



# RUPANEWS

Journal of the Retired United Pilots Association

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## Season's Greet-

Photo: Ed Condit

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# RUPANEWS

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## PREZ SEZ

Happy Holidays Fellow Ruparians, from myself, and the rest of the board! [EEEGAD-Already!]  
From all reports, and personal experience, the '99 convention was a resounding success! Mucho Kudos for Barry Dixon, Clyde House, and Joe Ferrie for setting up and coordinating everything.  
There were about 400 attendees from near and far, even though LAS can be tough to get to. The weather was great, and the hotel, I believe, was more than adequate. [The price was right!]  
We had a paddle-boat lunch ride on Lake Mead, a tour of the USAF Thunderbird facility at Nellis AFB, golf and tennis tournaments, and a clay pigeon shootout!-not to mention various games of chance. [Pat and I came back millionaires-a million in the hole!]  
There was also a "debriefing" happy hour each and every evening to meet auld and new pals. On Wednesday evening we had the banquet with, I believe, about 390 attendees, including many of the widows. ( It was great to have them aboard!)  
Milt Jines secured Ed Soliday, the VP of safety, quality, and security from WHQ, (EXO/LSMFT/ACARS/FLHT?) to give us an update on Wuzhappin' with UAL. Quite good!  
Sandy Prescott, widow of Scotty Prescott, our past president, then gave us her heartfelt feelings about RUPA, and the way Scotty felt about RUPA. (We sure miss him!)  
On Wednesday afternoon, we had the business meeting that was conducted without too much fuss and bother. I presented a white paper prepared by Bob Chaber, the President of the Retired United Pilots Foundation, outlining their purpose and goals, which is basically to provide financial security to needy pilots and their dependents. A worthy endeavor, indeed! He desperately needs volunteers to help with the chores at hand. Bob is in the 'Directory' Because of the enthusiasm about the LAS convention location, it was decided by an overwhelming majority to have it again in LAS in 2001. Also, Joe Ferrie, and his crew were given direction to pursue a "Mexican Riviera" cruise (San Diego / Acapulco and return) in a new ship in 2000, probably the first part of Nov.  
There were some by-laws changes discussed, and amended. They will be published in the next directory.  
A discussion ensued about members' submissions to the *RUPANEWS*. It was decided to leave publication of submissions by the membership to the discretion of the editor. Also, obituaries of non-members will not be published, *however*, names of deceased non-members brought to the editor's attention *will* be printed in the "Flown West" column as a service to the membership.  
Cleve Spring presented the financial statement. We still got bread!!  
Jim Olson, Chairman of the nominating committee, nominated myself [Bill Smith] as Prez., Bill Bartel, as V. Prez., Cleve Spring as Sec/Treas. We were overwhelmingly voted in! [SURPRISE] Soooo, gang, there you have it! A good time was had by all, and we got quite a bit accomplished, I believe!  
Once again, have a super Y2K transition, and HAPPY HOLIDAYS!  
Fraternally, and all that,

**Bill**

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## EDITOR'S NOTES

To echo the President's comments above – it was a most successful convention that RUPA had in LAS and kudos are indeed due those who worked so hard to ensure it. This issue contains a selection of photos from it.  
To illustrate how quick off the mark your cruise committee chairman, Joe Ferrie is, you will also see in this issue a description of next year's cruise and a registration form for those of you who wish to get an early start in obtaining upgrades for cabins – there were some comments at the Convention Meeting that they could have used earlier notification of convention items. Well, that can't be done until the items are organized, but we try to be of service when we can.  
You will also see contained herein an application form for those of you who may wish to join our brother organization the Retired Airline Pilots Association as a means not only of obtaining an interesting read in their quarterly magazine, but also of providing a bit of horsepower to what is essentially an organization of retirees from airlines that are now longer extant, in obtaining reasonable travel rates and medical/dental insurance. Speaking of travel rates, From the 11/15/99 Planebusiness.com "And we did have some news today to report. One--Bridge News reported this afternoon that United and Priceline.com are now officially ...er...united. It appears that the airline has now entered into an agreement that allows Priceline.com to sell its excess inventory tickets." I wonder what that will do to our NRSA travel, will we all have to use Priceline.com? Another Y2K concern?  
A happy holiday season and a super new year to all. Ed.

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or**

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

**INFORMATION about Membership & Postage Fees.**

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

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

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

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11165 Regency Drive  
Westchester, IL 60154-5638**

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OR ALREADY RETIRED?**

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**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**

**CONGRATULATIONS ON THE CONVENTION**

JOHN STRONG 8711 Lomas Azules PI, San Jose, CA 95135 [junejohn@earthlink.net](mailto:junejohn@earthlink.net)  
Congratulations to the RUPA officers, Board of Directors, Barry Dixon, and all of the guys and gals who put together the Las Vegas Convention and made it work with such great efficiency. Undoubtedly you will be receiving many compliments for that very successful endeavor in the weeks ahead. We join with many others in declaring it one of the best! We appreciate the hard work involved with such an undertaking, and we thank you for your efforts. It is such a treat to have this RUPA event that offers us the opportunity to visit again with friends from `way back, and this convention allowed ample space and time for that. Those who did not attend missed a good one. It was good to see the large turnout of widows (30?). That group includes some very special people in our lives. Kudos to Jackie Abel and her efforts in that regard. Best regards to all of you, for a good job well done!  
*John and June Strong*

P.S. We also like the new *RUPANEWS* format.

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## ANNUAL LAX RUPA HOLIDAY LUNCHEON

December 16, 1999 at the Hacienda hotel, 525 North Sepulveda (just south of LAX)  
\$16.40 per person. No host bar at 1100. Served luncheon at 12:00 noon

All RUPA members, wives and widows; present and former flight office personnel and their spouses; former flight attendants and their spouses are cordially invited: bring a friend.

RSVP to reach me by December 14, 1999. Send check to Dave tank 3025 via la Selva p.v. Pnsl, CA 90274. Your check is your reservation.

Just a word for our more recent retirees, each year, more and more of our old timers reach a point in physical ability that even the trip to the luncheon is too much for them. Come visit with those that are still able attend to these functions.

### WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, CA 92649-3024

Just returned from a fun time at the LAS RUPA Convention. I am delighted to say that 27 widows were in attendance, some for the first time. I hope to see many more of you the next time.

They are talking about a Mexican Riviera cruise next year. So, get a roommate. Scotty Charnley will be in charge of this again. Save your pennies and join all of us. We are welcome and warmly received. An added bonus was the invitation, to be guests of RUPA at the Banquet. I say THANK YOU to President Bill Smith and all concerned for this nice gesture.

I attended the Retired United Airlines Pilots Foundation meeting in DEN in Oct. Such a worthwhile organization. They survive on donations as they help RUPA pilots and widows who need some assistance financially. A suggestion --- upon deaths, donations in lieu of flowers is a way to support this fine organization.

We now have a widow's bridge list. If you would like to be on this list, please contact me.

Luncheons are now being held in Florida - DCA - DEN. Thanks to those who have taken charge.

We have received the information on the HMO's. The cost quoted for Post Medicare Basic/Major Med. was about half what I have been paying. I called Benefits and they told me that as of January 1, the cost has been lowered.

Benefits also assured me that the coverage remains exactly the same. What a pleasant surprise:

Again , if I can be of any help, please contact me, phone (714) 846-2119 - Fax (714) 846-7116

Til they next time. **Jackie**

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### UNITED HONORED FOR COMMUNITY SERVICE

United Airlines, and its employees and retirees were honored by the *Points of Light Foundation* for the company's commitment to community service, United was one of only two large corporations foundation recognized this year for Excellence in Corporate Community Service. Graham Atkinson, Senior Vice President Marketing, accepted the award on behalf on United at the National Press Club in Washington D, C. on October 27, "This award is the equivalent of an Olympic Gold Medal for community service," says Atkinson.

"While it recognizes United's Corporate commitment to volunteerism, it also is a tribute to the many employees and retirees who have donated thousands of hours of service to the communities in which they live and work, We salute those attending the award ceremony and, through a full-page advertisement in the October 27 edition of USA Today, the many more employees and retirees throughout United who participate in community service efforts." Marlin Lade attended the award ceremony on behalf of the hundreds of retirees [*including those retired pilots at the B-727 at Chicago's Museum of Science and Industry*] who's volunteerism was instrumental in United achieving this prestigious award.

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**DEN "Good Ole Boys" Lunch** The Good Ole Boys had their Nov meeting and a good time was had by all. There were 18 present, and much conversation, and some about Egyptian Air but no real conclusions. A little discussion was held and it was decided to invite the wives to the next meeting, at the Country Buffet on West Alameda by the Villa Italia. Present: John Holody, Jim Cox, Russ Ward, Bill Hoygaard, Bill Fife, Tom Hess, Bill Meston, H. W. Reid, R. O. Stewart, R. H. Blessin, Bill Pierce, Bob Crowell, Ricky Davidson, Frank Bennett, Ray Bowman, Jim Harris, George Maize and yours truly, Curly Baker.

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October 22,1999

To: Joe Ferrie. Convention Chairman RUPA  
From: Jerry Poulin, Millbury Travel

Subject: RUPA 2000 Cruise

In response to your request regarding the 2000 RUPA cruise, I have the following information:

Cruise Line: Holland America

Ship: *Statendam*

10 Day Cruise

Date: November 3, 2000

Itinerary : Mexican Riviera,

From: San Diego

The following prices include all port charges, taxes, a cocktail party and a 2 category upgrade For all outside cabins in Categories H to C. Wide and Balcony cabins are not included in the upgrades, and upgrades, of course, are subject to availability at time of booking.

**Inside Cabins:**

Category \$1298,.

Category M \$1368.

Categories L, K J and I add \$30.00. per category.

**Outside Cabins:**

Category H \$1498.

Category G \$1549.

Category FF \$1559.

Category F \$1599.

Category E \$1619.

Category D \$1649

Category \$.1689.

Category \$1949.(w/veranda).

Category \$1999. (w/veranda)

Suite \$2499.

Pthse. Ste. \$4599

**ITINERARY:** Day 0 San Diego; .Day 1, Cruising Mexican Riviera; Day 2, Cabo San Lucas; Day 3, Mazatlan; Day 4, at sea; Day 5, Acapulco; Day 6, Zihuatguejo; Day 7, Puerto Vallarta; Days 8-9, At sea; Day 10 San Diego.

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MS STATENDAM NOVEMBER 3, 2000  
MEXICAN RIVIERA**

**NAME(S)** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

**TELEPHONE (H)** \_\_\_\_\_ **(W)** \_\_\_\_\_

**CATEGORY BOOKED** \_\_\_\_\_ Upgraded to **CATEGORY** \_\_\_\_\_

2 Category upgrade subject to availability on outside cabins only. Suites and verandas not included

**PRICE PER PERSON** \_\_\_\_\_ Includes all taxes port fees and port charges.

**DINING PREFERENCE MAIN** \_\_\_\_\_ **LATE** \_\_\_\_\_

A refundable deposit of \$300.00 per person will hold your reservation until final payment time. Final payment is due 75 days prior to cruise. After that time cancellation penalties will be in effect.

Insurance is optional and varies by age and cost of trip. If Travel Safe is used, preexisting conditions are covered if Insurance is purchased within seven days of booking.

\_\_\_\_\_ A check for \$ \_\_\_\_\_ To Millbury Travel is enclosed.

Please charge my credit card:

MC                      VISA                      AMEX                      DIS (circle one)

Card Number \_\_\_\_\_ Expires \_\_\_\_\_

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Booking date \_\_\_\_\_ Confirmation sent \_\_\_\_\_



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## CHI AREA LUNCH

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

Our Nov. 9 luncheon had 67 people in attendance. Our next luncheon will be (Wed.) Feb.2, 2000 at Itasca C.C. Social hour at 11:00 A.M.; lunch buffet at 12:00 noon. Please join us if you can.

Attending Nov. 9:

Don & Joan Anderson  
Jim & Lonnie Bone  
Tom Clemens  
Bob Crump  
Dale & Pam Dopkins  
Paul Ferguson  
Ray Gilliland  
Joe Hart  
Karol Marsh  
Byron McFarland  
Carol Moore  
Claude Nichol  
Bob Olson  
Neal & Jerry Ridenour  
Bob & Thelma Siegfried  
Bernie & Rachel Sterner  
William Turner  
Tom Wilman

Meriel Bergsma  
Joe Bozliniski  
Gene Conrad  
Bill & Bert Depner  
Roger Ehm  
Ralph Fretwell  
Ed Gunderson  
Brooke Jensen  
A1 Marshall  
Kay McMurray  
Dick Murdock  
Dick Nicholson  
Dottie Ratcliffe  
Irv Rochlitz  
Jeri & Bud Solberg  
Bill Thompson  
Mickey VanDetta  
Jerry Westfall

Dale Bird  
Frank Cleland  
Norm & Sandie Clemetsen  
Bud Diedrich  
Tom Fasiang  
Brad Gavin  
Lou & Mary Gust  
Milt & Ina Jensen  
George Mathis  
Al McNutt  
Warren Nelson  
Jim & Jan Noble  
Dean & Helen Pressgrove  
David Runyan  
Ed & Lorene Stickels  
Sid Tieman  
Tom Wedel

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## Southeast Florida Gold Coast Group

The Goldcoast gang met for the monthly luncheon on November 11th. I wasn't there, and I have it from a reliable source that it was a very dull meeting. Hank Fischer brought pictures of himself after his first Captain bid. His stripes were made with masking tape. I'll bet he wished he had the blue quality they sell now. Could have gone with those until he retired. Terry Lewis bought a Chinese Fighter/Trainer called "CJ6A" Wish we were both still working and he was senior to me. Last year he took a ride in a MIG 21, in Russia I believe. I wonder if anyone has checked his security clearance? We take these things seriously at the Flaming Pit. Incidentally, I got all of these details about the meeting from Ed Petrovich, so take them with a grain of salt.

Bill Dutour took a fall last August and fractured his pelvis in two places, something we all fear and think about at our age. He is walking with a cane and doing well now with the aid of physical therapy. I'm sure his many friends will be happy to hear that.

My excuse for missing the meeting was that I was at the convention in Las Vegas. It was my first and I enjoyed it more than I can say. The work that a lot of people went to in order for the event to run as smoothly as it did will be forever appreciated by all of us in attendance. The General meeting was great. The gentlemen that stood up and articulated new venues 10 minutes before cocktail hour will always fondly remind me of an ALPA meeting. And when Bill Smith said, at that point in the meeting, that if he had to send a letter he would have to pin on the stamp, I knew that I was with people that I could identify with. Lastly, the quote of the convention. When asked by the guide if anyone had any questions, while on a tour of the Air War Training facilities and the Air Force Thunderbird Area at Nellis, a participant said "how much is gasoline on the base?" God I love airline pilots. In attendance at the November luncheon were, Ed Wheeler, Paul Livingway, Peter Gallant, Walt Kimmey, Hank Fisher, Charlie Steward, Bill Dutour, Sid Sigwald, Terry Lewis, Jack Wink, Ed Petrovich, Will Lambert and Guy O'Rear.

Next meeting of the Gold Coaster's will be December 9th, 11:30 AM, Flaming Pit Restaurant in Pompano Beach. As always, if you have questions about our meetings, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. Whatever you do, don't call me.

*For Jimmy and Stan - Jerry Bradley*

### SUBSCRIPTION INFORMATION

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Retirement Date \_\_\_\_\_

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Make Checks Payable to: RAPA

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### SUNDOWNERS

Jim Feneley, 3246 Hyde Park Drive, Clearwater, Fla.33761-1813 Tel. No. 727-785-5971

Eighteen Sundowners at one long table was the setting for our October gathering. A few of the Sundowners who fled North for the summer are returning for the remnants of the Hurricane Season, in which Tampa Bay has been blessed; no Harvey, no Floyd, and "Good Night Irene".

Attending our luncheon were:

Lil Borneman

Ray & Rhodell Schlage

Ken Vanderhyde

Matt Middlebrook

Jim & Judy Gates

Jim Irwin

Ray & Twila White

Paul & Nell Fidler

Woody & Diane Lynn

Ken & Lucille Poh

Hilda Feneley & me

Next month is a stag meeting at the same place, Countryside Country Club in Clearwater in November with the festivities starting at 11:30am. Please call me if you are going to attend so that I can call Lil Borneman with the numbers so that she can advise the Country Club. It is through Lil's kindness that we are able to have our meetings there, and we owe her many thanks. All UAL personnel are welcome. JF/

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### South West Florida Outlaws Lunch Group

Thirty one folks attended the November 8th gathering. Not bad, considering the fact that some of our "regulars" opted to go to Las Vegas to attend the RUPA Convention, rather than partake of the local festivities. The Radio City Rockettes didn't make it due to ATC delays out of JFK. (Hey, what ELSE is new?) However, the promised drawing for the door prizes took place. The bottle of wine found a happy home, and the free luncheon was taken by a happy attendee from Marco Island. Had this prize been won by a couple, then TWO free lunches would have been awarded. Upon hearing this, many of the guys from Marco Island began to hold hands, and insist that they had arrived as "couples." A hasty meeting on the part of the Rules Committee confirmed that such tactics would not be allowed. So, any of you Miami guys who were thinking of pulling that same ruse can just forget it!

Leader, Chuck Monahan, asked for a show of hands as an indication of how many in attendance had opted to eschew the "traditional medical plan" and opt for the new HMO offering, instead. (Chuck was trying to decide for himself which way to go.) NOBODY in attendance raised their hand! It seems that everyone feels that United's plan is the way to go. Gary Crittenden voiced yet another horror story regarding his own experience with HMO, and why he opted back into United's plan. Chuck had his answer.

Attendees:

Will & Sally Collins	Jack Taffe	Warren Schroeder
Carl & Carolyn Jordan	Dick Sherman	Chuck Monahan
Bill Bates	Gene Chapman	Don Kyte
Norb Cudnowski	Charles & Virginia Davis	Ray & Twila White
Wes & Sally Leighton	Ed Prose	Dick Barros
Gary & Janice Crittenden	King Purton	Donald Johnson
Steve Linsenmeyer	Doug Compton	Jim Sutton
Chuck & Nancy Hughes		

Half of our folks get this issue of *RUPA NEWS* prior to our next meeting, and half receive it afterwards. So, some of this becomes a moot point. But, just for the record, we'll have another door prize drawing for a free lunch at our next gathering in December. And, couples who attend (other than Marco Island "hand holders" as outlined above) will get two meals if either draws the lucky number. Presidential Candidate, Al Gore, is planning to attend to explain HMO benefits to those of us who don't seem to understand how wonderful they really are. George Bush is going to attend and explain why his dad was a one-term president. Be sure to come early and get a good seat!  
*Carl B. Jordan* - The Official Timepiece of the Southwest Florida Outlaws

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### Treasure Coast Lunch

A fine group of RUPA members and their guests (collectively known as the "Treasure Coast Sunbirds") met on November 9th (second Tuesday) for their regular monthly luncheon meeting. Thanks to Dave Arey we are again able to enjoy the hospitality and good food provided at the Miles Grant Country Club. Dave is a club member and we were his guests. As many of the other members are back for the winter season, the club has enough lunch business to enable them to put on a rather nice buffet. We all dined with gusto!

In addition to the nineteen men who regularly attend our lunches, there were two new faces, Jerry Ellsworth was there as a guest of Rick Carlton. We hope to see him back some more. Also, Bill Northup brought his son, Bill. Young Bill is an army veteran, where he flew Blackhawk helicopters. He is about to begin an airline career as a pilot with Atlantic Southeast Airlines

Other Sunbirds in attendance were: Percy Wood, Clay Grant, Clark Luther, Sid Sigwald, Charlie Steward, Ted Osinski, Bill Hellerstedt, Rudy Pekarul, Murray Warren, Jim Dowd. Dave Arey, Jack Boisseau, Dan Royce, Bob Fiedler, Don Jefferson, Bill Smith and me.

On page 10 of the November RUPANEWS we printed, at the behest of Widows Coordinator, Jackie Abel, the companion fare structure. It should be noted that it did not have built into it the costs listed below. Ed

**TAXES ON EMPLOYEE TRAVEL - Effective 10/01/99**

From International to Domestic +US arvl of +US Customs

Tax (local Currency)	tax USD	\$12.20	\$ 13.05	
LON	20 GBP	\$32.41	\$44.61	\$ 57.66
SCL	18 USD	\$18.00	\$30.20	\$ 43.25
TYO	2040 JpY	\$ 17.70	\$29.90	\$ 42.95
AMS	10 NIG	\$ 4.85	\$17.05	\$ 30.10
FRA	7.5 DeM	\$ 4.09	\$16.29	\$ 29.34
MEL	27 AuD	\$17.58	\$29.78	\$ 42.83
PAR	17 FrF	\$ 2.77	\$14.97	\$ 28.02
SIN	15 SgD	\$ 8.90	\$21.10	\$ 34.15
SYD	27 AuD	\$17.58	\$29.78	\$ 42.83.

Sydney, Australia, arrival fee Tax in If from US+

Tax (local currency)	USD	\$12.20
SYD	3.4 AuD	\$2.21

From London to

Europe

LON to Eur	10 GBP	\$16.21
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To/From Mexico to US customs

To Mexico	12.2	\$0.00	\$12.20
From Mexico	12.2	\$8.00	\$20.20

To/From Canada/US customs

To Canada	0	
From Canada	0	\$6.00

Hawaii/Alaska \$6.10

Above, you will see that there are various taxes levied on our travels. There is always an arrival & departure tax to & from the United States (expect to/from Canada) currently \$12.20 (increasing to \$12.40 on 1/1/2000) plus upon arrival a \$13.05 customs fee. Above, we have tried to show you the various taxes that are charged from other countries, and for which retirees will be billed. Please note that the USD conversion was based on the exchange rate extant on 8/3/99 and does fluctuate. *[These charges are also applied to companion passes and are not included in the mileage rates supplied for compiling estimated costs. Ed.]*

*While on the subject of Companion Passes, I received the following from George Mathes. Ed*

Jock: You may know the company has made a decision to require folks to request companion passes for next year, instead of automatically sending them out. Unfortunately, there was no coordination on that announcement and communicating on the procedure required.

I tried calling the PAL line and putting in my file number followed by my PIN (last info I had it was years/mos. of service for retirees). After three tries, I was cut off.

I finally got to a lady who explained the new system (which hasn't been announced, but will be soon). You call the PAL line, enter your file number, then the last four digits of your social security number, then you will be routed to a place where you can enter your own permanent PIN. If you do as I did, and keep trying to put in your years/months of service you will be cut off after about three tries. Then you will be required to get in touch with someone at the Benefits Services Center (retiree option) to reset the system for you. **George**

*Thanks for the input, George, but after having heard some rumbles about problems with the system, I phoned the PAL line (888-725-5463) and within minutes had next year's supply of Companion Passes on the way. So maybe they've sorted out their initial glitches. Ed.*

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## **Cash Dividend for ESOP Participants and Other Stockholders**

UAL Corporation's board of directors has set in motion plans to start a common stock dividend program in 2000. The program is contingent on stockholder approval of amendments to the company's charter. If the amendments are approved at the UAL annual meeting in May 2000, participants in the Employee Stock Ownership Plan (ESOP) will be able to receive the dividend in the same manner as public stockholders.

Under current provisions of the ESOP, participants do not receive cash dividends directly. This is because currently, any dividend declared on UAL common stock in which the ESOP preferred stock participates is automatically reinvested in UAL stock.

The proposed dividend is expected to total USD1.25 per share of common stock a year, although how often the dividend would be issued each year remains under consideration. ESOP participants would receive four times the dividend amount per share of ESOP preferred stock, because the common stock split four for one in 1996.

"The proposed dividend is significant for two reasons," says Jim Goodwin. "First, it represents an important step in our commitment to return cash to all of our stockholders -- both public stockholders and ESOP participants. The company's ESOP participants have been telling us that cash benefits of the ESOP are important to them. We listened and are responding. We have set in motion the potential for ESOP participants to receive a tangible and liquid benefit from their stake in the ESOP -- a cash dividend that participants can use now.

"Additionally," continues Goodwin, "the proposed dividend marks a significant turning point for UAL Corporation. We have worked hard to attain the financial stability we have in place now, and we are confident in our ability to return cash to our stockholders on a regular basis. I want to thank everyone for their dedication and hard work, which have helped bring about this financial milestone for United."

## **UAL Corporation Announces Stock Repurchase Program**

In addition to announcing the proposed dividend program (see above story), UAL's board of directors also authorized the repurchase of up to \$300 million of the company's common stock.

"The stock repurchase program, together with the proposed dividend, reflect our commitment to return cash to our stockholders," says Jim Goodwin. "While not all of our stockholder initiatives result in a literal return of cash, the aim behind all of the initiatives is to add value to our stockholder's investment in the company."

In a stock repurchase program, a company buys back shares of its stock that are owned by stockholders. Because such a program usually results in a lower number of outstanding shares of common stock, the company's earnings per share (EPS) usually increases, all other things being equal.

The EPS is considered a key financial measurement of a company's prospects for future earnings. It is calculated by dividing a company's earnings by the number of outstanding shares of its common stock. Independent studies show that the stock prices of companies that repurchase stock tend to go up in value. "All of United's stockholders benefit if the earnings per share increases," says Goodwin. "And the current stock market environment, particularly for airline stocks, present us with an excellent opportunity to repurchase our stock now, because we believe United's stock is trading at a price significantly below its value."

*Look to future NewsReals for more information on the stock repurchase program.*

*\*\*\* Away from work? Call in for NewsReal. \*\*\* Dial 800-EYE-ON-UA,*

*WHQ Corporate Communications*

Normal

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**HAROLD E. AYERS** – 16 Deddington Dr, Bella Vista, AR 72714

Dear Cleve & all RUPA, I'm very late sending this but am having a time recovering from hip surgery and respiratory problems most of this year. Getting better a bit at a time, but a slow process. Enclosed is check for dues and whatever else. My best regards to all. Sincerely, *Hal*

**VERN BALDESHWILER** – 5423 Murray Hill Drive, Cheyenne, WY 82009

Veteran's Day is coming up, so that means I will carve another notch on my birthday handle. Paula and I certainly enjoy our travel privilege and use it extensively. We had a most enjoyable trip to Holland during the tulip season and then took a river cruise up the Rhine from Amsterdam, past all the German castles, to Basel, Switzerland. Also took a rare motor trip through our Southwest. After seeing places like Monument Valley and Shiprock a thousand times from the air, it was great to see them from the ground. Must do more of that. Sold my avocado groves in San Diego county and retired from farming after twenty years. Really miss all the fresh home-grown fruit, but don't miss all the hard work that was required. Like everyone, still so busy I can't believe it. Thanks to all who do the *RUPANEWS*. Vern

**LAWRENCE A. BARNES** – 102 Foothill Blvd., Cahstoga, CA 94515

Dear Cleve, Solved a problem today by accident. Going through the *RUPANEWS* and glanced at the mailing label. What to my wondering eyes should appear but an expiration date. I have been trying to figure out how I stand with dues and mailing fees for some time. A few weeks ago I ran across a canceled check with a note that it was for life time dues. That pleased me but I still was in the dark about my mailing fee status. Now that is solved, and I remit a check for two years. The new format is great and I enjoy keeping up on what is happening with everyone. Regards, *Larry*

**G. W. BILL BAY** – 1224 Riverside Dr, Reno, NV 89503 (773) 322-2998 '44 – '89

I woke up this morning and suddenly realized that 59 years ago I had my first solo, also it was 2 years since I had written to the group. That's really getting late, mea culpa. Not much happening here, a few trips to visit the Bay clan scattered around the country. The Madam (Lillian) & I still have reasonably good health. We have bought a "snowbird" home in Sun Lakes, AZ and plan to spend some winter time there. Thanks to Cleve and all the F&S group for all

the work putting out the *RUPANEWS*. **Bill Normal**

**ERIC & CAROLYN BEEBY** 430 Oakview Dr. Vacaville Ca. 95688 grumps@castles.com

Hi Jock: Just completed another great year with trips to the B.V.I. for sailing, and a fantastic 3 week jaunt to merry old England. One of those weeks was spent on a 56ft. canal boat navigating the locks on the Avon River a recommended mode of travel.

Our biggest accomplishment was the completion of our drive around North America in our stock 1940 Plymouth convertible. In two stages, this summer, we traveled from Maine to Florida, and then across the southern states back to California. In the last three summers, Carolyn and I have placed the 'Yellow Rose' in 49 States, 10 Provinces, 7 Time Zones, 3 Countries, 2 Territories and I District. Too bad I couldn't talk UAL into flying the car to Hawaii so we could complete the whole tour. The trip was a little over 22,000 miles with just two flat tires and one blown generator. We found it a great way to see this beautiful country but would only recommend it if you get along with your wife real well!!!!

On another matter Jock ... I have an application for joining the 900 Wing of the Air Force Association of Canada but have no idea what the dues are... As you are the Editor of Bear Facts I would think that you would have that information. If possible please forward Thanks a bunch Eric & Carolyn

*Eric: I think that the annual dues are \$ 35 US, for which you get not only a quarterly issue of "Air Force" but, as you know, bi-monthly issues of "Bear Facts" as though you weren't sick enough of the editorial inputs of your humble (???) editor. Actually, the best way to join is to contact our Membership Chairman, (ex-UAL 747 Capt.) Barney Hagen, 749 Mountclare, Santa Rosa CA 95409, or email*

*:71352.2333@compuserve.com*

*71352.2333@compuserve.com*



*"Is this the year, Pumpkin? Goodbye, love boat, hello, Elderhostel?"*

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**WILLIAM E. BICKERT** – 57 Thunderbird Dr, Oakland, NJ 07436

Hi Cleve, Enclosed is postage check. Kudos to Scotty for all the time and work he dedicated to our publication. His humorous remarks and quotes may have offended a few, but he was never averse to publishing their critical letters. Good luck Scotty, we miss you! Let's hope the praise for the new format is not wrongly construed as universal condemnation of the former editorial policy, but rather for the more readable layout. August was a very bad month for New York pilots. Two of our most valued legends, Bobby Goldstein and Zeke Darby left us. Regards, Bill

*Your last submission was not printed, Bill, because it did not meet the publication criteria laid down by the BOD. There has been overwhelming praise for the less politically contentious tone of RUPANEWS. Ed.*

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**LELAND H. BIERMANN** – Federal Way, WA 98003 '44 – '81 DN,FD,SA,LAX,SEA

It seems I just sent a letter a month ago but I realize that was a year ago. Time marches on. In my letter last year I mentioned that I had been on chemo for leukemia. I completed the treatments in December and I'm happy to say that I have been in remission and feeling great this past year. I recovered just in time to take care on my wife, who was down with a painful sciatic problem for two months. Except for a recent bout of bronchitis, we're both OK again. We feel blessed. We did manage to spend a short time in Arizona this spring but not the usual length of time in the RV. Not much personal flying this year but I do still keep a Jepp manual. (Wouldn't want to miss doing revisions) and keep IFR current. Just returned from my 60th high school reunion in MO. Also spent a couple days in Branson. Lots of good family entertainment. Since this will probably make the December issue of RUPANEWS we'll take this opportunity to wish all a blessed holiday season. Thanks for putting out such a quality publication.

God bless, **Lee**

**MACDONALD A. BLESER** – 17826 134th Dr, Sun City West, AZ 85375

RUPA, Almost missed sending this on the right month! Number 75 rolled by earlier this month. Everything going along pretty well. Hope the enclosed check will help the cause. Enjoy the monthly booklet. Keep up the good work. **Mac**

**JOHN C. BLEY** – 4002 S. 275th Pl, Auburn, WA 98001 jkbley@aol.com

Cleve: Another year and time to send in annual postage. Two new grandchildren to report, a girl and a boy. Finally got a hangar built in Eastern Washington at Seven Bays on Lake Roosevelt. Now we have a place for the old Stearman and fishing boat. Really enjoy the RUPANEWS. Many thanks to all who put it

**THEODORE A. BOERSTLER** – 15 Lynn Rd, Cherry Hills, CO 80110

Hello Cleve, One more birthday, one more chance to say Merry Xmas - and best of all – one more chance to wish all of you the best of everything. As for what is left of that "Ol Gang of Mine" the best holiday ever, and may the wind be always at your back. "Ol Ted"

### **First Airline Bombing?**

Yo Jock: From what I read in the RUPANEWS, you are stirring up quite a lot of interest with your pix, starting with the PDX group, then SLC & now the FE group. Plus the article I sent on the earlier DC-3 & DC-6 accidents I was involved in. (That is what a good Editor is supposed to do - print stuff that gets folks thinking and responding - and researching - and challenging!!) I got several Emails & a couple of fone calls.

One Email you may or may not want to follow up on was from an old friend (John Fields) I hadn't heard from in over 50 years! Seems when Walt Briggs hit Elk Mountain in that DC-3, John was his regular FO & was scheduled for that flight. Shortly before, however, the company diverted John to Oakland for DC-4 training, and called in a new reserve FO to fly with Walt on that particular flight. Small world!

One other little item of human interest you may wish to use was in connection with the dynamiting of the United DC-6 over Longmont CO. (To my knowledge this was the first inflight sabotage act in the domestic airline industry.)

With this background, let me say, a close friend of mine and former SLC radio operator, Lee Brown, was working for Frank Crismon in the DEN Flite Ops office in the early/mid 40's. Lee had a brother, Lymon, in Kremmling CO who wanted Lee to join him in a partnership to open a new General Store. Frank gave Lee two six-month leaves, at the end of which Lee called Frank to ask to be terminated, as they were just getting the store on its feet and he couldn't see his way clear to return to United in the foreseeable future.

Ten or so years go by. Here comes Graham with a plot to dynamite the aircraft his mother was to be on enroute to SEA and on to Alaska. Wanted her money it seemed. Anyway, in CO there was (probably still is) a

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law that requires any sale of dynamite to be recorded by purchaser name, seller's name, date, amount of the explosive---etc, etc. You guessed it---Graham purchased it from Lyman in the Brown's store in Kremmling. This sealed Graham's death warrant. The story does not end here. Lyman, for some unknown reason, blamed himself for the loss of that United aircraft; regardless of what relatives, friends and counselors said to him about it not being his personal fault. He became an alcoholic and eventually committed suicide by shooting himself in the head. Lee's world came apart then, and the little business in Kremmling went with it.

Today Lee is living in Bayard NE. I talked to him at length Nov 11th. He is nearly deaf, legally blind, but his mind is still sharp as a tack and his spirits are up.

Regards, **Chuck**

*I thought a while about your letter, Chuck, and decided to print it (you had said to do what I thought best). I think sufficient time has passed for the matters you mention to be considered historical, and beyond causing personal grief any more. I think that all non-actionable historical input should be published, assuming that it hasn't been published elsewhere, while the sources are available to give their input to possibly be made available for future primary research by historians. One must always bear in mind Tolstoy's famous dictum: "As soon as an event has taken place, it becomes as many events as it had witnesses, for they all tell different versions." Your recounting is more than grist for a historian's mill - one can imagine a current Chekhov or Maupassant making a telling tale out of it. Ed.*

**ERLE BRITTON** – 7755 E. Laguna Azul, #173, Mesa, AZ 85208 LGA & DEN (mostly) '48 - '84 Jock, Bill, Cleve, & all the rest of the hard workers: Tomorrow is my birthday, so I better get this in the mail! 15 years already in retirement, and they have all been FAST and enjoyable!! All is well with me and Neva; my wife and partner for the past 55 years! I see my "mug" in the Historic Photo in the Nov. NEWS issue. A couple of comments about the '48 Flight Engineer School. I was a "new hire", of which there were about 25 to 30. The total number in school was 124 or 125 that 'graduated. The great majority were recalled furloughed copilots. We all started & finished together; - from mid August to late Fall. Seniority for the new hires was determined by "date of hire" and age when the date of hire was the same. I was the youngest one hired on the latest day, therefore I wound up on the bottom of the F/E list and, at that time, on the bottom of the pilots seniority list. We

were actually assigned to the 'line' and our domicile as Second Officers. As I recall, my S/O # was 124, and 'my # on the Pilots list was in the 970s. Our starting wage (new hires) was \$220/month. I was assigned LGA, & the company didn't allow one cent toward the move from my point of hire and home in DEN. I slept in the "Dog House" for a month before I found a place to rent for my family (two children) at \$225/month!! It was all I could find, & temporary (2 months) as it was costing more than I made!! On my second trip on the line, I was F/E on a trip with Capt. Pete Brome & F/O Ralph Wright. Ralph had picked up his furlough notice *in his mail box* when he reported in for that trip! There I sat, a new hire, & Ralph was looking at a furlough notice, and he was senior to me!! Shortly thereafter, the Company split the Seniority list, & reclassified us as F/Es to save themselves from furloughing out of seniority action from ALPA. Very interesting times! Thanks to all of you people who do such a fine job with the RUPANEWS!! Check enclosed. *Erle*  
Normal

**ED AND DOROTHY BURGGRAF** – PO Box 352, Gleneden Beach, OR 97388

Eighty four and counting but not complaining about the usual aches and pains of aging. Enjoyed a cruise "around the Horn" this year. We couldn't get into the Falkland Islands because of bad weather. Love those passes. We flew 1st class on four of the five legs. That 777 is quite a flying machine. We are most grateful to the NYSE and the Northern Trust Co. for sending us handsome increases twice a year to our variable pension, which is now more than four times the size of our fixed fund - must have made the right choice way back when. Regards to all the paper folders. **Ed**

**RICHARD E. & JACQUIE BURKE** – 9534 Lawn-dale Evanston, IL 60203 55/89 JFK/ORD/LAX

Had a great trip to Moscow, Saint Petersburg, Russia in May. Never thought I would be walking in Red Square, home of the evil empire. We stayed in the Vatican Embassy as guests of Jacquie's cousin, who as archbishop of Russia, is the Ambassador. We were free to roam at our leisure and found Russia to be in much better shape than the press leads us to believe: (1) The people were very nice looking, not fat, and the women fashionably dressed. (2) The stores well stocked and people were buying. (3) Street vendors were no worse than NYC. Most buildings are very rundown except for the Hermitage, which is the most beautiful, thanks to the Czars. All prices are low except for hotels, which are overpriced.

Have a great Y2K. **Dick**



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**JIM CHILTON** 1635 SW Miller Creek Road, Seattle, WA.98166 SEA /SFO 1955/1988

Greetings to all, Another year has rolled around and, barring incident, it looks like I'll make it into the next century. I'm totally awed by the rapid development of the electronic age and have still resisted buying a computer but may have to give in soon. My grand children all use them with great proficiency and wonder why I can't receive their Email. One 11- year-old has her own web site, and most of them have a cell phone in their back pack. It's even invaded the golf course. One of my golfing buddies has a small GPS monoscope and always knows the exact yardage to the hole. (It hasn't helped his handicap)

We cruised our power boat around Vancouver Island this year and I would never have made it without the help of a hand-held GPS unit that read 25 satellites and told me exactly where I was at all times. It contains more navigational information than I had in the Boeing 767, fits in my shirt pocket, and cost \$235 dollars. So much for dead reckoning, now I can't find my way across Puget Sound without it. [*Just carry lots of batteries, Jim*]

We just returned from a trip to Europe, first class on a beautiful Boeing 777. It was the best flight and service we've ever had, even if I couldn't figure out all the gadgets on the seat.

After dinner in a small restaurant on a side street in Paris I gave the waiter my credit card. He zipped it through a portable machine and from somewhere in outer space my credit was approved and the machine spit out the bill. It took at least 20 seconds. I wonder what the next century will bring.

All the best, *Jim*

**HAL COCKERILL** ,Manassas VA DCA '66 - '95  
Hi Jock; Wow, is retirement great or what! As a newcomer [only 4 years] I haven't yet figured out where the time goes or why it goes so fast, but it sure is fun. All is well here. We keep busy doing things, but nothing seems to get done. Travel a fair amount. Some by car, some by boat, some by train, and some by plane. Really enjoy the RUPANEWS. Thanks for your efforts.

Check in the mail to Capt. Cleve. **Hal**

*Some of our more recent retirees (those within the last eight years) may be curious about the subject of the following article. Ed*

### **BOOK PAY RATES**

There still seems to be some confusion, even among MEC members, as to why we should not simply abandon book rates without a suitable quid pro quo. This short explanation is intended to clear up some of the

confusion and to provide you with information you can share with your pilots.

We originally created the concept of 'book rates' back in the late 1980's ESOP attempts. One of the major reasons for having "book rates" was to maintain a realistic reference to where we believed the United pilots' wages would have been had we not reduced our income by 15.7% to purchase ESOP stock. On April 12, 2000 after the snapback, our wages will still lag our book rates by 10.25%. Additionally, it was the only method we could come up with to prevent pilots retiring during any ESOP investment period from being harmed disproportionately.

In each subsequent attempt leading up to the successful 1994 ESOP, we insisted on protecting retirement benefits and death benefits by having a "Book Rate" higher than "Actual Rates." In each case, we either took less stock or paid more for each share of stock we bought because we had to pay for the cost of a "higher retirement or death benefit". Said another way, absent the "Book Rate" we would have bought more stock or would have taken a smaller cut in actual pay to buy the company. We have bought and paid for the difference between "Book" and "Actual".

If you still think there is no value in the "Book Differential" how about this situation. If we simply gave "Book" away for nothing we could have a situation where a retiring pilot would receive less retirement on April 13, 2000 [when the contract expires] than had he retired on April 12, 2000.

The MEC may eventually decide to eliminate the concept of "Book" in the new contract. That does not trouble us, but if that becomes our direction we should all agree that the "differential" should receive "fair value."

Fraternally, UAL-MEC Negotiating Committee -  
Steve Smith, Chairman  
November 11, 1999

### **GARY E. CRITTENDEN**

Seasons Greetings to all RUPA members! And a Happy New Millennium! That is if we are still here. I figure anything can happen to a society that has to change the clock twice a year. Things are much the same here in the sunny South. Sorry and saddened by the loss of our neighbors Gene and Shaunney.

Tried the HMO route and, needless to say, it only lasted nine months. I have come to the conclusion that putting a badly managed for profit entity between you and your physician will simply not work. Thankfully, we can switch back to the old reliable traditional plan. Thanks to all who keep the newsletter and organization going! Truly, Gary & Janice

## Negotiations Update

Prepared by the UAL MEC Negotiating Committee  
October 1, 1999

At a special MEC meeting, the Negotiating Committee briefed the MEC on the current status of negotiations. Unfortunately, negotiations continue to go more slowly than we ever anticipated. The company has had all of our major economic proposals for more than a month. They have had our Retirement and Insurance and International proposals for many months. To date we have had no response to many of our major economic proposals. We are concerned that they are developing a comprehensive package with little or no input from ALPA, and this could result in a serious miscalculation of what it is we are attempting to achieve in this current round of collective bargaining. The problem is that they have already used up so much of the available negotiating time that a large miscalculation on their part could leave little time for reconstruction after we review their response. A previous response from the company to our vacation proposals did in fact result in just this situation.

After weeks of waiting for a company response to our Section 11 proposals, their proposal only responded to a few of our needs and then basically asked us to pay for the improvements by agreeing to concessions in other areas of the contract. This concept of funding our own contract improvements is not what we have in mind following more than five years of investment and concessions in this company.

The following is a quick review of ALPA's major economic proposals currently on the table:

Industry-leading hourly pay rates. (We are exploring the concept of developing night and international overrides over and above hourly rates.)

Annual pay raises



“Remember how big and clunky the first ones were?”

Improved "A" Plan benefits  
Improved "B" Plan benefits  
Improved First Officer international override  
Improved schedules and scheduling criteria  
Increased insurance and medical benefits  
Improved Reserve System  
A short term disability plan  
Increased expenses  
Three year duration  
'HOWGOZIT' Reserve Tests? We continue to work through reserve tests designed to determine if various concepts can improve our current system. Our UAL reserve system, like the system at other airlines, is unique in many ways and has been developed over a long period of time. The trick is to find ways of improving what we have without disturbing the best feature of our system - the high guarantee. Thus far we have tried several modifications including a so-called "hot/cold" system, a "seniority" based system, and an "active/passive" system.  
UAL-MEC Negotiating Committee  
Steve Smith, Chairman  
*Since that report the company has presented its opening offer, which has been described as "Disappointing" Ed.*

**FRANK F. DAVIS** – 108 Hamm Hollow Rd, Elizabethton, TN 37643

Dear Cleve, Since I haven't received a copy of *RUPANEWS* since August, I felt I must have forgotten to remit my annual postal pittance... I checked, and I had! So, I'm enclosing this year's and Y2K's with this missive. Sorry about the oversight ... this has been a tough year, even without direct involvement with tornadoes, earthquakes, floods, mudslides, fires, and all that other stuff. Keep up the good work. Frank

**JOHN A. DAWSON** – 1296 SW 301st St, Federal Way, WA 98023

Cleve, A little late but here is my \$20. Maybe I need something that goes "WHOO-WHOO YOUR POSTAGE IS DUE!!" We've been doing a lot of car trips. Bought two new cars in 1997 and so far have driven them (the cars) over 80,000 miles. Best to all,  
**John**



# RUPA LAS VEGAS CONVENTION – 1999

The following pages contain some facts and photos about the well attended and, by all reports, well enjoyed RUPA convention held in Las Vegas, Nevada, between the 7th and 11th of November, 1999.

This was probably the best attended convention to date. While the reasonably central site (though not particularly well served by UAL) doubtless had something to do with the good attendance, the organizing efforts of the LAS RUPA team, well led by local convention chairman, Barry Dixon, must be given many kudos for their pre-planning and execution, which ensured the successful event that ensued. Thanks must also be given for the efforts of the following: Oak Porter and his team for organizing the successful golfing days; Hugh Mattern and Barry Dixon for organizing the Sporting Clays Meet; Pat Smith & Bill for the Tennis meet. And not least, our convivial hosts, LAS Area rep. Clyde House and his lovely helpmate, Marie, for so effectively and jovially greeting the arriving conventioners.

There are many measures of success of any convention, and supposedly, the reason for being, the actual General Meeting should be one of them. From that point of view, the last meeting must be adjudged a success, for it accomplished its functions. There were revisions to the By-Laws, mainly crossing legal Ts, to ensure that our status as a “tax exempt” entity was secure. The only other change of note was to enable active pilots to become members of RUPA. After some discussion regarding the singularity of RUPA it was agreed that such pilots could be granted associate membership (all rights except that of voting ) until they actually retired.

The annual cruise offered to the membership was elected to be from San Diego to Acapulco and return, next November 3rd.

It was also determined that, given the success of this convention, that the same site should be chosen for Convention 2001.

As expected, (Woo-woo!) the current serving officers were unanimously granted another term of office.

It was determined that RUPA membership would be best served by individual memberships from those RUPA members who so wished. To that end a *RAPAPAPPORT* subscription form will be placed in the next *RUPANEWS*.

President Smith presented a report from the Chairman of the Retired United Pilots Foundation, and upon its conclusion, requested that retired pilots continue to individually contribute to that resource for indigent retirees (mainly widows). He also noted that the Foundation needed volunteer board members, and suggested that such an endeavor would be worthwhile for recent retirees.

Secretary/ Treasurer Cleve Spring assured all that our finances were in good order. A further heartening note was that the number of retirees electing to join RUPA had increased from roughly 33% to almost 50% in the last year.. This he attributed to, among other things, the new look of *RUPANEWS*, which is sent to putative retirees in their last three months of active service.

S/T Spring also noted the contribution given by RUPA to the Young Eagles program in LAS where, as explained by one of its mentors, Dick Schultz, it is a highly motivating factor in getting members of a mixed-race High school involved in programs with a high likelihood of employment in well-paying jobs. Cleve noted that other Young Eagles organizations with an active RUPA backing should contact us with grant proposals, which would be given consideration.

In further BOD business, it was decided to place the editor – whoever he may be– on the BOD, because he was intimately involved in the day-to-day operation and monthly publication of *RUPANEWS*, and hence the affairs of the Association.

It was also agreed that, as had been noted regarding associate membership, the singularity of RUPA membership required that although non-members names may be published in the “Flown West” page as a service to members, they did not merit a full obituary as accorded RUPA members. As a corollary, it was further resolved that input to *RUPANEWS* was best decided by the editor.

Finally, because it was revealed in the course of the meeting that many Area lunch groups had more or less regular attendees who, though qualified, were not members of RUPA, it was suggested that they be encouraged to join our fraternal organization. This is in no way intended to discourage non-UAL pilots and non-pilots, from being encouraged to attend such lunches, merely to suggest that recruiting is always needed in an organization of retirees, such as ours.

*Respectfully submitted, Jock Savage, Recorder.*



*A welcome sight. Barry Dixon ,LAS Convention site chairman, and welcome-desk hosts, Clyde House and Marie .*



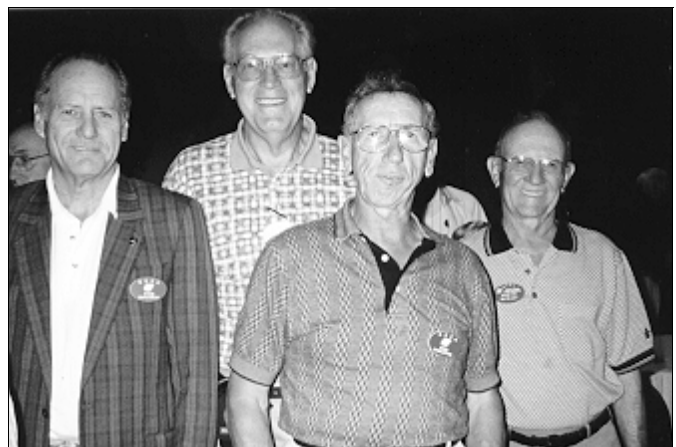
*President Bill Smith ponders a deep point. Possibly whether to hit a malcontent with his Harley piston gavel*



*The conventioners hang, with 'bated breath on the Prez's words of wisdom.*



*Veep, Bill Bartel, charming mesdames Rose Spring,, Charlene Alfson, Mary Ramseur, Peggy Strand, and Sheila Savage at the cocktail hour*



*Thirsty business. A patient Tom Holden, Hugh Berry, Rod Violette and Marv McCrary wait in the line for the bar at cocktail hour*





*Widows Coordinator, Jackie Abel (front center), with nine of the 27 widows who attended the convention*



*Guest Speaker, Captain Ed Soliday, UAL's VP of Safety, Quality and Security, in mid-briefing.*



*Sandy Prescott thanking Prez Bill for bound copies of RUPANEWS published during her late husband's tenure as president of RUPA.*



*Sporting Clays men's winners: Ricky Davidson, Hugh Mattern and E. K. Williams*



*Organizers, Barry Dixon and Hugh Mattern, flank Linda Tanons and Mary Pence Stanton.*



*Gunslingers: Ken Ellis, Bob Stanton, Ron Kakeldy, Bob Tanons, Irv Jones and Range Safety Officer.*



*Golf Chairman, Oak Porter, smiles benignly in the background as 3rd place Scramble winners; Joe Svendsen, Rosemary Authier, Gerry Delisle and Gene Lamski accept their prizes*



*Eddie Edwards (age 93) accepting the Oldest Golfer Award from Fern Porter*

**Sorry, tennis players, by the time your awards came round I had plumb run out of film. Ed**



*1st -place Scramble winners: Bob Gifford, Mary Gifford,, Dick Holt and Dave Jones.*



*Sandy Prescott presenting a special award to Wid-ows Coordinator, Jackie Abel.*

Bottom right: A surprised Dr. Bud Schwartz acting as though he shouldn't be there with (clockwise) Sunnee Jines, Rose Spring, Bud Puckett, Milt Jines, and his wife, Mary Schwartz. Rose and Milt are displaying the name on their beverages – "Fatburger". Guess it beats Ripple!

One wit described the convention as being like a great layover, without the necessity of flying a trip first.



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## Winners of the RUPA Golf Tournament LAS

### Low Scores

Low Gross: Joe Svendsen.  
Low Gross over 70: Oak Porter.  
Low Net: Jim Turner.  
2nd. place: Gerry Delisle.  
3rd. place: Gene Lamski.

### Scramble Winners

1st. Place : Bob Gifford, Dick Holt, Mary Gifford, Dave Jones.  
2nd. Place: Ray Pierce, Marv McCrary, Rod Violette.  
3rd. Place: Joe Svendsen, Gerry Delisle, Rosemary Authier, Gene Lamski.

### Four-man Best Ball

1st Place: Joe Svendsen, Gerry Delsisle, Rosemary Authier, Gene Lamski.  
2nd Place: Jim Turner, Joe Ferrie, Brigit Dillard, Harley Brown.

### Ladies Low Score

Gross: Rosemary Authier.  
Net: Helene Violette.

Oldest Golfer: Eddie Edwards.

*I would like to thank all the golfers. I hope you had a good time. Oak Porter, Golf Chairman.*

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## Winners of the RUPA LAS Tennis Tournament

### Women

1 Rhoda Green. 25  
2 Pat Smith. 16  
3 Bev Miller. 15  
4 Diane Whiteley. 14  
4 Maureen Holden. 14 Tie. \*

### Men

1 Al Verhage. 22 \*  
2 Jim Whiteley. 21  
3 Wally Amling. 20 \*  
3 Tony Romeo. 20 Tie \*  
4 Jim Miller. 18

*Thanks to Earl Bach for so admirably organizing the tourney. \* indicates a prizewinning bottle of wine which was not picked up. Bill Smith*

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## Sporting Clays Shoot Results

The scoring was done on the "Lewis" system, which is nothing more than putting everyone in order of finish and dividing by the number of classes. *Hugh Mattern.*

Ladies Winner: Linda Tanons.

### Men's Winners:

A. Hugh Mattern.  
B. Ricky Davidson.  
C. E.K. Williams.  
Cam McEachern

**JOHN A. DAWSON** – 1296 SW 301st St, Federal Way, WA 98023  
Cleve, A little late but here is my \$20. Maybe I need something that goes "WHOOOP-WHOOOP YOUR POSTAGE IS DUE!!" We've been doing a lot of car trips. Bought two new cars in 1997 and so far have driven them (the cars) over 80,000 miles. Best to all,  
**John**

**JAMES E. DOWD** – 6225 SE Mariner Sands Dr, Stuart, FL 34997  
Cleve, If it wasn't for the birthday (66) today, I'd never remember. Sorry it'll be a few days late. Please note we are back in Florida till next June. Thanks again to you and all the others. You know who you are. Best regards, **Jim**

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**NORMAN J. DE BACK**, 15 Saddle Lane, Novato, CA 94947 ORD, SFO, LAX, SFO 10/64 10/98  
Dear Jock, it's birthday time and the first year anniversary of my retirement. All is well and we are enjoying not answering the bell very much. The morning and afternoon commutes on highway 101 in Marin are so bad now, I don't know how any one can endure it for a 34-year career.

Our SFO retirement party at the Westin Hotel was great. Thanks to the effort and care put in by those in charge, the food, music and even speeches were well presented.

Last fall, I attended my 45th year class reunion from Stanford University. To say that we as pilots are in better shape/condition than the average college grad is a great understatement. All my classmates talked about was health or lack of it. They all have progressed beyond where money is no longer of paramount interest or concern.

Last month, 18 out of 25 in our UAL new-hire class attended our first reunion in Glenwood Springs, CO, a six-hour choo choo train ride west of Denver. We all had a very good time. Bruce Chalmers led the choir, and each pilot was given the mike to talk as long as he wanted about his career, complaints, wives or anything else he wanted. We finished dinner and were up and gone from the table before midnight, if you can believe it.

Took a couple of trips by air to New Orleans and Honolulu/Maui. BP 6 passes work very well thank you. Thanks to all for a great *RUPANEWS* that keeps us informed. **Norm**

**RICH & EVELYN DEVRIES** – 10606 N Hollywood Rd, Forreston, IL 61030, Ph 815-938-3393

Dear Cleve, Today, October 27 marks one year since my last landing on the 777. Seven days later we were in our motorhome headed south for a winter of volunteering. We did construction work at SIM mission in Charlotte NC until Thanksgiving. We moved on to JAARS (Jungle Aviation And Radio Service) in Waxhaw NC. Our motorhome waited there while we went to Thailand to be with our kids and grandkids for Christmas. In the middle of January we moved from JAARS to New Tribes Mission in Sanford FL for three weeks building a duplex for retired missionaries. We were at Wycliff in Dallas TX most of February constructing a three story building. By the end of February we were working at New Tribes Aviation in McNeal AZ. Early in March we spent 9 days distributing 102,000 Gideon Bibles to Las Vegas hotel rooms. We visited Wycliff Associates in Orange County CA. We worked one week at Friends of NTM in Mansfield MO before returning home April 2nd.

Except for a trip to Thailand and Papua New Guinea in August, we kind of hung around the farm for the summer. In two days we head south for another relaxing winter. My birthday check is coming by snail mail  
E-mail Rich DeVries@compuserve.com Cell 815-238-4494

**HANK DIRKMAAT**, '51-'85, 3702 West Fairway Drive, Coeur d'Alene, ID 83815-9048.  
dirkmaathw@aol.com

December is my birthday month and after reading the report by R. L. Downs (Nov. *RUPANEWS*) about airplane accidents, I felt impelled to add a little to it. My first 9 years with United was spent in Passenger Service, and the last 25 at Flt. Ops. The 9 years were divided, 4 years in SLC and 5 years at LAX, both at the old terminals during that time. At LAX the two premier flights LAX to IDL, both leaving at 0900 were the TWA Connie and the UAL DC-7, flight 758 (pretty sure Flt # is correct) at opposite gates divided by a chain link fence. We were always competing which one would leave the gate first, because 0900 was a busy departure time, and one or two minutes difference at the gate could put us in IDL ahead of TWA. On Aug. 30, 1956 I was assigned to be the boarding agent for the flight. Only one agent at the gate those days, accompanied by a supervisor to help things along. It is now 43 years later and I can still remember, in my mind, some of the passengers. Our flight left the gate a couple of minutes after TWA, waiting for a delayed passenger. These same two airplanes had a disastrous meeting over the Grand Canyon.

In R. L. Downs report I was missing the DC-6 accident of flight 610 between Salt Lake City and Denver. This flight left SLC at 0030 for DEN, OMA and CHI. It flew into a mountain on the way to DEN, and I think it was in 1953. And yes, I was boarding that flight also. In the midnight shift, I was the only one on duty handling the check-in and departure. It came in from SFO and I had to remove 5 people a/c oversold in SLC. At time of departure there were 2 seats available. Which ones to take? One was a medical doctor on the way to CHI for an operation, the other was a lady who was on a death emergency and the other 3 were a party of 3, all men, going to a business meeting in CHI. These 3 just about tore me apart for not putting them back on the flight. Next Flt was early a.m., and I booked them on it and offered them vouchers to spend the night in the Newhouse Hotel in SLC. They refused and said "We are going to sit here in the lobby and stare at you all night." About two hours after departure of 610, I received a telemeter that the flight had crashed. I woke them up and showed them the message. Now they hugged me, kissed me on my head and



hands for saving their lives. What a difference 2 hours makes! The next evening I was on my way to CHI and Detroit on the same flight, and was practically alone, almost everybody had canceled.

Since the death of my wife two years ago I have done a lot of flying to meet people and keep busy. Visited Australia for three weeks, to the Netherlands twice and to Kona five times. I traveled with my sons, wives and grandkids on their companion passes. I was fortunate to have a lot of delightful First Class trips! Only one companion can join the retiree in F. C. I wish all my RUPA friends a merry Christmas and a great year 2000! **Hank.**

### **BILL DUTTON,**

Drivers License. Jock, The gang should get a chuckle out of this:

"I've sure gotten old. I've had two by-pass surgeries. A hip replacement, new knees. Fought prostate cancer, and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts. Have bouts with dementia. Have poor circulation, hardly feel my hands and feet anymore. Can't remember if I'm 85 or 92. Have lost all my friends. But.... Thank God, I still have my Florida driver's license!"  
*Bill.*

**JOSEPH FABBO** 75423 14th Green Dr., Indian Wells, CA 922 10

Cleve, On Friday, September 10th, I checked into the Hilton hotel in Milan, being part Italian, I bought a local newspaper, to my surprise I saw the enclosed clipping. Since I was checking out and heading back to the USA, I could not go to the ceremonial transfer. I only wish that I would have known of the event sooner. I was a busy summer, flying to Australia, Canada, Sun Valley, Colorado Springs for golf outings. I just returned from the ALPA golf outing in San Diego, great tournament and a nice turnout. Thanks to Capt. Jim Gwinn of Denver.

This is a first, I'm a month ahead of my birthday, December 7th. The new format is great and many thanks to the group who put out a great newsletter. Good health and happiness to all. Joe

*Joe. I think that this must be the last mention of Charlie Dent's dream horse. It is fitting to have a comment submitted by one of part Italian heritage, quoting the what Italians think of the venture. Ed*



### **Milan Lassos The Horse That Never Was**

*By Christopher Emsden\ ITALY DAILY STAFF*

Today, a 24-foot-high bronze horse will be unveiled in Milan, the culmination of a curious hybrid between the Italian Renaissance and the American dream. Conceived of by Leonardo da Vinci in the late 15th century, but finally cast in a New York foundry 500 years later, the horse's installation in front of the San Siro Ippodromo horse racing track today represents the last act in the 22-year-long, \$6.5 million obsession of a retired [UAL] pilot from Pennsylvania who, like his Renaissance idol, died before seeing the work completed.

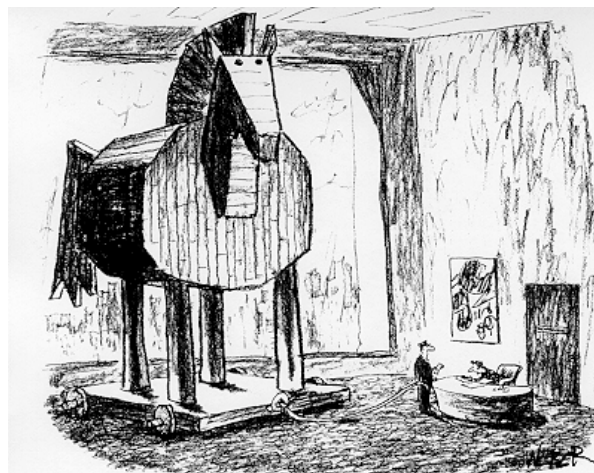
U.S. Ambassador Thomas Foglietta will formally present Mayor Gabriele Albertini of Milan with the gift of "the horse that never was." In fact, the donation is being made by an American non-profit organization founded by Charles Dent, who took it upon himself to realize a project which was postponed by war in 1499. Friends and relatives of the retired United Airlines pilot assured Dent on his deathbed that they would see through his plan to "give Leonardo his horse," and now they have done so.

More than 700 Americans have flown over to attend the ceremonial transfer, as well as a series of events, including a special concert conducted by Riccardo Muti at La Scala and weekend balloon rides to behold the 12,000 kilogram steed from above.

The Italian public has so far been reserved in its verdict on the horse, which some have diffidently declared an "americanata", which, loosely translated, means "American kitsch." But it has received plaudits from numerous scholars, who served as consultants on the project.

Just what the horse exactly is, however, remains unclear. "It's really a tribute to Leonardo," Explained its sculptor, Nina Akamu, at a press conference in Milan. "In no way is it a copy or a re-creation."

Normal



"Mr. Mosbacher, are you expecting anything via U.P.S.?"

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## November Folding and Stuffing Meeting

37 members attended this folding and stuffing session. Everything went fine, except the printers didn't send enough newsletters and four of us had to wait around until they delivered some more.

**ANNOUNCEMENT:** *All F & S'ers, there will be a "Folding & Stuffing" session on January 5 to mail out the RUPA 2000 Directory.*

Here are the names of those loyal members who help to get this great publication out.

Bob Ahrens	Floyd Alfson	Bill Bartel
Marty Berg	Al Bernard	Jo Bernard
Georgia Bouska	Rich Bouska	John Campbell
Bob Clinton	Roz Clinton	Chuck Cooke
Sam Cramb	Neil Daniels	Chuck Hoffman
Phil Johnson	Deete Johnson	Howie Jundt
Bob Kallestad	Norm Marshall	Cam McEachern
George Mendonca	Bob O'Leary	Mel Peterson
Jay Plank	Walt Ramseur	Jock Savage
Bud Schwartz	Jim Shirley	Bob Soergel
Cleve Spring	Rose Spring	John Stefanki
Gene Tritt	Ron Weber	Ray Wolff
Larry Wright		

**CHARLES FELLOWS** – 8101 E Dartmouth Ave.  
#35, Denver, CO 80231

Dear Cleve: Here is my annual postage payment. Well, Root I'm 66 toot. I'm well and happy to boot; and I sincerely hope that all my fellow RUPER!S are too. Well and happy that is. I hope to ski a bunch this year. If you want to join me: call (303)750-6860, FAX (303) 750-0132, or Email CFellows@compuserve.com. "Keep Your Nose Up", and "Think With The Blue Side Down. "or... is it ?  
Sincerely, *Charles C.*

**R. A. "JUDGE" FRAZIER** – PO Box 281409,  
Lamoille, NV 89828

Cleve & Jock, Shocking news, but I got my B'Day check in early. All's well in Lamoille. The big news is that our new barn is finished and the new house will be done in a couple of days. Plenty of room for Barbara's junk, my treasures, the four dogs and us. The fires this year that burned nearly a million acres of range land caused us some trouble. I was drafted again as a dozer operator on the fire lines and given an almost new D-8 Cat but never left the staging area. Sort of like standing reserve at the Flight Office. I'm in my second year on the Elko Airport Board and we're in the midst of a big expansion complete with a new terminal building. A far cry from what it looked like when we flew Guppies out here. Between that, the VFW and lots of other things, we both manage to stay too busy but happy and healthy. --**Judge**



**W. E. BILL DUNKLE** - 670 Camino Concordia,  
Camarillo, CA 93010

Dear Jock, Contrary to Doug Wilsman's memory of things, as reported in the November issue of *RUPANEWS*, the original variable "B Fund" pilot retirement plan was the work of the 1956 UAL pilots negotiating committee. This committee consisted of Captain representatives, Harry Orlady, Lyle Knoll and myself along with First Officer representatives Karl Weber, Gerry Pryde, and Bud Hill.

Our committee had come to its own conclusion that fixed annuities, as the sole source of pilot retirement benefits, needed amendment. The result was the first so-called "B Fund" where benefits would rely partly on fixed annuities and partly on the return from common stock.

Bringing the "B Fund" to life was not easy. Most of the pilots in the mid fifties had been exposed to the "Great Depression" and saw the stock market as unreliable, antisocial and downright dangerous. Even MEC Chairman Ed Kelley was opposed to the "B Fund" at first, and it took a lot of persuasion from our committee to bring him around.

Again with due respect for Doug Wilsman's memory of past events, this letter is written to recognize and appreciate the work done by my fellow pilots and friends who were members of the 1956 pilot's negotiating committee.

Best Regards, **Bill**

*Thanks for the correction, Bill. The point that is not at issue is the credit due ALPA members of all generations who went the extra mile for the benefit of the profession. Ed.*

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**ROGER D. IDE** – PO Box 246, Lake George, NY 12845

Hi Cleve; I just remembered I had an “F” in birthday last month! I keep trying to overlook them, but time marches on. Am also in arrears a couple years I believe, sooo enclosed is a check for my tardy dues plus a little for slush. Keep up the good work. Regards,  
Roger & Patti

**JAMES G. JAEGER** – 1230 Garden Ln, Sebastopol, CA 95472

Hi Cleve, thanks for the certificate. It's great! Not sure what I'll be doing for awhile. Cheryl has a very long “Honey Do List” that should keep me busy for awhile. Between that and dog shows, I hope to spend some time on my coin collection.

Thanks again, *Jim*

**NOEL S. KANE** – 14611 Aloha Ave, Saratoga, CA 95070

Hello Cleve, So far I've discovered one thing about retirement - it didn't come with instructions. Which explains why this comes to you so late. I've sent a check for membership and the *RUPANEWS* but you will have to tell me which birthday is covered. And yes I would enjoy receiving a RUPA certificate.

My last trip was flown on the wife's birthday, November 22nd. Actually Berni had two birthdays - the first in SYD and the second upon our return to SFO. It made the event real special.

Since hanging up my spurs I've been with NASA, ASRS. Two things have become apparent - the young Turks learned nothing from my mistakes and I am ideally not suited for office work. Actually this place is full of ex-UALers all returning something to the system in which we spent our careers.

Regards, **Noel & Berni**

**DON KYTE** 257 Ostego Dr. Ft. Myers Beach, FL 33931 e-mail: DVKYTE@AOL.COM

Hi Jock and everyone: I am actually getting a letter off during my birthday month (first time in recorded history)! Must be a sign I am slowing down and catching up on chores. 1999 was the first summer that I haven't run my Glacier View Airways in Juneau Alaska flying passengers from small 4 to 20 passenger charter boats over the glaciers of Southeast Alaska in my Seabee amphibian. After 10 years we thought we (and the Seabee) needed a break so we bought a used motor home and drove it to Sandpoint Idaho with our two cats. What an adventure!

Sandpoint is where I learned to fly 48 years ago and where I have wintered the Seabee for the past two years in my buddy, Ernie Martin's hangar.

We had a spot in an RV park in Hope, Idaho just 50 feet from the shore of one of the most beautiful lakes in the world, Lake Pend Oreille.

Ernie Martin had an Albatross amphib in 98 and I had flown copilot for him in that after my season in Alaska. This year he had sold it and bought a beautiful PBY that had been owned by a man who had flown it around the world. The interior had cost over 2 million alone and the rest of the plane was just as nice. I flew copilot for him in that all summer and then helped him take it to Long Beach, CA in late August. That took over 8 hours nonstop. Just the 2 of us with no auto pilot. It was fine until we reached the deserts and mountains of Nevada and the turbulence thereof. If you have ever flown a DC-8 with the hydraulics shut off and thought the controls were stiff, you should try a PBY! I certainly respect the kids in W.W.II who flew them into thunderstorms DELIBERATELY to avoid the Zeros.

I spent nearly all of my time working on the Seabee. It needed a lot of TLC after spending most of its life in salt water. It took all summer, but the Seabee is now in the best condition it has been in the 35 years I have owned it. Since there are other things Jean and I would like to do with our summers, the Seabee is now for sale. (108 thousand). If it doesn't find a new home by June, however, we may take it back to Alaska for one more season.

The charter companies I have worked with all these years are really putting pressure on me to return. It was nice to see the sun nearly every day in Idaho but the call of the North is very strong. By next summer we may not be able to resist.

Thanks to all of you who do such a fine job on *RUPANEWS* (I like the new format). Check to Cleve.  
Don

**ART LUMLEY** – PO Box 799, Gold Hill OR 97525 SFO lumley@cdsnet.net.

Dear Cleve, It seems that the further away I get from retirement, the busier I get. Again, I found it hard to say no when the American Society of Aviation Artists was looking for someone to take over as executive secretary. Since the organization doesn't have an executive director, that puts me in the position of being responsible of everything that goes wrong. I also get credit for what's right. Aviation artists that would like to receive information about the American Society of Aviation Artists or the annual exhibit which is open to all artists, members or not, should contact me. The next exhibit will be at Ft. Worth, Texas from June 26 through September.

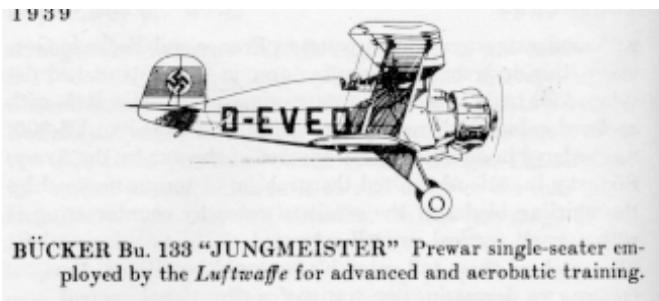
Another major project that my wife, Pamela, and I are

becoming involved in is the opening of an art gallery in Jacksonville, Oregon. Jacksonville is a historic town located about six miles west of Medford. The building that we will be in was built in 1859. Besides being a historic tourist attraction, Jacksonville has some great restaurants. Most of the art will be the creations of Pamela and myself. I specialize in aviation art. Pamela, a national award winning artist, paints everything with a focus on aviation and equine subjects. Come on by and see us. The name of our gallery will be "The Pegasus, Gallery of Fine Art." Cheers, **Art**  
Normal  
Normal

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

To Jock & Cleve, Hard to believe that one year ago tonight flew my last trip LAX-SYD-pshew! Here is postage – probably will be last time I'll remember it before my birthday!

Spent the last year very busy getting the fleet flying again. So far 3 of 5 in license does keep one very occupied. Most recent being an original 1940 Siemens-Halske-Bramo powered Bucker Jungmeister. Restored brakes, main gear assembly, replaced two valves, seats, guides – not an easy task since they don't have them at Pep Boys, plus a bunch of other stuff too. Just got it licensed last week. Have some cosmetics to finish off, hope to be flying it shortly.



Only one doing any traveling this past year is my wife Sheryl. Two trips to visit her sister whilst experiencing the first time exhilaration of standby travel, i.e. about a 25 minute connection at ORD, but it worked out OK. After a year off from all that long-haul flying my feet are just starting to itch, albeit barely, again.

My thanks to all the F & S'ers and everyone else working on the *RUPANEWS!*  
*Hals und Beinbruch!* Bill

**FRANK & LU MIHALIC** – 707 Radford Ln, Foster City, CA 94404  
Cleve, When I didn't receive my September issue of the RUPA bulletin, I figured it was an oversight.

When the October issue didn't come, I thought someone really fouled up. Now that the November issue didn't arrive, I'm convinced, I've been ZAPPED from the RUPA mailing 'list. Looking back, I figured it was because I forgot to send in my 98 stamp fund check.. Going over my check stubs verified it. Enclosed is my check for 1998 and 1999. I hope this will get me reinstated on the mailing list for the new millennium because I really enjoy reading every issue. **Frank**

**JOHN N. NASH** – 12 Page Ln, Greenville, SC 29607  
I don't know what is so hard about getting a check in on time but there must be something. I'm late again as usual but better late than never I guess.

The last year has been one I would rather not have had. As was published earlier in the news my wife of almost 39 years, Jewell, passed away on Jan 5 from ovarian cancer. That about explains this year. It has been long and lonely, but I have survived and plan on doing so in the future.

Not traveling enough to amount to anything, but maybe in the future. Those of you I know well enough to invade your lives, have the spare bedroom available. Enjoy the news. *John*

**ED & PHYLLIS NELSON** 18740 N. 89 Ave. Peoria, AZ 85382

Our eighth year to rent in PHX. Phyl had a good surgery, internal repairs, at the new Mayo Hospital. We took grandson Jesse to Europe. Sold our house of 23 years in Arvada and moved to Westbrook Village in Peoria. The lower altitude is better for Phyl's blood pressure and heart rate.

Enjoyed seeing Jesse inducted into Georgetown University, Washington D.C. full ride scholarships. We also saw our kids and grandkids who moved from Denver to Rockville MD

Spent four days with old Navy friends Bob & Viv Kampe in Jamestown RI, and saw the mansions in Newport Beach.

Took my turn at Mayo for a cervical decompressive laminectomy - removed the backs of three neck vertebrae, as my fingers were getting numb. Getting along great, doing their exercises - thanks to Dr. Deen and the Lord. **Ed**

**DOUGLAS J. NICHOLSON** – 373 Laurel Ln, Marysville, CA 95901

Dear Jock: Let me climb on the bandwagon and thank you and every one else for all the work that's put into this newsletter. This marks my second year, and I'm still finding enough to do on my farm to keep me busy. This time of year we start cracking walnuts for ourselves and others – commercially. Keeps my son-in-

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law hopping for the next month or two. By the time this prints I should have a half interest in the *Eagle's Nest Bar and Restaurant* in Marysville. And yes, we will give an Airline discount. I say should because I have been trying since July to close it. On the home front, Johnie has her indoor riding area up and running and is into the Arabian show horse scene. She broke her pelvis a year ago and is still on medical leave, so it looks like she will retire next June. I'm looking forward to seeing everyone in Feb at boys night out.  
Doug

PS. you can correct any of my two finger typing errors.

**WILLIAM P. NOLAN** – 15271 Williamsport Pike, Greencastle, PA 17225

Birthday time again – fortunately- (66). FAA Doctor says I have heart, lungs and eyes of a 20 year old and the body of a god “Buddy.”

We're up to twelve grandchildren and three great-grandchildren.

**Bill**

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

Cleve, Enclosed is check in time for my birthday. I'm healthy, on the go all the time and having a great time. See you in the year 2000.

Al

**JOHN C. OWEN** – 9403 Wildflower Dr, Woodway, TX 76712 55/86 CHI SFO BOS SFO SEA SFO SEA  
Dear Cleve, Uh-Oh. Two weeks late. Sorry. Guess it's a slower pace here in Texas; at least for me. I'm getting used to the 105 degree temperatures and being certain to stay indoors. I don't know what we would do if the air conditioner happened to fail. Fly West perhaps.

How about the woolly mammoth they found in permafrost. I hear they'll use a hair dryer to thaw him out. I almost wish we could get an ice breeze from that direction, except it's a smell like an elephant's W/C. (blue room for you older types)

Nothing to report except another year older and deeper in debt. Sincerely, **John**

**WARREN PHELPS** – 2219 Barrett Dr, Algonquin, IL 60102

Dues to Cleve and note of thanks to those who make this all work. Keeping too busy, but enjoying it more. Marge's mom is 98 and in ill health, so we spend much time in Sacramento. Back here to Algonquin when able. All is well with both of us. Keep up the good work. Warren

**CLIFFORD PITTS** – 5700 Quaking Aspen Rd, Reno NV 89510

Dear Cleve, I have been a lifetime member for several years now just to follow the activities of those whom I have flow with over the years. I have now reached the magic age where the FAA no longer considers me fit to fly the big iron, so I am officially retired. Many will say that I retired several years ago, but that's what seniority will do. I will stay busy on my small ranch raising paint horses and showing them in the Western US. Thanks for all the work you do and the endless hours you all must spend on the newsletter each month. For one, I certainly appreciate it and enjoy the informational articles that are printed each month. Enclosed is a check for this year's postage. Cliff

**BRUCE P. SMITH** 2687 Fairfield Commons, Chico CA 95928

Dear Jock: I had nineteen fantastic years of retirement before disaster struck. On Mothers' Day, May 9th of this year, my family and me were over at our vacation home at Clearlake in Northern California when I suffered a massive heart attack. My son and my wife took me to Red Bluff hospital in Clearlake, where they called in a helicopter and flew me to St Helena hospital in the Napa Valley. There they did an immediate Angiogram. The doctor said the only thing that would save me was open-heart surgery, and it had to be done right now. So that same day they did a quadruple bypass, and I have been recovering ever since, and am doing just fine.

I had none of the classic indicators of heart disease; normal cholesterol, low blood pressure with medication, no shortness of breath or angina pain - but it happened anyway.

The heart surgeon said a third of his patients are like that. My primary care physician wanted to find the reason, so gave me some more tests and found out that my lipoprotein level is high, but since it is genetic, there isn't anything one can do about it. He said that if I keep my LDL below 80 I'll be O.K. That's easier said than done, but we're trying.

About a year-and-a-half ago, United offered the California and Texas employees and retirees the option of joining an HMO. We decided to join Secure Horizons, which is in this area. So far, they have covered all expenses, including the \$6000 helicopter ride, plus there has been no paper work. So the HMO works for me.

Happy holiday season to all. Bruce

*Glad to hear of the successful outcome of your unfortunate incident and that you are well on the mend. Ed. Normal*



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**Birthday Checks Received Oct. 23 thru Nov. 17, 1999**

Kenneth J Albert, Robert B Aldridge, Raymond R Alverson, David L Arey, James R Arnfield, L Jack Ashford, George W Atteberry, Harold E Ayers, David W Baker, Vernon E Baldeshwiler, Rex R Bales, Gladys Ball, Glenn E Barkdoll, Lawrence A Barnes, James K Barrick, Robert E Bartow, Eric V Beeby, C Y Bennett, William E Bickert, Leland H Biermann, David G Binns, Macdonald A Bleser, John C Bley, Theadore A Boerstler, James K Bone, Richard C Bouska, Robert A Branch, Dennis A Brawford, Erle R Britton, Edward J Burggraf, Richard A Burke, Ernest R Burmeister, John A Cairns, John H Campbell, W Bruce Chalmers, James W Chilton, Thomas D Clemens, Douglas L Cline, Walter H Cockerill, Roscille Colburn, Norman A Comeaux, Ray H Cooper, Ruby Cordes, Jerry G Cox, Gary E Crittenden, Edward M Cutler, Frank F Davis, John A Dawson, Norman J De Back Jr, Richard K Devries, Robert M Dorsey, James E Dowd, H Mac Dunlap, Paul A Ebiner, Joseph V Fabbo, David L Feller, Charles C Fellows, John A Fields, Stephen R Fisher, Thomas J Forsythe, Marlene Freeman, Robert O Fuhrmann, James D Geddes, Robert J Gilsdorf, John L Gowen, Thomas L Grey, Alfred G Grodowski, Hershel D Harrod, Stephan A Heinrich, Robert S Helfferich, H Lee Higginson, Marion J Hild, H Jack Hites, James M Hixon, Luther B Honaker, Clyde W House, Frederic W Howe, William S Hughes, Benjamin N Huntington, James S Hurley, Roger D Ide, James G Jaeger, Phil W Johnson, Charles W Kettering, Floyd B Killam, Sally Kirbert, Charles Kreekorian, Peter J Kuspis, Donald V Kyte, Ronald D La Barre, Jerome N Laberteaux, Joseph M Lezark, Patricia Lionberger, Arthur B Lumley, David C Mackie, Maurice A Mahoney, Mitchell M Mann, James B Mc Gregor, Joseph B Mc Kelvey, Harold R Meacham, Gerald D Metzgar, William M Meyer, Albert Meyering, Frank J Mihalic, Curtis L Miles, Paul A Miller, William F Mitchell, Orrin L Moen, William D Morrison, Paul B Moser, John N Nash, Edwin L Nelson, Philip H Neubig, William H Neuens, Richard W Newman, Pierre M Ney, Douglas J Nicholson, William P Nolan, Stanley R Olsen, Alvin G Orr, John C Owen, George S Penwell, Edward A Petrovich, Warren L Phelps, David C Pierce, Jennett R Pincomb, David J Pirrie, Clifford M Pitts, Jerry G Polk, John G Powers, A L Ed Prose, Carlos J Quintana, John C Rahder, Richard E Randle, Thomas E Reidt, Daniel F Renfroe, Edgar A Riehl, Algis K Rimkus, Jeffrey B Roberts, Susie Robertson, Ulla Rudd, Raymond J Salamanca, William T Salisbury Jr, Frederick W Sanzenbacher, Leon T Scarbrough, Robert F Schaet, John W Schaumburg, William C Schell, Jack B Schlemer, Harold F Schoenborn, Warren J Schroeder, Duane E

Searle, Donald W Shaw, Joyce Simpson, G Allen Slader, Stanley S Smilan, Bruce P Smith, Richard D Smith, Robert L Smith, Donald J Sorensen, Charles A Spellman Iii, C Gilbert Sperry, Ralph L Stamps, Carl F Stengele, David B Stewart, William B Stookey, Harold R Storey, John M Strong, James A Sunny, G L Bill Sutherland, Robert J Swanston, Thomas J Sweeney, Webb A Tallman, Helen Tidgwell, Charles B Tolleson, A E Bud Utendorf, Ruth Verplanck, Robert H Ward, Kenneth D Waugh, Monna White, Roger P Wicker, Thomas D Williamson, Robert J Witherow, Normal

**ROBERT L. SMITH** – 19265 268th Ave. SE, Maple Valley, WA 98038

Just 2+ months into retirement and already I'm getting the knack of it. We made a trip to England and were introduced to the narrow boats on the back country canals. We keep making trips over the Cascades to oversee a garage project for an eventual move to Banks Lake, by Grand Coulee Dam, and to upgrade our cabin in the woods near Sandpoint Idaho. **Bob**

**DANIEL F. RENFROE** – 115 Smith Creek Drive, Los Gatos, CA 95030 SFO '64- '96 Bulldog7th@aol.com Like Scotty Devine, I'm also involved in research at NASA Ames, Moffett Field. Currently we're operating a low visibility, land, turnoff and taxi system, utilizing a HUD, Electronic Moving Map (Nav Display) and Audio inputs in an Advanced Concepts Simulator (bastard version of a 757/6767/B777/Airbus) with a side stick control. The HUD projects an electronic taxiway with cones defining the edges, highway-like turn signs; including a stop sign that appears directly in front of the aircraft, and an audio warning of approaching traffic. I keep telling the developers, that a few bullet holes in the Stop Signs would add realism to the scenario. Our next study is a Free Flight operation in a B747-400 Simulator. Fly route and altitude you want to reach your destination conflicting traffic would appear on your ND and you are free to turn, climb or descend to avoid this traffic. ATC would only be available to settle conflicts between aircraft.

I keep up on the latest among the various airlines, including United. Same old complaints by flight crews; probably hasn't changed since Scotty started flying: Younger women, older whiskey and more money ..... Still get stick time ... but it ain't real.... Regards, Dan



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## THE AIRMAN'S WORLD

*I've blessed my wings a thousand times for where  
they've carried me -  
high up the ladders of the wind -  
far out across the prairies of the sky to lands my  
fathers never knew  
and shores my kindred never trod -  
threading the corridors of templed cloud  
out and away beyond accustomed sights  
and sounds and creeds and breeds.*

*I've blessed my wings a thousand times  
because of doors they held ajar  
to aspirations of a seeking youth -  
the vistas and horizons that receded endlessly  
though I pursued them furiously -  
the ceaseless challenge to orbit beyond  
the perimeters of the antiquated  
and weary traditions and dogmas  
which anchor men to the bloody past.*

*I've blessed my wings because they are the physical  
evidence of the moral concept  
that to mankind nothing is impossible -  
that creation is his heritage and that the language of  
God is articulate and intelligible in the laws of the uni-  
verse.*

*Time is not the measure of rising and setting suns but  
the processing of experience from which  
the truth emerges bold for all who run to read.*

*For all of this and more beside  
which points to the stars and beyond,  
I've blessed my wings a thousand times.*

*But there is a nearer ecstasy! The wings that bear one  
home -  
the song of the engine when the homebound leagues  
fold the homesick heart in their embrace -  
the joy of letting down to the place the heart has never  
left -  
the thrill of returning to the one spot on earth beloved  
above all others - home!*

*And, if it be "Home for Christmas,"  
How thrice blessed  
are my wings.*

**By Gill Robb Wilson**



**EDGAR & RUTH RIEHL** SFO DEN LAX 46-80  
erihl@worldnet.att.net

Since this is the first day of my birth month, and we hope to be starting our annual migration in a few days ( waiting for a roof repair), I will try to get this done before it gets forgotten in the rush. We have had another good year and another good trip under our belts. But first, on our northerly migration this year we decided to check out the Natchez Trace that we had been crossing twice a year for some fifteen years, and since we had stopped with a daughter and granddaughters in the Atlanta area, we did the southern portion of the Trace from Mathiston, MS to Natchez. We got onto the Trace just in time to camp in a NP campground before dark. That was the night that the devastating tornadoes tore through Oklahoma and Kansas (but, without an electric hookup we were unaware of that). We found the Trace to be a delightful drive, and stopped at most of the interesting markers along the way.

However, approaching Jackson we encountered some pretty heavy T-storms and I thought we might be paralleling that front, and maybe we should just head west from there. We discussed it over lunch and decided to continue as originally planned. That turned out to be a good decision, otherwise we would have ended up that night right in the path of the tornadoes that swept through east Texas and northwest Arkansas that night. We saw some of the results of those storms the following day.

We have been very fortunate on these travels with only two or three near misses in our travels through tornado alley. May our luck hold!

Catching up on the work at our Colorado home and trying to finish a Braille assignment kept me very close to home this summer. Over seventeen years of transcribing Braille I have had a number of very interesting projects, but as a pilot this assignment (for which I still have an Index to complete) has been the most interesting and exciting.

The story is *Moon Shot*, the Inside Story of America's Race to the Moon, by Alan Shepard and Deke Slayton. I heartily recommend it as a great read. Hopefully, you will have better luck in finding copies of it than I have in a search for a couple of copies for my grandson and one for my bookcase. It was published in 1994 and is out of print I am told.

Then, to cap off that busy summer, Ruth and I took a trip that was recommended to us by our late cohort, Eric Meidell and his lovely wife, Beverly. At least 35 years ago they told us of the Coastal Steamers that ply the Norwegian coast from Bergen to Kirkenes and the great scenery along the way, so it has been on our "to do" list all these years.

This trip was great from start to finish and an unusually pleasant experience with all flight legs. With boarding passes in hand 35 minutes before departure time, we left DIA on Sept. 4 for IAD, where we again had our seat assignments before loading began. Then it was off to Amsterdam--both legs on 777's First Class. Flew six flight legs in Europe on ID95 tickets with seat assignments issued on check in. We did get "stuck" two unplanned days in Zurich (our daughters airline was oversold), but in that case we felt a bit cheated that she found us a way out at least a day sooner than we expected, since everything was overbooked for the entire weekend.

Stayed two full days enjoying Holland(yes, the natives call it that), then two days in Bergen before departing on the 12 day Coastal Steamer trip. Those steamers have been greatly upgraded since the Meidell's traveled on them, and the trip was delightful far beyond our expectations. They are not "cruise" vessels with continuous meals, entertainment, etc., but the quarters were more than adequate, the food was outstanding, and who would want entertainment with all that scenery passing by. 66 stops(33 each way), with time to get off and stretch the legs at each stop. The ports they hit during the night in one direction, are daylight stops the other direction. And, there are a few planned shore excursions available along the way. We stepped from our ship onto an excursion boat in mid channel, for a 6 1/2 hour boat and bus tour to Svartisen Glacier, catching up to our ship two ports later. At North Cape, a bus took us to the tip of the cape through reindeer herds on the tundra. At Kirkenes a tour was available to cross the Russian border, and southbound, we took another bus tour from Harstad to Sortland where we re-boarded the ship. There is so much to see and do, that "entertainment" would be a real distraction.

These working ships depart daily and unload and load cargo and passengers at all of those ports. Our ship, MS Midnatsol has a 325 passenger capacity, whereas some of the newer ones have up to 490 berths.

After another night in Bergen, we flew to Berlin where we stayed in the Inter-Continental, Berlin for three nights. They provided a very large room at very reasonable rates. Besides a bus and a boat tour of the city, we visited the Airlift Memorial at Tempelhof, and the Tegel airport so that I could reminisce--and, take a few pictures. But,

wouldn't you know, this is when the camera began to malfunction--apparently the shutter would fail to open, but the film would wind up. Not one of the half dozen shots Ruth took of the Airlift Monument ended up on our film, and only the new control tower at Tegel turned out. And, none of the Zurich shots ended up on

film, but photos on the same roll at our daughter's home in Georgia were fine. I did want those photos to supplement my program on the Berlin Airlift, but I have only one more presentation scheduled before year's end, anyway--and, then the 50th Anniversary is history.

Have attended the "Good Ole Boys" luncheons when in town, and we enjoyed another great gathering at the Flight Wives Picnic in August. Our heartfelt thanks to all who volunteer their time and efforts toward making the RUPANEWS available to all of us. It is really a great publication. Check by snail mail to Cleve. **Ed**

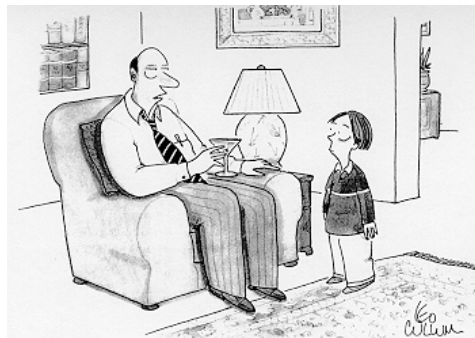
**S.B. "SUSIE" ROBERTSON** – 8519 Cherry Hill Dr, Dallas, TX 75243

Dear Cleve: First of all, thank you and all of the other board members of RUPA, plus the Folders 'n Stuffers, for sending me the monthly newsletters. I really appreciate them. Maybe on one of my future layovers I will once again be able to help affix labels on the mailings. My younger son, Eric, was recently hired by American and is completing his last week of training. He'll be based as an F.E. in MIA. My older son, Kurt, who's with Southwest, should make captain early next year. I'm beginning my fifth year with United as a flight attendant, still very junior systemwide, but exceptionally senior agewise, since I now qualify for Medicare! Whoever would have thought UAL would hire a 61 year old? Anyway, we three Robertsons are known as "the airheads" around the Dallas area. We get in spirited discussions as to which airline is the best. Since Eric's employment with AA, I've changed my Tshirt to read: "Marry me and fly THREE free." Reckon that'll up my odds?

My current address and phone number in the 1999 RUPA directory are both correct, but here's my email address which you might want to include in the next one: susieualfa@hotmail.com

With warm regards, *Susie*

Normal



"Not now. This is Daddy's quiet desperation time."



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**RAYMOND J. SALAMANCA** – 16 Packer Brook Rd, Redding, CT 06896

Dear Cleve, Just a note to mention my retirement, finally, on May 1st of this year. Turned 60 in 1991 but continued in the "back seat" as a B-747 FE. Four years' active duty with the Navy (plus 18 in the reserves), thirty years with Pan Am, and 13 good years with United sum up my aviation career. It has been a great one and I thank my lucky stars for the challenging professional adventures and pleasant times with all the crews.

Have told my friends that "the turkey has landed" and that I plan on doing some church work and hospital volunteering. Actually I am trying to catch up on my sleep. Forty seven years of long range flying has really done a number on my circadian rhythm. I still wake up at 4:00 am and read for two hours before dropping off to sleep again.

Am now teaching an 8-hour course for "mature drivers," called 55 Alive, sponsored by the AARP. The two 4-hour sessions: video, talks by myself, and classroom networking, show seniors how to compensate for the aging process. The course completion certificate, if mailed to your insurance company, can result in a 10% auto insurance discount.

I was saddened to hear of Capt. John Shuster's passing (Aug 28) and thank Hank Heifje for the obituary. Our cadre of ex-Pan Amers is shrinking, naturally. But small groups of us around the country hold luncheons in addition to the Clipper Pioneers (retired pilots) affairs. That association, too, is growing smaller as no new retirees add to the membership rolls.

Thank you, RUPA and the folders and stuffers who make our wonderful newsletter possible. The information is very timely and is heartwarming to hear of the fine friends made through my last 13 years with United. Sincerely, **Ray**

**WILLIAM T. SALISBURY, JR.** – 2903 Leisure Circle, Bumpass, Virginia 23024

Dear Cleve, Enclosed is my birthday check. Three years into retirement and I find that I am just as busy as ever and I find that most enjoyable. Aviation continues to be a big part of life, not only the actual flying part, but the social part as well.

Gayle and I have shown our Cessna 195 several times this past year and have been pleased with the results. We didn't attend these flyins with the idea of coming home with awards, but rather sharing the joy of this great craft with other people. The airplane continues to fly like a dream and is a joy to take on long cross country trips.

I am still flying the C-46 with the Confederate Air Force. I hadn't flown it in sometime, but when I could

not find a copilot for a particular appearance, I became it and got re-qualified. Turned out to be one of the most fun trips that I had ever had on it.

Also flying some charter for the local charter operator. Somehow, I thought when I left UAL, that I was all finished with check rides. Nothing could have been further from the truth!

When the weather is bad and there is any time left over, I continue to work in my machine shop, doing work on antique engines, some for others and some for myself. There is never a lack of work to be done. Life goes on and seems to become more interesting all the time. Kindest regards, Bill

Normal

**KEN SANDINE** 61275 Lane Knolls Ct., Bend, OR 97702

BigDuck@compuserve.com

Dear Jock: It's wonderful to be associated with you "old" guys. I committed unorthodoxy two years ago by retiring four years early, and *RUPANEWS* keeps coming, without any hate mail attached. If I get my check to Cleve ASAP, I might even get next month's issue.

We moved to Bend, OR, to try life on the dry side of the Cascades, but kept our place on Vashon Island, WA. Kidney dialysis for Marie Louise is more accessible here, whereas Vashon requires a ferry ride three days a week. Going between the two homes is accomplished with the able assistance of "Walter," our 1960 Bonanza. Walter has granted me seniority number 1! I never consult the crew desk, seldom talk to ATC (they like the lower work load), and only fly VFR. My retirement check, though impacted by retiring early, has never been further affected by having to cancel, nor have I had to go into open flying to make it up. What a deal!

There is a wonderful group of guys here in Bend who build houses for "Habitat for Humanity." One of our brothers, who has flown west, was such an influential leader in the group that Habitat is naming their new local office building after him. It's nice to hear "United Pilot" expressed in such glowing terms by these "old" guys pounding nails. I'm a little nervous about what they expect from me.

A big thanks to all of you who make *RUPANEWS* possible. Your efforts are appreciated by all of us.

Best regards, **Ken**



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**JACK AND MAE SCHAUF**, 8671-G SW 97th St., Ocala, Fl. 34481.

MDW/ORD 8/56-12/85 schaufjm@aol.com.

Hi, Jock: Congratulations on the great news letter and heartfelt thanks to all who put it together. We have enjoyed a good year, managing to keep all parts in reasonably close formation. Enjoy reading about the health-related experiences, and keep some on file for future reference. Our only contribution in that area is great satisfaction with Glucosamine Sulfate for joint maintenance. A friend had been told by his doctor to expect to be on crutches within two years, but after a short period of using Glucosamine his joints have greatly improved and he is not restricted in his activities. It is a natural element and not a drug.

A day at Oshkosh was most enjoyable and enjoyed a visit with Don Toepfen and talked over old times. Seeing our restored Boeing 247D was interesting. Also visited the Museum of Science and Industry in Chicago and really enjoyed seeing our old B-727. They have made a very nice display with it.

We have had very good experiences flying on several trips, usually first class and very well treated. One great trip was to Calgary and touring with a rental car in the Canadian Rockies. I'm impressed with United and grateful for the travel privileges. Check to Cleve. Seasons greetings to all. *Jack and Mae*

**JACK SCHLEMER**--967 Cascade Way, McMinnville, OR 97128-9511

I thought I might get my oar in the water a little early this time.

Entering my 19th year of retirement, not much to report. In June took the Concorde LHR-JFK. The one thing I've always wanted to do. Sorry my partner was not there to be with me. Best of everything to everyone. Sending check to Cleve. **Jack**

**GIL SPERRY** 2630 N. W. Maser Dr., Corvallis, OR 97330

Hi Jock: It's been a busy year. Started in July when our daughter, Ginny, was married in a beautiful outdoor wedding in Sun Valley, Idaho. Equally important, though, is the fact that we now have another airline pilot in the family; son, David, is now employed by Chataqua Airlines dba U. S. Airways Express, and based in Pittsburgh, flying the Saab340. To add to the air of excitement, a couple of weeks ago he was asked by Hawaiian Air Lines to go to HNL for an interview. A week later he was asked to return for more testing and interviews. And... to be fitted for a uniform. Thanks to the jump-seat program he can get home to Seattle two or three times a month. He will probably to

assigned to the DC-10 as a FE. We're excited for him. Brings back a lot of memories from some sixty years ago.

Healthwise, Suzanne and I are holding up quite well, though I've slowed down somewhat after two surgeries in the last two years. Hoping to make BNO in year 2000. Suzanne is planning a trip to Morocco next Spring, but leaving me home to cope. She'll have a good time I'm sure. Thanks to all the staff who work on the *RUPANEWS*.

*Gil*

**DOUG SPICKELMIRE** 61 Gamble lane, Port Ludlow, Wa.98365

Another year has come and gone, 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 plane I have, Loretta, trying to keep the place in show condition. We did not take any long trips last year but plan to once again go to Mexico in February for three weeks. With regards to a letter about my relationship to Spickelmire of Denver in August issue, we were distant relations of at least 3 generations back. The October news was very interesting, full of those I knew. Best wishes to all who make this such a interesting publication. **Doug & Loretta**

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

Hello Capt. Cleve: Today makes the magic number 88. Blood press 119/60! Best regards to all who remember me. It was a good life, no regrets. Each day I read the obit column, if I'm not there I go about the daily routine. I miss you all. You are all welcome here! Dave

**BILL STOOKEY**, 11256 Avondale Loop Rd, Hayden Lake, ID 83835

Hello to my friends in RUPA. I just reached 76 and still feel young because I turn the numbers around, of course that doesn't always work.

Not much has happened this year, have stayed home mostly and been flying the Bamboo Bomber some. Flew it to only one airshow this year. It's been fun. But have decided to put it up for sale.

Lois and I are getting ready to take a trip to France. Will be there the first two weeks of Nov. Lois was a travel agent and is now a senior member of ASTA. They are having a Convention in Strasbourg. Will be taking some other tours while there. Should be fun. Unfortunately this is going to take place the same time of the RUPA Convention. We will miss seeing every-

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one. Check to Cleve. All for now. Thanks to the RUPA Officers for their good work.

Best regards, **Bill**

**HAROLD R. STOREY** – 2 Hulda Ln, Ridgefield, CT 06877 hstoreyual@aol.com

No long interesting trips this year, but do enjoy reading about them. We are still snow birds so made the usual short trips to Florida plus a few others, all via ORD. In fact, we were in ORD last August 26th getting ready to board our connecting flight at the very end of the C concourse when everybody was ordered to evacuate both B and C concourses, due to a security breach. The evacuation route from C was down under and up through B concourse and out into the street away from the building. Our trip operated 4 hours later from the same gate, but many others were cancelled.

We got our exercise that day!

Many thanks to all who make the newsletter possible.

Check to Cleve. Hal

**CHARLES B. TOLLESON** – 916 Lido Ln, Foster City, CA 94404

Hi Cleve, A few months ago I had a problem in my right eye, called a macular hole. The symptoms are curved or crooked lines when viewing straight lines. The first doctor I went to diagnosed it as Cystoid Macular Edema, which is just a swelling of the macular, a spot on the back of the retina and there was not much that could be done. I went for a second opinion, and the doctor said it was good I came to him and he could fix my problem, which he diagnosed as a macular hole. A successful 1.5-hour surgery procedure called vitrectomy was performed in the hospital. This procedure has been available for about five years. The recovery required I keep my face down for two weeks after surgery to allow a gas bubble the doctor inserted to float to the top (back of the retina) and allow the hole to repair itself. Keeping one's face down for two weeks is torture, but a small price to pay for having one's vision.

I read Doug Wilsman's column in November, addressing the contributions of the former ALPA fighters. I flew with Doug when I was new in 1965, and I know he was one of those fighters who made our working conditions better. Thank you Doug.

Postage is in the mail. **Chuck**

tolleson@netwiz.net



**BOB VAN HEUSEN**

Jock-will wonders never cease? Lam & I finally succumbed and got ourselves a laptop (easy to carry to DE, FL & AL). We have mastered solitaire, weather & E-mail.

Enjoyed the convention up to a point. After flying those GIT charters for years, I acquired a distaste for LAS. First class TPA-ORD-LAS but when we got to the hotel our room was not ready, so we killed the time by giving in to the time-share hard sell for a couple hours and picked up fifty bucks for our ordeal. Lam and I aren't gamblers, so we spent the change in our pockets (less than \$5). We enjoyed the Lake Mead cruise and the best deal was the Thunderbird tour. We are disappointed that we are going back there in '01. There are so many places more interesting such as COS.

Our past year has been busy. Trips here and there to visit kids etc. Yesterday we bought a Olds Silhouette, so that will make moves more comfortable. Our kids are healthy, wealthy???? and wise so no complaints. Next month is number 71 so I am gaining a little seniority. My computer brain has maxed out so will close for this year. Regards to all. Van & Lam *I have to agree that as a non-gambler – one has to have one vice that one is not party to – I find LAS a boring spot too. But with so many considerations – accessibility, accommodations, price, availability, I think the convention committee has a hard task, and this year's numbers proved that it seems to be a popular location. I guess one can't beat success. Ed*

**THOMAS D. WILLIAMSON JR.** 9530 Elk Horn Rd. Lorton VA 22079-3310

Dear Jock: I'd hate to set a precedent: three years in a row I've been on time. I'm sure my Flight Manager at IAD would have been proud of me if I could have made that statement in my last three years with UAL. It was with sadness that I read in the "Flown West" section of A.G. "Art" Benson. Art was a good friend, a hard worker for the pilots, and an asset to the community. To say that he was outspoken would be something of an understatement.

I recall an incident in CLE, shortly after United, in their infinite wisdom, had sold all our gates spaces on the "banjo" to CAL. Shortly after, a CAL captain and Art were passing in the concourse. Instead of a "Good morning" from the CAL captain, his comment was, "How do you like all the gates we took from you?" After a short reflection, Art put his bags down and turned around. His reply, in a rather loud voice, was, "How do you like being the lowest-paid son-of-a-bitch in the industry?" I always admired anyone who could think that fast..

I very much enjoy the *RUPANEWS*, and thank you and all the worker bees who make it happen.  
Sincerely, *Tom Williamson*

**JAMES F. WILSON** 2712 Sedgefield Ct. E., Clearwater, Fl. 33761.

I will send the birthday letter a little early because we expect to be out of town during December.

18 years away from the flight line, and things are going well for us. The 26 grandkids are thriving, and the oldest got a drivers license this year. He counts it as a great milestone.

We just returned from the Convention in Las Vegas. I thought it went very well. It is always great to see everyone and I thank all the members who carry the workload of making the arrangements and doing the planning.

The passes continue to be a wonderful fringe benefit to us to help with all the travel to visit kids and grandkids. Not to mention cruises and Alaska fishing. We seldom get left, and do get first class about half the time. Will give the system a good test in late Nov. by going to Hong Kong, cruising to Sydney, and then coming home in late December.

I still do the Soup Kitchen duties here in Clearwater every Thursday and frequently put in other days as needed. Keeps me out of trouble and circulating. In cooperation with other Charities we helped build a 48 person shelter next to the Soup Kitchen that gets a few people off the street.

Thanks to the RUPA officers and the Folders and Stuffers. Merry Christmas and Happy New Year to the RUPA Family. Check to Cleve. Jim.

**JONATHAN WOLFE** – 12 Pinyon Pine Ln, Littleton, CO 80127

Cleve: Number 82 coming up – health good as far as I know. Physical in December will tell for sure. Still playing tennis twice a week and occasional golf and skiing. Certainly look forward every month to your very professional publications. **JW**



## OFFICE VISIT

What to tell your doctor

By *Marvin M. Lipman, M.D.*

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

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

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

**Tell what's bothering you most, first.** Make sure your doctor realizes how important each complaint is to you. In one study, one in every four complaints mentioned by patients wasn't even recognized as a problem by their physician. In another study, doctor and patient disagreed about half the time on exactly what the main health problem was.

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

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

the clues on the table first.

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

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

**Tell about the "dietary supplements" you take.** Just because herbs are "natural" doesn't mean they're safe. Like drugs, they can cause side effects or interact with each other, with medications, or with foods. Many vitamins and minerals, too, can pose risks, especially in high dosages. But although vitamins, minerals, herbs, and other dietary supplements can behave like drugs, they're not regulated that way, so the risks-and the possible benefits-are still largely unknown. Even if you suspect that your doctor might not approve of your daily supplemental regimen, it's still important to provide that information.

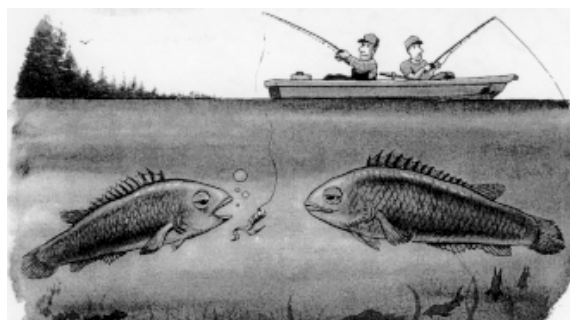
**Tell about your family.** Your risk for many serious diseases-including cancer, coronary heart disease, and diabetes--can be strongly influenced by your family medical history. Be sure to keep your physician up-to-date on any recent illnesses or deaths.

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

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

*Consumer Reports on Health April 1999*

Normal



"Ooh, look, Tom. A bright yellow rubber worm with a sharp metal hook in it."

## OBITUARIES

### RALPH E. (ZEKE) DARBY

It is with great sadness to inform you of the death of my father, retired Captain Ralph E. (Zeke) Darby. Dad was 74 and passed away very suddenly during the early morning hours on Friday, August 13th, at home in Allenwood, NJ. He retired in 1985 after 33 years with United, beginning with Capital Airlines. He began his 40 year flying career as a World War II Naval Aviator and also served during the Korean, War. Zeke was among the first Navy fliers to land a ski equipped aircraft at the North Pole.

Zeke was an avid golfer and had been an active ALPA member serving as Newark's local council chairman in the 1970's, and last wearing his UAL uniform on the '85 picket line at Newark. Born in Epperly W. VA, he lived in Norfolk, Va. during the, Capital years before moving to New Jersey in 1961.

Surviving are his wife of 43 years, and my Mom, a former Capital Stewardess, Nancy Rockwood Allan; Two Sons, myself, Dana R. of Manasquan NJ, and my brother, Douglas M. of Portland ME; one brother, Morris of Kettering, OH; Three sisters, Wilma Perry of Beckley W. VA, Mary Bucklin of Birmingham, AL, Barbara Manning of Dallas TX, and three grandchildren, Zachary & twins Sydney and Samantha.

Our family will dearly miss him, husband, father, grandfather, friend and "The best pilot I ever saw." *Sincerely, Captain Dana R. Darby, American Airlines, NY.*

### CLINTON S. EASTMAN

Dear RUPA,

It is still so hard for me to write you. I must let you know that I have lost my soul mate, my wonderful husband, Clint Eastman, on September 9, 1999. He would have been 80 on the 29th of September. Clint



had congestive heart failure. He had been in and out of the Hi Desert Center in Joshua the past two said our nor-nights and I 9:00 p.m. later I got a had passed My two sisters with him on from Palm Troy Michi- buried at the White Chapel Memorial Cemetery, on West Long Lake Rd. in Troy.



Medical Cen- Tree Ca. for years. We mal good left him at Three hours call that he away. and I went his last flight Springs to gan. He is

It seems like only yesterday, when we first met, on January 28,1957 in Capital Airlines Operations at the Willow Run Airport. Clint retired on Sept 30, 1979. He loved his beautiful Motor Home, the "BLUHAWK" and our dream house that we built in 1987 in the Sky Harbor part of Yucca Valley. Two weeks before he died, he told me that he would drive the "BLUHAWK" again. He left me too soon, and I miss him terribly. Marge Eastman, 58960 Carmelita way, Yucca Valley, Ca.92284 ClintnMarge@thegrid.net

### CHARLES J. FOY

It is with sadness and joy that I share the news of my husband's death. Charles J. Foy (Charlie) died July 22, 1999 after fighting a seventeen month battle with lung cancer. I am sad that we no longer have days to share. I am joyful because Charlie is no longer subject to the anguish, anxiety and loss of dignity that the disease 'incurred.

Charlie always read and enjoyed the *RUPANEWS* the day it arrived. He liked reminiscing about the experiences, places and the acquaintances he had established during his 28 1/2 years with United.

I look forward to continue receiving the *RUPANEWS* and will miss my Captain's smile as he read the newsletter.

Regards, Bernadette (Bernie) Foy PO Box 6687 Glendale, Arizona 85312

Normal

### RAY L. LEWIS

Dear Captain Savage,

I regret to inform you of the death of my husband, Ray L. Lewis. Ray passed away October 21st, 1999, after a long struggle with Alzheimer's and Parkinson's disease and ,finally, esophageal cancer.

Ray began his career with UAL in 1956 flying out of

SFO/SEA/ORD/LAX ,retiring in 1985. Ray was a devoted husband and father whose death will leave an everlasting void.

Sincerely,

Maureen Lewis

2000 Vilage Green dr. #10

Mill Creek, WA 98012

### RICHARD E. MANKUS

Barbara Mankus, 2011 Schoenherr Rd. Custer, MI 49405

I t i s with great sadness that I write of my dear husband's death, Aug.18,1999, at our home near Custer, MI of pancreatic cancer. Dick was 73, and had also suffered with Alzheimer's for several years.

This past May, he had colon cancer surgery, and the pancreatic tumor was found at that time.

Dick had a daughter and two sons from his first marriage. We met at JFK, when I was a Stew, married and had and had a daughter and two sons.

Dick was also blessed with six grandchildren.

He was raised in the Lithuanian section of Cicero, IL, and had a love of flying from a young age.

Dick soloed at 16 and got his pilot's license in the Army Air Corps at Bryan, TX. It was at Bryan Field that he was fortunate to have an instrument instructor who was to become a famous aviator and flight instructor for United, Ed Mack Miller. After college, Dick joined the Navy, flying PBMs on active duty and C-54s on reserve duty. He retired in 1967 from Brooklyn's Floyd Bennett Field. Dick was hired by United in 1956 and was based at JFK and O'Hare

He retired in1984 as a DC-10 Captain, having flown the DC-6, DC-8, 737,and was one of the first to be trained on the 747.

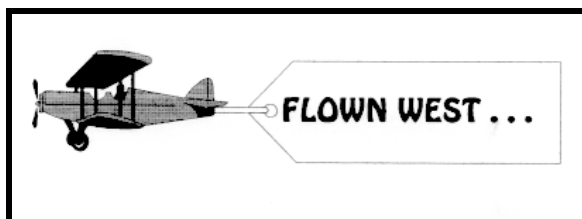
Before the Alzheimer's Dick often spoke of the many fine people at United, and enjoyed keeping in touch with old friends. Dick was a loving husband, father, and grandfather, and will always be missed.

Sincerely yours, *Mrs. Barbara (Northeys) Mankus*

### JACK PURCHLA

Jack Purchla , a retired airline pilot and 27-year resident of Heritage Village, died Tuesday, Nov. 2, at Waterbury Hospital. He was a director of the Woodworking Club and a member of the model boat club in the Village.

He is survived by his wife, Harriet; two daughters; six grandchildren; and three great grandchildren. Memorial contributions may be made to the Heritage Village Ambulance Association, Box 2045, Southbury.



<b>FRED KIMBLE *</b>	<b>LAX</b>	<b>11 AUG 1999</b>
<b>RALPH E. "ZEKE" DARBY</b>	<b>EWR</b>	<b>13 AUG 1999</b>
<b>RICHARD E. MANKUS</b>	<b>ORD</b>	<b>18 AUG 1999</b>
<b>PAUL B. CRAMER</b>		<b>23 AUG 1999</b>
<b>CLINTON S. EASTMAN</b>	<b>LAX</b>	<b>9 SEP 1999</b>
<b>RUSSELL COURTNEY HANSON</b>		<b>11 OCT 1999</b>
<b>RAY L. LEWIS</b>	<b>LAX</b>	<b>21 OCT 1999</b>
<b>ROBERT G. BENNION</b>	<b>SFO</b>	<b>2 NOV 1999</b>
<b>JACK J. PURCHULA</b>		<b>2 NOV 1999</b>



## HIGH FLIGHT

By John Gillespie Magee, Jr.

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

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## RUPA'S SOCIAL CALENDAR

### Regularly Scheduled Lunches

- 2nd Mon. SW FL Outlaws – 13 Dec.  
2nd Tue. FL Treasure Coast Sunbirds –  
2nd Tue. LAS – , Showboat.  
2nd Thu. SE FL Gold Coast – 9 Dec. Flaming Pit, Pompano Beach.  
2nd Fri. PHX Roadrunners . Nancy's Country Cupboard, Sun City.  
3rd Tue. DEN Good Ole Boys – 21 Dec., Country Buffet (Coed.).  
3rd Thu. LAX – 16 Dec. Hacienda, El Segundo (Even month). Xmas Lunch  
3rd Thu. Ohio Northcoasters – . TJ's Wooster (Always coed.).  
3rd Thu. SEA Gooneybirds – . Airport Marriott.  
3rd Thu. TPA Sundowners – Countryside CC.

### Other Events

- Jan 22 LAX/Co 57 Retiree Party, Wyndham Hotel. Info (310) 541-1093  
Feb 2 Chicago Area Lunch, Itasca CC.  
Feb. 5 Boy's Night Out – Clarion Hotel San Mateo, CA

January/February Deadline – 19 Jan

Folder's & Stuffer's – 5 Jan ( Directory)



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

**PERIODICALS**

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