronald S. (Shirley) Hanson, four sons James S. Campbell, Christian Hanson, Brad Hanson and Brian Hanson, five grandchildren, Joe (Kortney), Cortney K., Matthew, Courtney J., Riliagh and one great grandson, Justin.

Court grew up in Logan, where he attended local schools and Utah State University (USAC), where he was a member of Sigma Chi Fraternity, as well as the Civil Pilot Training Program (CPT). He fulfilled his dream of flying by becoming a Captain, at the age of 22 ,for United Airlines which became his passion for the next 39 years. His first United plane was the DC 3, followed by the DC 4, DC 6, DC 7, DC 8, CV 240,



CV 340, CV 440 and then the Boeing B707, B720, and then his long professional love affair with the B747.

During World War II, Court flew in the South Pacific for four years with the Air Transport Command (ATC). During the Viet Nam war he flew several volunteer missions to transport supplies to Viet Nam and to bring out wounded soldiers and orphans.

Hobbies over the years included, music, horses, dogs and of course his second passion, golf. While still a full-time pilot he raised purebred Great Danes, and

later became a rancher in Colorado, where he raised registered Quarter Horses. During this time he won the Pikes Peak Open Cutting Quarter Horse Show.

With retirement came the start of a new adventure. He and Barbara got deeply involved in General Aviation. Court renewed his love for aerobatics and Barbara took on the double challenge of mastering the skills of a tail-dragger and having Court as her instructor and critic. Although a private person, Court was always willing to share his professional expertise and strong personal opinion with others.

Upon returning to his Utah roots, Court and Barbara built their dream home in Eden, which he designed. They cultivated a vast variety of friendships, which was evident in the recent volunteer and professional effort in his behalf. The family wishes to thank everyone for all their support.

Court left us Monday, October 11, 1999, doing the thing he loved the most – flying, it was just too soon.

RUSSELL T. (TOM) DAWE

I wanted to inform RUPA that my husband, passed away on August 7, 1999 at our home in Albuquerque.

He lived with congestive heart

failure for several years and actually had his first heart attack back in the 80's when he was Director of Flight Operations at O'Hare. He stayed in touch with quite a few UAL friends over the internet and at our home at Mid Valley Airpark. Last year he sold his last airplane when we moved into Albuquerque to be closer to doctors and our children. At the time of his death, Tom held the oldest Air Frame and Engine Mechanics' certificate in New Mexico, having obtained it in 1946.

His mother, Mabel E. Dawe, who is 95 and has been a minister for 60 years, conducted his funeral. His Grandson, Ian, read "High Flight" from the "Flown West" section.

I relocated to 809 Salamanca NW, Albuquerque, NM 87109 with our Boston Terrier, Gus, named for Tom's mentor and good friend, Gus Ashby. Mary Jo Dawe

JOHN F. RIGSBY

John F. Rigsby of Denver, a retired airline pilot, died Sunday [10 Oct]. He was 77.

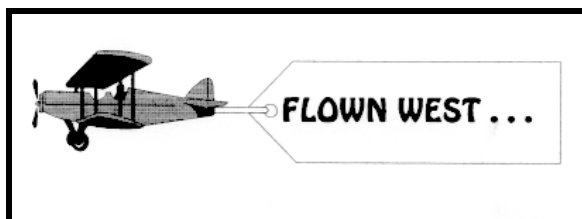
No services were held. There was cremation.

He was born Jan. 30, 1922 in Paris, IL. On Nov. 4, 1947, he married Ilse M. Goose in Las Vegas.

Rigsby retired from United Airlines.

His interests included travel and flying..

Contributions may be made to the Alzheimer's Association, 789, Sherman St., Suite 500, Denver 90203.



DAN BOERNER	SFO	13 JUL 1999
CHARLES J. FOY		22 JUL 1999
RUSSELL T. "TOM" DAWE	ORD	7 AUG 1999
RUDY HOLZCAMP *	SFO	18 AUG 1999
MORRELL J. RODDY *	JFK	24 SEP 1999
KEITH EVANS	ORD	2 OCT 1999
JOHN F. RIGSBY	DEN	10 OCT 1999
LARRY S. FOLSOM	LAX	22 OCT 1999
* NONMEMBERS		



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

- 2nd Mon. SW FL Outlaws – 8 Nov. Olive Garden, Fort Myers.
2nd Tue. FL Sunbirds – Summer Break.
2nd Thu LAS – Dec 9, Showboat. (Delayed for convention).
2nd Thu. SE FL Gold Coast – Nov. 11. Flaming Pit, Pompano Beach.
3rd Fri. PHX Roadrunners – 19 Nov. Buster's, Scottsdale. (dld. for convention)
3rd Tue DEN Good Ole Boys – Nov 16, Country Buffet
3rd Thu. LAX – 18 Nov. Billingsley's, Van Nuys (Odd month).
3rd Thu. Ohio Northcoasters – 18 Nov. TJ's Wooster (Always coed.).
3rd Thu. SEA Gooneybirds – 18 Nov. Airport Marriott.
3rd Thu. TPA Sundowners – 18 Nov. Countryside CC.

Other Events

- Nov. 9 Chicago Area Lunch – Itasca CC.
Nov. 7-11 RUPA Convention, Hurrah's Hotel, Las Vegas.
Nov. 20 SE FL Members, Wives, and Widows Lunch, Deerfield CC.
Dec. 2 NY Area lunch. Maneros, Greenwich, Conn.
Feb. 5 Boy's Night Out – Clarion Hotel San Mateo, CA

December Deadline – 17 November

Folder's & Stuffer's – 1 December

Please note that there will be no January 2000 *RUPANEWS*, the annual directory being issued in lieu of it. The deadline for the Jan/Feb issue is January 19th.



RUPANEWS
1104 BURKE LANE
FOSTER CITY CA 94404

PERIODICALS

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