



# RUPANEWS

Journal of the Retired United Pilots Association

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Volume 2, Number 3

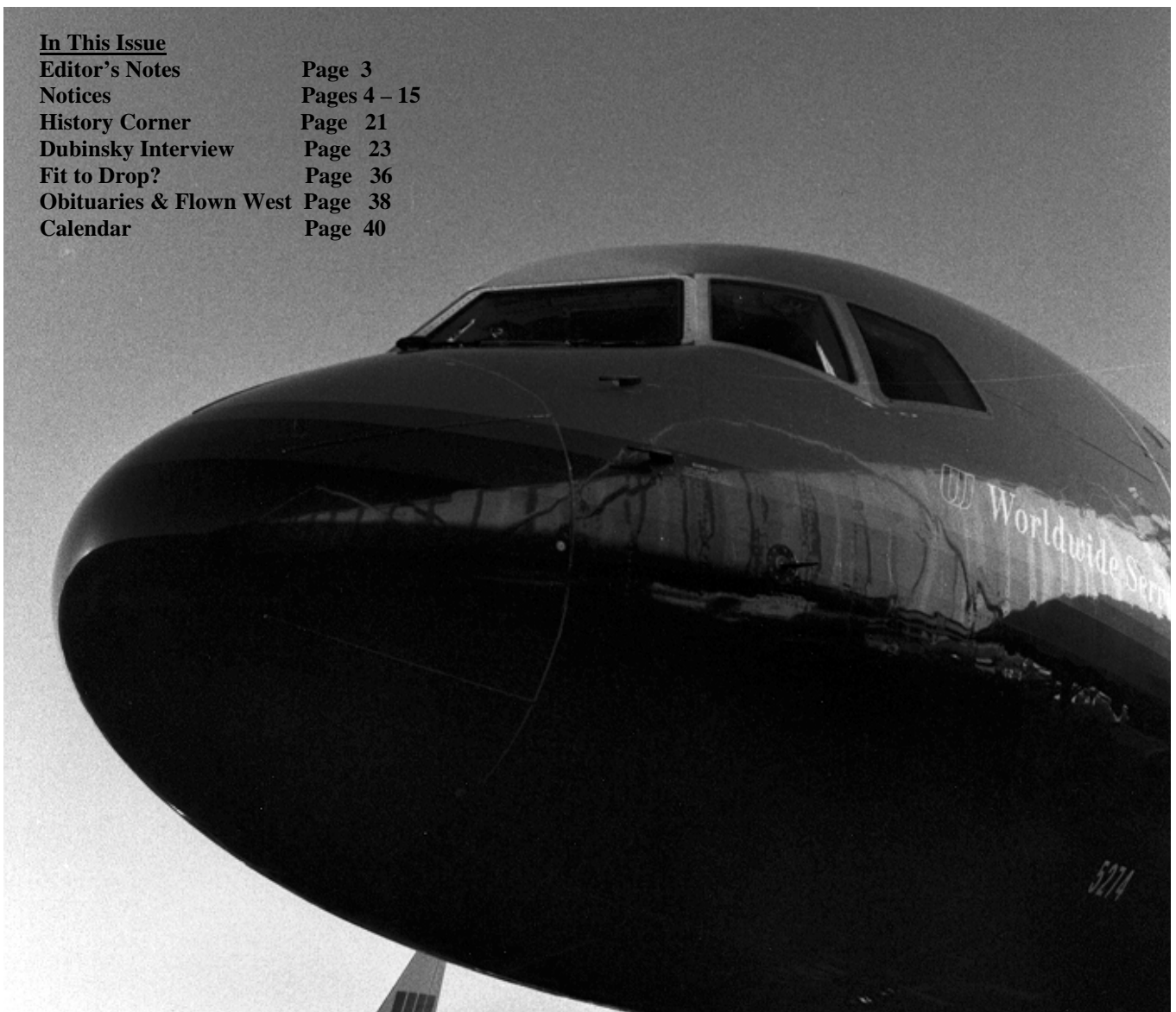
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March 2000

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# RUPANEWS

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## Editor's Notes

The *Boy's Night Out*, held on February 5th at the SFO Clarion Hotel, was reckoned by all to be a success, despite the unfortunate fact that the featured speaker, Ron Wilson the SFO spokesman, was a no-show (Walt Ramseur, who had heard Wilson's presentation a couple of times, did a valiant fill-in I'm told – I had to leave before dinner). I'm sure that the events surrounding the unfortunate crash of the *Alaska Airlines* MD-80, with the attendant publicity, kept Mr. Wilson otherwise engaged.

BNO organizer Howie Jundt really had a busy time trying to arrange for a speaker. This year, one likely prospect after another became unavailable for various reasons. Howie is to be commended for keeping his frustration level so low, as well as for the excellent work that he has done in this and years past organizing BNOs.

By the way, next year's BNO organizer, Sam Cramb, although he has his own ideas about one, welcomes any suggestions for a featured speaker - he's in the directory.

One of the invited speakers who could not mesh his calendar with ours was the new MEC chairman, Capt. Rick Dubinsky. However, some things have a way of working out. Capt. Dubinsky recently gave an interview to Council 34's *BAYLINER* magazine which I obtained permission to print in this issue. I feel sure that the issues touched upon in the interview would closely resemble what Rick would likely have presented to the BNO had he been able to attend. I know that our readers will appreciate such an insightful appreciation of the challenges facing today's UAL pilots and aviation employees in general by one who is an acknowledged expert in the field.

The new Masterchair, incidentally, is amenable to closer liaison with RUPA, in the realization that our problems in day-to-day dealings with the company and/or insurance gatekeepers will someday be theirs. We are in process of accomplishing that, and will give more information as and when it becomes available.

Although it must be stressed that we are *not* an advocacy organization, the BOD seems agreed that we will be of such service as we can without threatening our tax exempt status. An example of something gone sadly awry in WHQ is the latest decision by some faceless bureaucrat to disallow UAL widows from listing for flights by phone. Our WHQ and ALPA liaisons will investigate and see what can be done to correct the situation.

In this issue you will see some fillers drawing attention to the existence of our RUPA web site. This was done at the behest of Chairman Bill Smith, who feels that a putatively valuable communications resource is going unused. When Webmeister Bruce McLeod went to some trouble to organize and maintain the site it was hoped that it would become the nexus of a kind of electronic exchange among members, where questions, ranging from HMO's to Medicare, to Travel, would be asked. With persons who had actually stayed in Ulan Bator giving the address of the best B&B location. You get the idea. Well, so far, zilch! Maybe it is an idea whose time has not yet come, and the website will get increasing use as those new retirees who are less technologically unencumbered than many of us, come aboard – I sure hope so! But let's see if the burgeoning numbers of online members can't breath new life into the concept, without having to wait for generational change to occur.

Another work in progress is making various UAL retirement publications available on line – another reason for those with computers to become au courant with our website.

I am also hopeful that our far-flung Area groups will decide to arrange to have a member who will be responsible for being their computer link in a hoped-for computer tree – I am also hopeful that it will not be the Area Rep., who has enough on his plate – “many hands make light work” and all that. *Jock.*

## FANTASY FLIGHT

*By M.L. Madison, San Mateo County Times Staff Writer*

S.F. AIRPORT Crummy weather didn't dampen the spirits, of more than 100 children and their families on Saturday afternoon, as they danced with clowns, ate candy, and took a "fantasy flight" courtesy of United Airlines volunteers.

Working with the, *Make A Wish Foundation*, the airline held a three-hour party before the short flight around the Bay Area for kids age 3 to 18, most of whom have life-threatening illnesses.

Decorated with Valentine's Day candy heart posters, balloons, and complete with clowns, the plane - as well as the music, dancing, and entertainment at the party before the flight - was meant to be a cozy break from the day-to-day rush of doctors' appointments and hospital waiting rooms that most of the kids have to endure. After the “We hope to bring a little bit of joy - maybe it can be a respite from their problems.” said United Airlines supervisor Gary Alenza, who has participated in the event for five years. “In a small way, it can help them forget some of the pain they've had.”

*Continued on page 29*

**PLEASE SEND ALL  
POSTAGE CHECKS and ADDRESS CHANGES  
to  
CLEVE SPRING  
CHECKS: 1104 Burke Lane, Foster City, CA 94404  
ADDRESS CHANGES: 1104 Burke Ln, Foster City, CA 94404  
Or Answering/FAX Machine..."1-800-787-2429  
Or E-mail me at 105300.427@compuserve.com**

**Snow Birds & Others:**

**The Post Office will only forward the RUPANEWS for 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let me know by one of the methods listed above and I will switch them.**

**Also**

**Check the RUPA Directory and make sure we have the correct information listed for you.**

**INFORMATION about Membership & Postage Fees:**

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

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

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

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

**Capt. T. S. "Ted" Bochniarz, Treasurer**

**11165 Regency Dr, Westchester, IL 60154-5638**

**Seattle Retirement Party  
Saturday march 11, 1999  
DoubleTree Hotel SeaTac  
5:30 PM  
Plan your Schedules!!  
For more information call:  
BRIAN HOPE 253-840-4982**

**SEEKING THESE PEOPLE**

Following a decision by the UAL-MEC to terminate the ALPA UAL-MEC Pilot Welfare Benefit Plan (UAL VEBA) effective January 1, 1999, distribution of plan assets to almost 8,500 participants was made on February 26, 1999. To date, a small number of pilots (or their surviving spouses) who are entitled to receive a distribution have not been located. Anyone having any information about the whereabouts of any of the individuals listed below is asked to contact Marian Tashjian in the Retirement and Insurance Department at ALPA National (800) 871-0899:

BATSON, BARRY  
GLINES, NEWELL  
HEIDEL, MICHAEL  
MANOS, MARY  
MC CORMICK, DONALD  
O HARA, BRIAN  
PETELLIN, JOHN  
SANCYA, MARK  
TAYLOR, JAMES  
WHITWORTH JR, FRANCIS

DOOLEY, MICHAEL  
GRIFFITHS, NINA  
JACOBY, STEPHEN  
MARTIN, JACOB  
MEDINA, ELLIOT  
OKUMURA, MARVIN  
ROCKWELL, EDWARD  
SAUNDERS, ROBERT  
TRAVERS, FLOYD  
YEATES JR, CHARLES

GARRITY, JAMES  
HAZEN, RALPH  
LERA LEE, ASUNCION T.  
MC CLUGAGE, JAMES  
MORSS, DAVID  
PAWLIK, CYNTHIA  
ROYALL, WILLIAM  
SWEGAL, FRANZ  
WALLACE, WILLIAM  
ZYRIEK, GARY

ALPA COUNCIL 34  
SFO  
**RETIREMENT PARTY**

2000  
Saturday, April 15, 2000  
San Francisco Airport Westin Hotel  
6:30 p.m.

Party reservations \$60.00 per person from:  
Mr. Alan Cirino, SFOFO 240 Turnberry Rd.  
Half Moon Bay, CA 94019  
Tel: (650) 726-0747

*Retiree Attendees (so far) as of 2/1/00.*

Anderson, Myrwin  
Baker, Bill  
Bates, Carl  
Brandt, JC  
Burrus, Gary  
Clark, John  
Cross, Robert  
Forbes, Dave  
Fossgren, Andy

Hagen, JB,  
Heinrich, RW  
Herman Paul  
Jaeger, Jim  
Laurance, Steve  
Lyall, Ron  
Mansfield, Jim  
Myers, Whitey  
O'Connell, Bill

Osborne, JC  
Pfeifer, Dick  
Randle, Rich  
Siechen, Ron  
Stolp, Dave  
Trierwieler, Jim  
U'Ren, Lyle  
Wilcox, Al

*Not heard from yet.*

Aronson, Howie  
Boname, Peter  
Carson, Kel  
Clifford, Pat  
Collard, Joe  
Gehman TE  
Gustafson, Gerry  
Henderson, Dave  
Jones, Dick

Kakeldy, Ron  
King, Mike  
Klett, Bill  
Lovingood, Max  
Malone, Dave  
McBride, Jim  
McDougle, Tom  
McGivern, Jim  
Micheliche, Mitch  
Young, Phil

Nicholas, Bobby  
Phillips, OB  
Prickett, Gail  
Runyan, Dave  
Stowe, Rick  
Tweden, Wally  
Vancini, Frank  
Weston, Tim  
Wilson, Lloyd

**Financial Planning Seminars**  
FREE

Thursday, Friday and Saturday  
April 13 – 15  
9:00 a.m. – 5:00 p.m.

All pilots and spouses welcome

**JFK - COUNCIL 52 ANNUAL P A R T Y**

Friday - March 31st - 2000  
Cocktails 5:30 Dinner at 7:30  
Sheraton - Newark  
Complimentary Cocktail Hour  
Appetizers - Sumptuous Dinner - Wine  
Party Friday - Sleep in Saturday  
Tall Stories - Dancing till dawn!

Please join us as we unite once a year to enjoy each other's company. We will honor the careers of our retiring brothers, congratulate new Captains, and welcome New Hires to United. Don't miss it!

**SOME OF THIS YEAR'S RETIREES**

CHIEF PILOT, JOE VITELLI

RICHARD ADAM

BOB ANDERSON

JIM COLLIGAN

BOB DUCKWORTH

FRED EASON

BOB HENSHAW

TOM McCLELLAN

JIM PIFER

PAT SCULLY

JOE WILDBERGER

RAY AMATO

HOWIE ARONSON

MURRAY CONNELL

JACK DUDA

ED GORMAN

DAVE HOYT

RICHARD MARTINEA

BILL ROSSITER

AL SENSENBAUGH

ARNOLD ANDERSON

PAT BREEN

PAT DEVLIN

WILLIAM DUNPHY

ED GROEL

TOM LIBUDA

NILE MELING

WERNER SCHMID

KEN VAUGHTERS

Location: Sheraton Hotel - Newark Airport (973) 6905500

128 Frontage Road, Newark N. J. 07114

ask for UAL pilots Council 52 room rate of \$79.

Dinner \$75. (\$40 for New Hires/Office Staff)

Make checks payable to Council 52 Annual Banquet

Mail to: Joe Claffey JFKFO – PO Box 3. Mechanicsville, PA 18934

**MEC VEBA**

The MEC Retirement and Insurance Committee reports that in the spring of 1999 pilots, who shared in retroactive pay from the 1991 Agreement, received a check representing their share of the liquidation of the UAL-MEC VEBA Trust. If your share was \$600 or more, a Form 1099 was required to be sent. Please be advised that the 1099's were mailed on January 28, 2000. They erroneously indicate that ALPA made the distribution to you rather than the VEBA. If your refund check was over \$600 and you do not receive a 1099 in the next week or two, please contact Marian Tashjian in the ALPA Retirement & Insurance Department (703) 689-4129.

**RUPA Directory Erratta**

**Bill Mossop** corrects his Nevada phone number to: 702-293-6382, and his Bend OR number to: 541-388-4742.

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**MILLBURY TRAVEL**  
240 N. Main Street Rte I46 N • Millbury, MA 01527-.2029  
Tel: (508) 865-6118  
(800) 966-6007  
Fax (508) 865-9149

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, per person, 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.

**MILLBURY TRAVEL SERVICE  
240 MAIN STREET  
MILLBURY MA 01527  
1- 800-966-6007**

**BOOKING SHEET  
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 \$600.00 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 \_\_\_\_\_

Office use only

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

**N.B. Millbury Travel advises that category "A" cabins are sold out, and verandah cabins are scarce. Over 40 staterooms have been booked as of January 8th.**



### SUBSCRIPTION INFORMATION

For RAPA RAPPORT: THE RETIRED AIRLINE PILOTS ASSOCIATION QUARTERLY

PLEASE INDICATE: ( ) RENEWAL ( ) NEW SUBSCRIBER ( ) ADDRESS CHANGE?

Retirees of Member Airlines \$20.00/Year

Retirees of Non-Member Airlines (Incl. Membership) \$25.00/Year

Foreign Subscribers (1st Class Mail) \$35.00/Year

Mail to Dual Addresses \$06.00/Year\*

\* Subscribers with multiple addresses, please note: If you do not choose to pay for mail to dual addresses, we ask that each subscriber tailor his/her mail forwarding with their respective post office. The post office will not forward bulk mail (the Rapport)

NEW SUBSCRIBERS: We'd like as much of the information requested below as you're willing to give.

Full Name: \_\_\_\_\_ Spouses Name \_\_\_\_\_

Address: \_\_\_\_\_

Phone number: \_\_\_\_\_

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

Airline/ Aviation affiliation: \_\_\_\_\_

Make Checks Payable to: RAPA

Mail This Form And Check To:  
RAPA RAPPORT  
P.O. Box 293443  
Sacramento, CA 95829

### ANNUAL BARNARD BBQ

Flight Crew members, Dispatch personnel and friends are invited to a catered barbeque at the Barnard Ranch, 505 West Fairview Road in Ojai, California:

**Saturday, July 15, 2000. The cost is \$22 each.**

Many people like to remain in the Ojai Valley for the night. A Best Western Motel, the *Casa Ojai*, has offered an AAA member discount. Their own toll-free number is 1-800-255-8175

### S.E.Florida RUPA Widows Luncheon March 25, 2000

All widows and members of RUPA and their wives, and guests are invited to Deerfield Country Club, 50 Fairway Drive, Deerfield Beach, FL. Located at Hillsboro Blvd, first stoplight east of I-95, next door to the Hilton Hotel. March 25, 2000, social hour at 11:00 a.m., Lunch at 12:00. \$11.00, plus \$4.00 for bar beverage, Call Marty Morehead, phone 561-338-0570, or FAX 561-361-7872, E-mail, Martymorehead@cs.com by March 18 for reservations.

### THE RUPA WEBSITE – [www.rupa.org](http://www.rupa.org).

The RUPA website is, and has been, available to all of our 720+ members who are online. Thusfar it has received only token use. It was hoped that it would become a useful interactive communications adjunct – perhaps it still will: but only if it used. So what about it you computerites? Don't let Webmeister McLeod's work languish.

## WIDOWS COORDINATOR

JACKIE PANCOAST ABEL I have been hearing from some of the widows who thought that we had been given Companion Passes. I have checked and, unfortunately, that is not the case. I think the confusion came about because now Companion Passes are to be requested by those who are eligible. I have not gotten any response from the several ALPA Chairmen that I have spoken to. I do hope they realize that it is possible that their wives could become widows and lose privileges that widows no longer have. I have considered writing to United, however, composing the correct words is not easy.

I have received a phone call from a widow, Autumn Simko, who informed me that widows are no longer eligible for the automated travel listing phone #2358. She has used this number quite often because it is not restricted to listing after 7 p.m.. After trying several times to use it again, without success, she called Benefits and they confirmed that widows are not eligible. No interline, no companion passes, no Friendly Times (now Our Times) now this, what else may be taken away? Believe me, we are very thankful for the remaining privileges that United has given us Food for thought - I have spoken to Cleve Spring pertaining to this and, with his help, we hope to get a plan of action in operation. It is important that you read your *RUPANEWS*. I have found articles regarding travel, insurance, etc. that should be of interest to you. Remember, we widows are very welcome at RUPA events. You may not receive a personal invitation, but news of the events is written in the *RUPANEWS* and you are welcome when the affair is co-ed. RUPA has not forgotten the ladies behind the gentlemen who have helped to build this great airline.

This brings to mind the RUPA cruise in November. Give consideration to going. Just a reminder, if you need a roommate get in touch with Scotty Charnley. Her address and phone are in the RUPA directory. Delightfully, I have received notes and calls from many of the widows, just letting me know how they are doing. I was pleased to receive a note from Lee Prior with many kind words and informing me that thanks to Eleanor Forsythe and others the DCA/IAD widows are getting together every two months. She also said that some of the widows are planning on going on the RUPA cruise. Terrific! I would love to hear from other groups of widows who are getting together. May I close with the following that a Clipped wings friend sent to me it. "Q. What do you call a woman who knows where her husband is every night? A. A widow."

'Til the next time, **Jackie**

**SEEKING THIRD GENERATION F/As**

*Vicy Morris Young, Clipped, Wings Historian, Member UAHF Board of Directors*

Jock: This week I was at UAWHQ, serving on a Committee that is planning the 70th anniversary of the flight attendant profession; May 15, 2000.

We are aware of many Stewardess/Pilot marriages with pilot sons and daughters, and others serving or having been Flight Attendants. At this time we are seeking, not second generation Stewardess or Flight Attendant families, but *third* generation flight attendants. It will be greatly appreciated if you can make room for our request in the upcoming *RUPANEWS*. Please send any information about such persons to: Sara Dornacker, Senior Staff Specialist – Communications, Onboard Service. E-mail: [sdornacker@ual.com](mailto:sdornacker@ual.com) or mail: United Airlines, 1200 East Algonquin Rd., Elk Grove Township, IL 60007.

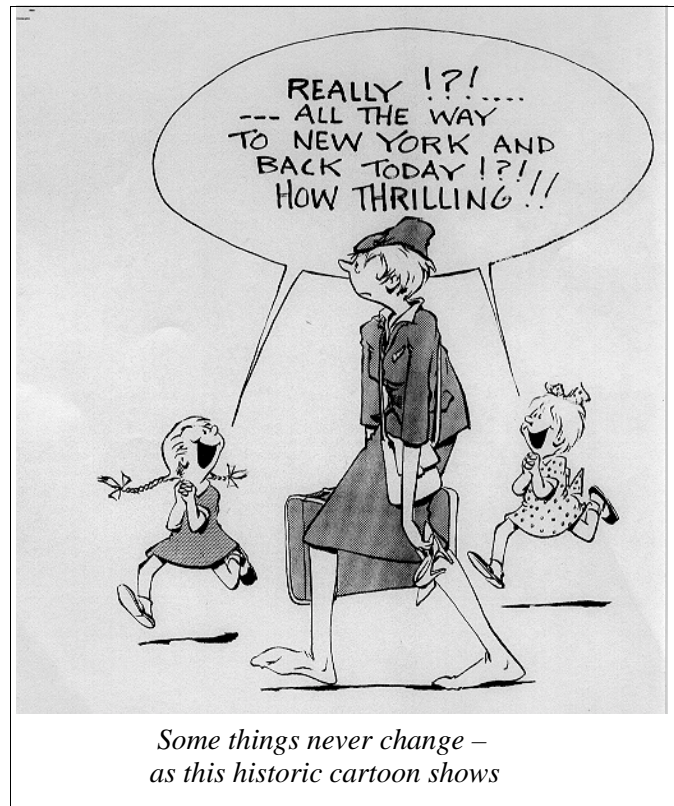
May I add my thanks for your highlighting the members-at-large chapter's Feb. event, featuring Captain Al Haynes, benefiting our work for SPECIAL OLYMPICS and Al's charities.

As a former *CLIPPED WINGS* editor, I am one of your many admirers as *RUPANEWS* is so well formulated and presented. Don't take a second job like golfing with the group, stay on, please.

On behalf of all of us working to showcase our part of flying, thank you very much.

*Mrs. Vicy Morris Young National Historian*

[sdornacker@ual.com](mailto:sdornacker@ual.com)



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*Birthdays Received Jan. 18 thru Feb. 17, 2000*

Gerald G Ackerson, James W Adams, Roger L Adams, Mary Addison, John J Alber Jr, Walter J Albright, Robert J Aldrich, Richard E Alexander, Roger C Anderson, Mel F Atherton, William T Balboni, Daniel W Bargar, A K Beckenhauer, Paul W Benz, Thomas L Bergbower, Victor L Bergevin, Allan D Bernard, James H Biestek, Robert A Billings, William H Blankenship, J Robert Bonswor, Gerry L Bottorff, Jackson W Box, Herman A Boyer, William A Boyle, Robert L Bragg, Thomas H Branch, Alexander E Brayham, Thomas A Bredis, Michael V Bremner, Ralph H Breyfogle, Malcolm C Brown, Thelone D Brown, Norwin W Buethe, Robert C Burns, Robert L Burns, Gary M Burrus, Robert W Burson, Robert P Callaghan, W Jack Callahan, David C Carpenter Jr, James K Carter, Albert Cavallaro Jr, Jesse L Cecil, Vernon G Chambers, David D Chapnick, Kenneth L Childrey, Joseph R Cirricione, Garry R Clark, Frances Coleman, Lawrence E Collins, Richard R Colman, Richard W Cooper, Charles W Covert, David A Dallolio, Charles Darst, Hf Dick De Jonghe, Delmer G Dickin, Donald E Dill, Julian H Dillard, Dennis D Dillon, L Barry Dixon, Michael V Downs, Robert G Duckworth, Peter W Dulken, Clair M Dunlap, Donald C Durey, Fred H Dwyer, Theodore J Elder, David H Ellis, Dennis A Enstam, P Wes Erbe, Thomas Fasiang, Carl G Fein Jr, Paul E Ferguson, Duncan A Fleming, David M Forbes, Raymond L Foreback, Bernadette Foy, Reginald I Froom, Richard L Gomes, Bobby C Goodman, William G Grable, Richard B Grant, Richard E Graver, Stephen O Gray, William E Greene, Edward C Gross, David H Guinn, Barrad M Gurwell, Russell F Hackett, O V Van Hafer, Chester D Hall, Edward S Hall, Nathan W Hall, Quentin T Hansom, James W Harris, Stan W Harsch, Joseph A Hart, Wilford H Hartman, E Wayne Henderson, Virginia Henderson, Daniel S Hennessy, H Lee Higginson, Robert A Hitt, Marilyn Hohmann, John L Holody, Frederick P Hope, Parker F Hubert Jr, Francis W Hueman Jr, Ray M Hull, R Lamar Hunt, Henry P Hyde, Calvin P Jassmann, Glenn A Jewett, Joe E Jones, Roger M Jones, Carl B Jordan, Rex S Joseph, Marlin R Kalpin, Harvard D Kauffman, Joseph R Kenney Jr, Richard B Kessenich, Jack C Kintz, Jay M Klapp, Richard T Kobayashi, Pete R Kobyluk, William F Krause, C Rocky Kreis, Donald E Krueger, Kenneth C Kuecker, Thomas A La Cour, Donald F Lake, William K Landrum, Larry L Larsen, Stephen A Laurance, James T Leach, Park R Learned, Jane C Leonard, Chester Lincoln, David L Link, Gary L Lomheim, Jefferson S Lowman, Dwight E Lubich, Barbara Mankus, Charlene Marks, Joseph J Matyas, Rex H May, Robert S Mayer, Rudiger Mazander, Howard C Mc Afee Jr, John W Mc Assey, James L Mc Call Iii, Andrew J Mc Clain, J B Mc Clure, Thomas V Mc Cosker, Rob A Mc Cutcheon, Frank C Mc Elhoes, Larry G Mc Quarrie, Stanley H Meader, Ralph E Mikulich, John A Millard, Ralph A Mischker, Richard C Mitchell, Gene H Mobley, Dorothy Moen, William J Moore, Robert P Morf, William E Mossop, John H Muller, J D Doug Myers, Robert A Neithercott, Barrie A Nelson, Lois O Dell, Timothy G O Donnell, Harold H Ohlenkamp, Donald L Onofrio, Joseph A Patalive, John C Pedretti, J R Dick Perkins, Elmer L Petersen, Glen R Peterson, Olen B Phillips, William A Phillips, James J Pifer, Robert H Pike, Bristowe P Pitts Jr, Ernest J Poirier Jr, Robert Polich, Leila Prior, James A Raffauf Jr, William H Raimier, Abner H Rainbow, Gary G Ray, Robert T Reller, William H Rennie, Cleve Rice, Keith P Rice, William W Rossiter, David G Runyan, Linda Sangster, William W Satterlee, Sheldon L Schiager, Raymond P Schlage, Robert P Schwartz, Charles D Segars, Bernard J Sheridan, Edmund H Simmons, Ole G Sindberg, Francis B Smith, A Walter Smith Jr, James E Snyder, Franklyn J Soare, Charles A Spaniol, Harry T Stonelake, Edward F Strehlow, Robert Sutherland, James B Taylor, Gary W Test, Gerald F Thuotte, Sidney J Tiemann, Robert S Tinsley, Dick E Tobie, Orrin D Towner, James R Trierweiler, James E Turner, Harry S Tyree Jr, Francis L Wallace, Russell A Ward, G A Jerry Warnke, Gerald J Weistroffer, Charles L Westfahl, James N Whiteley, Donald M Wight, Victor M Williams, Robert B Williams Jr, Ivey E Williamson, James M Wilson, Jack L Wink, Raymond F Wolff, Thomas G Workinger, Edna Wright, James W Wright, Gerry M Zimmerman.

### **Denver Good Ole Boys**

15th February, 2000.

Twelve "Good Ole Boys" shared the back room today with a ladies' bridge club and only one of them approached us and wanted to know if one of us was a Marine. We were sorry to disappoint her and she went back to her side of the room. Next month (March 21), we will be in the main dining room as they have larger groups in the banquet rooms. We're always open to suggestions of other meeting restaurants that are centrally located.

They are hard to find, as we cannot guarantee the number of people attending. We hope to have a larger turnout next month at The Country Buffet, 7200 West Alameda (Villa Italia) 1130 hrs.

P.S. Anyone that would like more information on the Holland American Vessel *Statendam* (for the Rupa Cruise in November), it can be found on the Internet at:

[www.Frommer.com](http://www.Frommer.com)

Those present were:

Curly Baker,

Dick Wagner,

H.W. Reid,

F.W."Babe" James

Submitted by Dick Wagner

Bill Hoygaard,

Bill Pearce,

R.O. Stewart,

Ricky Davidson,

Bob Clipson,

Warren Mugler,

Virg Vaughan,

George Maize

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### **SW Florida Outlaws**

Here's the 48 folks who came to our February gathering at the Olive Garden Restaurant located on historic US-41 in sunny Fort Myers, Florida:

Dick Sherman

Joan Mace

Al Cavalaro

Don Heath

Dave & Betty Jones

John Donahue

Gary & Janice Crittenden

Jo Peek

Lew Brubaker

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Dick Barros	Wes Leighton	Ray Brookes
Gene Chapman	Pat Guilfoile	Bill Bates
Ham Wilson	Tom Cosgrove	Chuck Hughes
Chuck Wagner	Ray & Twila White	Ruth Kurtz
Faith Osborne	Mamie Thompson	Gene & Elaine Conrad
Bob & Eliz Maben	Norb & Carole Cudnowski	Ed Prose
Jim Boyer	Don Sullivan	Al May
Chuck Monahan	Jim & Barbara Sutton	Jack & Kathy Sodergren
Don Kincaid	Carl & Carolyn Jordan	Ron & Gayle Huddlestine

My apologies if names have been misspelled. I was in favor of adopting a rule that would force the "signer-inners" with illegible names to buy a round of drinks for the entire gang. But, our boss, Chuck Monahan, nixed that idea. Actually, he said that such a penalty *will* apply, but *only* to "Brand-X" folks who don't *print* legibly when they sign-in. (So, all "red-tails" had better beware!)

It was a good-sized crowd. The Olive Garden manager threatened to insert "normal" people into our meeting room if we didn't fill it up. He thought that the Valentine's Day crowd might cause his restaurant to overflow. Hence, there was a chance that "normal" patrons might have to be placed within our realm. Upon hearing that, some of the guys stood in the doorway of the restaurant and told bawdy jokes in loud voices. (I won't say who, lest the "Brand X" guys become even *more* victimized!)

That drove away a sufficient number of potential customers so that "overcrowding" in the Olive Garden never became a problem. (The restaurant next door, of course, owes us one now!) Actually, we filled the room quite well with RUPA folks, thank you. As I duly reported to the manager, there was only enough room remaining for half a dozen Florida State cheerleaders - if they happened to show up. (Unfortunately, they didn't!)

Those who held the lucky number in our door-prize drawing claimed the free meal and the bottle of wine. An additional "booby prize" (a battery-operated radio) was also awarded. It had previously been a free "bonus" included with an order of Omaha steaks. So, you just *know* that this radio was of very high quality - right? It was good to see Ham Wilson, again. He plays "snowbird" from Anchorage, Alaska where he spends the rest of the year hopping around as a bush pilot. He's 83, now, and looks great. He's looking for an "Air-knocker" (Aeronca) Sedan. I told him I'd mention it.

Also, I've just GOTTA mention that to get in touch with our leader, Chuck Monahan, the *correct* phone number is 941-743-5251.

Somehow or other, his FAX number, rather than his phone number, inadvertently got inserted into the RUPA information stream. That was probably my fault. (Hey, what do you want from a Brand Xer.) Remember, at the Olive Garden the salad bowl is always full, and the garlic-coated (burp!) breadsticks just keep on comin'. Always lotsa good stuff!

Hope to see you there! *Carl Jordan*

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#### **NORTH COASTERS** February 17, 2000

The "Cleveland Crazies" enjoyed the monthly luncheon today at TJ's Restaurant in Wooster, Ohio. We were blessed with warm sun and melting snows. Conversation centered around on how to handle the various funds coming from United at retirement time, plus the medical insurance coverage and costs. Dick Sanders gave a report on the fantastic operation of the UAL *Cleveland Fantasy Flight* that happened Feb. 12th at Cleveland Hopkins Airport. There were 41 physically challenged children treated to a sight-seeing flight after being met at curbside by several characters from *Sea World*. The ticket counter was festive with red and white balloons, where each child was presented with a gift bag and met the UAL volunteer who would escort them and their family for the day.

Capt. Rich McMaken was in command of the flight, and the weather was absolutely perfect!! One family member joined each child for the flight. The *Cedar Point Amusement Park* turned on their lights for the occasion! Local TV stations provided several personnel and gave coverage of the event on their news shows. The flight was given a welcome back by the crash crews who gave the plane a "wash down" while returning to the gate. Two gates were set aside and decorated with more balloons, plus food and beverages for the children, their families,

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and the UAL volunteer hosts. *Sea World* provided live penguins.

Clowns, characters from The Wizard of Oz and others entertained and it appeared that the volunteers had as much fun as the kids!

Members present were: Ken Wheeler, Evan Miller, Jack Preston and his guest Jerry King. Jerry will be joining our group. Welcome Jerry! Also present, Jim Tight, Dick Sanders, Ed and Barb Griffith, working pilot, Vic Popelars and yours truly, Dick Orr.

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### **LAS HIGH ROLLERS Luncheon**

Clyde House [702] 896-8821 clydie@concentric.net

The February luncheon was held at the Showboat Hotel on the 8th with a good turn out. We have taken the name of the "*LAS VEGAS HIGH ROLLERS*" not to be confused with how much we bet when we do indulge.

We held a moment of silence for those flown west including one of our own, Capt. Bill Crandall.

Our next meeting will include a tour of the *Nellis Air Force Base Thunderbird facility* with lunch at the Officers' Club to follow. For those wishing to attend this meeting you must contact me before 1 March for reservations as the base access for this is limited.

We are going to try a new and innovative approach to our meetings and hold them at a different place each month, so stay aware and contact me if you need more information. The following were in attendance in February;

Barry & Ruth Dixon	Bill Balboni	Harry Arcamuzi
Lloyd & Donna Whitlow	Oak & Fern Porter	Fran Schultz
Gene & Mary Lamski	Andy & Dawn Anderson	Don & Betty Swirnow
Bruce & Joyce Barton	Fred & Joan Boesvert	Larry & Mary Doyle
John & Neola Drommond	Hugh & Kathy Mattern	

and yours truly Clyde House

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### **CHI AREA LUNCH** BERNIE STERNER 839 S. EUCLID, VILLA PARK, IL. 60181

Our Fed 2nd. luncheon had 84 people in attendance. Our next luncheon will be Tuesday May 2nd. at the Itasca C. C. Social hour at 11:00 A.M., lunch buffet at 12:00 noon. Please join us if you can. Attending Feb. 2:

Don & Joan Anderson	Muriel & Ken Bergsma	Lee & Eva Bair
Bob Bos	Duane Bucksath	Bill Cherwin
Norm Clemetsen	Dale & Pam Dopkins	George Foxe
Dell & Pat Gartner	Buck & Dorothy Hilbert	Gene Johnson
Martin	Eunice Mortag	Howard & Margie Nelson
Dave Patterson	Neil & Jerry Ridenour	Ed & Lorene Stickels
Sid Tiemann	Jerry Westfall	Hap Arnold
Louise Bernier	Ted&Dolores Bochniarz	George Bracke
Phil &Phyllis Capugel	A1 Ciciora	Vern Cummins
Don Joyce Fett	Ralph Anita Fretwell	Bruce Green
Fred Hodge	Vicki Keith	Walt & Emma Meronyk & Elaine
Claude Nichol	Ray Phyllis Potsic	Bud Jerlin Solberg
Bill Thompson	Orrin & Rebecca Towner	Ross & Lois Benidict
Bob Blackwell	Jim & Lonnie Bone	Orv & Betty Braun
Bruce & Charlotte Carey	Tom Clemens	

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### **Phoenix Roadrunners**

The PHX Roadrunners met for lunch at Anzio Landing Restaurant on Falcon Field in Mesa on Friday Feb.11th. Attending:

Frenchy & Millie Bourgeois	Ray & Lucille Courtney	Bob & Penny Grady
Bill & Mitzi Fife	Bob Howard	Phil Johnson
Ken Killmon	Pete & Dot Kuspis	John & Shirley Prestegaard
Karl & Mona Runkle	Don Toeppen	Miles & Jean Wagner
Bob & Bernyce Wagner	Ralph & Helen Wright	

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Ken Killmon flew his twin Cessna in from Glendale, and Miles & Jean Wagner drove up from Tucson. We had a good view of the runway and the food (Italian) & service were excellent. Our March luncheon will be at the *Skyline C.C.* in Tucson. April we will meet at the *Wigwam C.C.* in Litchfield Park for lunch: following will be a tour of the DC10F modification hangar at the Goodyear airport. Please RSVP early so we can provide a count. Our phone 480 948-1612. If you have winter visitors please bring them. Send us *rain* we have plenty of *sunshine*. *Frenchy & Millie*

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### SEA Gooneybirds

Dick Wiesner Seattle January 20, 2000. The Gooney Bird lunch attendance was somewhat light today. Between the normal flight to warmer, sunnier climes, the 'flu epidemic, the post holiday recoveries and who knows what else, this was probably pretty normal. We welcomed two new members, Bert Jarrett, and Dick Colman. An Appeal was made for volunteers to serve on the board of the *Retired United Pilots Foundation*, which is dedicated to helping retired pilots or their widows who are financially strapped to live in dignity. It may surprise some of our brethren that there are a few who are actually living on the edge of poverty. The Cause is worthwhile. A plea was also made for us retirees to seriously consider regular contributions to the Foundation. The amounts need not necessarily be large, but numerous gifts would help to keep the Foundation solvent. A number of active pilots are contributing through payroll deductions.

Attending today were:

Tom Pierce	Bill Raimer	Dick Joslin
Ralph Stevens	Bill Brett	Lee Biermann
John Cordell	Bob Berg	Neil Johnson
Chuck Podhasky	Al Grout	Bert Jarrett
Lloyd Cooley	Bud Granley	Bob Wulff
Dan Jessup	Bill Lamberton	Dick Colman
Bill Stoneman	Alex Dunn	John Bley
Gene Armstrong	Howard Holder	Dick Wiesner

### Seattle Gooney Birds

Dick Wiesner 2/17/00

Small meeting today, possibly due to fantastically beautiful weather and our absent "Snow Birds".

Present today were:

Jack Brown,	Howard Holder,	Herb Breivik,	Bill
Brett,	Tom Boatman,	Jim Shipman,	Ivory
Brummet,	Jeff Roberts,	Ralph Stevens,	John Cor-
dell,	Chuck Westpfahl,	Dick Wiesner,	Tom Smith,
Keith Rice,	Fred Sindlinger,	Gerry Pryde,	Alan
Grout,	Bert Jarrett.		
Carl Fein,	Don Anderson.		

(Jock, notice I am now on the internet. My address is: dmwies@ds.com) *Got you listed, Dick. I assume that you are, for the moment, the internet contact until a volunteer shows up. Ed.*

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### Southeast Florida Goldcoasters

The Goldcoasters met, without me, at the *Flaming Pit* Restaurant in Pompano Beach on Thursday, the 10th of February. I was on a week's cruise on the *Veendam*, a sister ship to Holland America's *Statendam*, which we all will be sailing on in November, out of San Diego, for the RUPA convention. It was a great ship and a wonderful cruise. I commend the choice of Holland America and I know everyone will enjoy it. This was our 15th cruise, but our first on Holland America, and it was surely one of the best ever.

Jim Carter said it was sunny and 78 degrees on the 10th. He felt that only good friends would meet inside on a day like that. Again, Ed Petrovich dragged one of his kids along, and this time the kid brought one of his play-mates. Dan Petrovich is of course the kid, and his chum was Mike Warde. They were there to make sure every-

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one knew about the Council 150 Retirement Party on the 16th. Dan has agreed to run the show and conduct the roast of the honoree's. This is a heck of a job, but if anyone can do it, it would surely be Dan. I understand he has been going around gathering information about people. I am avoiding him like the plague.

We lost two of our good friends last week. Vic Forte, a long time South Florida resident, passed away in the Daytona Beach area, where he has been living for a time. Also Jim Steffan flew west. He has been living in the Jacksonville area for the past few years. Two great gentlemen, they will be missed by us all.

At last weeks affair, were:

Ned Rankin,	Jimmy Carter,	Peter Gallant,	
Stan Blaschke,	Paul Dunne,	Warren Hepler,	
Dave Henry,	Ham Wilson,	Ed Wheeler,	
Jack Wink,	Will Lambert,	Walt Kimmey,	Sid
Sigwald,	Carl McQuigg,	Dan Petrovich,	Guy
O'Rear,	Ed Petrovich,	Noel Summer,	Dave
Peat,	Dick Baese,	Ham Oldham,	Earle
Worley,	Mike Warde.		

Next month's meeting is at the same time, same place, *Flaming Pit Restaurant* in Pompano Beach . Information, rides from the airport, or other mundane tasks, call Jim Carter at 561 272-1860, or Stan Blaschke at, 954 581-0145.

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### SUNDOWNERS

Jim Feneley, 3246 Hyde Park Dr., Clearwater, Fla. 33761 Tel. 727-5971

Seventeen Sundowners showed for the January stag gathering at the *Countryside Country Club*. Meeting in the Oasis Room where hangar talk and libations preceded the buffet luncheon were:

Bob VanHousen	Warren Jones	Paul Fidler	Jim Arnold
Phil Steiner	Dave Thompson	Bill Bowen	Jim Walker
Jaime Krapf	Jim Feneley	Stan Crosier	Jim Irwin
Woody Lynn	Jack Moran	Ken Vanderhyde	Matt Middlebrook

A suggestion that Email would make notification of meetings easier and save on postage was adopted. Those so equipped furnished their addresses and post cards will be mailed to the others as usual.

It was also noted that approximately a dozen new names appeared in the new RUPA Directory that live within the Tampa Bay area/ Their names will automatically be added to our present list and, hopefully, they will join the Sundowners. As always, that constant request to let me know, if possible, by the Monday preceding the Thursday luncheon so that I can provide Lil Borneman a reasonable estimate of the planned attendance. Mark you calendar for the year 2000; the third Thursday of every month (December exception, the second Thursday) alternating stag/coed. Hope to see you. *JF, RS, JI*.

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### TREASURE COAST SUNBIRD'S FEBRUARY LUNCHEON

RUPA'S Treasure Coast Sunbirds enjoyed their second luncheon of the New Year on Tuesday, February 8th. The location was the usual site, *Miles Grant Country Club*, Stuart, Florida. It was another outstanding buffet luncheon. The regular group attending.

Any retired pilots living along the Treasure Coast who have not been to one of our luncheons please feel free to attend. Let me know (At 561 747 2796) And I'll add you to our roster.

*Bob Schaet*

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**BOB AHRENS**

Hello Jock.

Enclosed is a statement I received from United regarding some travel fee due. Sent my return reply. Thought it may be of interest if any other employees receive such statements. Dates are from over a year ago.

"Dear Accounting Department;: 5th February 2000  
I retired September 1982 - after nearly 37 years with United. Have unlimited number of write your own tickets. Do not have to pay any domestic service charges. My travel tickets for the past several years range from 016-4484-625-000 to 347.

My wife and I have not been to Chicago at any time in 1997 or 1998. Have never flown into or out of YTO, Ontario, Canada, or OPF, Norfolk, VA.

The above statement was received by us 4 February 2000. I have not signed or given any passes to any one to my knowledge as stated above.

Sincerely, *Robert J. Ahrens*

**THOMAS BERGBOWER** 11643 E. Appaloosa Place, Scottsdale, AZ 85259-5986 MDW-SEA-LAX  
Dear Jock:

Today is Tom's birthday, and I volunteered to write his annual letter to the *RUPANEWS*. He accepted with gusto!!

Tom has been on kidney dialysis for over three years, 3 1/2 hours on the machine, three times a week, and when he gets off the machine, he is totally wiped out for the rest of the day. Many of his days off from dialysis are spent going to Mayo Clinic for appointments and checks. It is a very restrictive lifestyle, and as Tom puts it, "It is better than the alternative, but not much better."

**AGE IS NOT A FACTOR** any longer to get a transplant; however you must be physically fit and have no other medical problems, plus you must have a living donor. The kidney transplant success rate is much greater with a living donor because the organ has never stopped functioning, whereas a cadaver organ has stopped functioning, is packed in ice and transported. It then has to be revitalized before implantation.

**AGE IS ALSO NOT A FACTOR** anymore for donors. Not so long ago, transplant programs had a rigid age criteria for organ donors. Now most transplant programs have lifted age limits. A donor's health rather than age is the determining factor for acceptance or rejection. (Wouldn't it be nice if the FAA had the same policy about age)!!

Tom went through all of the testing for a kidney transplant, and he passed everything with flying colors. Mayo Clinic has built their own hospital here in Phoenix. It was completed about one-and- one-half years

ago. In addition to other surgeries, they perform both liver and kidney transplants from both cadaver donors and live donors. Mayo Clinic Hospital is one of very few hospitals in the United States that performs Laparoscopic surgery on a live kidney donor to remove the kidney.

Laparoscopic surgery is a far less invasive surgery than the traditional surgery. It was first used for gallbladders about ten years ago. It is a one-day surgery procedure, go in, in the morning and home at night. Now the technique is applied to many other surgeries. The stay in the hospital for a kidney donor, done laparoscopically is two days, rather than five days with traditional surgery, and a much shorter recovery time before resuming full activities. A kidney donation does not restrict or interfere with the live donor's lifestyle. The actual operation consists of about a 2 1/2 inch incision right below the navel, from where they remove the kidney, plus two 1 1/2 to 2 centimeter holes for the instruments. The cost for the donor's evaluations, including hospitalization and surgery is completely covered by the kidney recipient's healthcare insurance healthcare including, Medicare and there it no expense to the donor.

The two live donors that Torn had did not work out, so now he is in **DESPERATE NEED OF A LIVE DONOR**, so if anyone knows of a person with blood type "O POSITIVE" or "O NEGATIVE", who would consider helping Tom, please let us know! Our phone number in Scottsdale is (480) 314-1330. We sure would appreciate any help!

We both read the *RUPANEWS* from cover to cover and enjoy it very much. I was a stewardess from 1955-1964 and very active in the S&S division of ALPA which is now AFA

Many thanks to all of you for the time and effort you unselfishly give to put the RUPA NEWS together. It is a very big and never-ending job, and we do appreciate it.

Check was sent to Cleve Spring.

Sincerely, *Tom & Betty (Pursell) Bergblower*

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Normal

**RALPH BREYFOGEL** 8122 Bay East Ct., Traverse City MI 49686-1615

Another year older – no complaints, but I seem to be visiting the medical profession a lot, and that cuts into fun things to do.

Another hot summer here in Northern Michigan last summer, so needed help with the yard work.

I see in the *RUPANEWS* that a lot of the retired group are having with their passes all over the world. Great to read about their trips. We haven't used a pass since



'83 – wouldn't know the procedure to use it today. Have a question: I sent two pictures last year from the 1948 Cheyenne F/E Flight School but have only seen one of them in the *RUPANEWS*. Enclosed is another copy – not to print, but for RUPA files. Check to Cleve.

Regards, **Ralph Breyfogel**.

*Ralph, Talk about coincidences, the photo you sent me is a smaller version of the last one in the series. You will see it in all its glory on page 20. I note from pencil additions that you were in the black group. Ed.*

**NORM & RUTH BUETHE** – 26467 8th Ave. S., Des Moines, WA 98198

Enclosed is Norm's dues for the year. The check is late since Norm has been recuperating from a heart attack, staph infection and open-heart surgery. It's been a long six months but he is improving daily. The arrival of *RUPANEWS* is a highlight in the month.  
*Ruth*

**JACK CALLAHAN** – 380 So. Geo. Wash. Blvd., Yuba City CA 95993 email jcallaha@succeed.net  
Dear Cleve: Sounds like the Las Vegas Convention was a great success. I still have many fond memories of very late nights and the early get ups while going thru transition and recurrent ACM and gunnery requal in the mid to late 50's. It was there that I first heard the definition of a fighter pilot's breakfast, "A Coke, a puke, and a cigarette." Times have definitely changed, thank Gawd. [*Those were also the days when the definition of an optimist was a fighter pilot who quit smoking. Ed*]

It surely sounds like "deja vu" in regards to the stuff coming out in regards to contract negotiations. Sure hope that ALPA does a good job in getting a good "history lesson, 1985" together, and that those who were around, talk to and listen to those who weren't. Sorry about the "snail mail" but Pac Bell is having a "minor" problem here and when that happens, shift down into low gear and wait for the green flag to drop! Keep the Faith, and thanks to all who keep things rolling. **Jack**

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

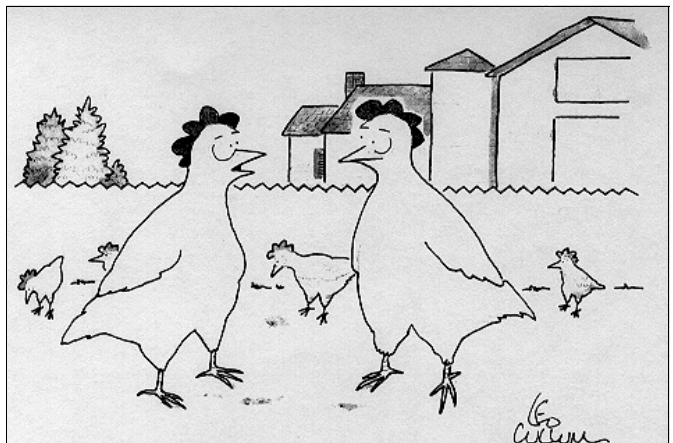
Cleve, Still don't type and don't do email. I really love the simple pleasures. Sunshine, Boating, golf and still fly those one engine machines. Life has been good and I try to make sure I enjoy it all. We travel to Hawaii often to visit our daughter and family, where we have a small chain of discount stores called *Price Busters*.

Stop and see us in Hawaii or Florida. Aloha-Ya-LL.  
Jimmy

**DAVID D. CHAPNICK** – 2121 Ala Wai Blvd #1805, Honolulu, HI 96815

Dear Cleve, Enclosed \$40 for two years of fees as I am a few months behind. I will be retiring in April, Just one month short of my 68th birthday, and plan on remaining in Honolulu.

I enjoy the newsletter more than ever since the animosity and bitterness of past events are gone. My thanks to everyone who makes it possible. **Dave**  
starz66@yahoo.com



"Explain something to me. Are 'boned' and 'deboned' the same thing?"

**DENNIS D. DILLON** – 2045 Cowper St, Palo Alto, CA 94301

Dear Cleve, Enclosed is my \$20.00 annual postage fee plus an extra \$10 to cover whatever. Keep thinking I will get up for one of the stuffing meetings, but the old joke "I don't know how I had time to go to work!" continues to be true. Sincerely, *Dennis*

**L. BARRY DIXON**- 3025 Golf Links Dr. Las Vegas NV. 89134 ORD, SFO, DEN,SFO, LAX, SFO, HNL,SFO.

Dear Jock: I made it during my birth month!! This past year has been a busy one. Father passed away, a nephew passed away, lots of travel by motorhome to Canada and to California. I managed a couple of hunting trips to Colo. and Wyoming, also a pheasant hunt in Kansas. The busiest time of all was getting set up for the convention in November. Fortunately, from what I hear, everyone seems pleased with the results of the convention. [*They certainly are. You and the Las Vegas group are to be congratulated. Ed.*]

I note a question re chelation therapy in the latest *RUPANEWS*. My wife and I have been taking chela-

tion for a couple of years now, more as a preventative than hoping to be cured of anything. If there are questions I can answer, let me know. e-mail: 104434,3545@compuserve.com or Phone # 702-363-3089.

Snail mail to Cleve with cheque enclosed.

All healthy at this end - hope it stays that way. The best of 2000 to all.

**Barry**

**JOHN R DONAHUE** 28700 Megan Drive Bonita Springs, FL 34135 fladonahue@aol.com

Dear Jock: It's that time of year again. I noticed on my News Bulletin that I'm about to become a year older. Enclosed please find my check for the postage. Thanks so very much for all of your hard work getting this news letter out to us every month. It's a great boost to read of all of my friends and workmates from the airline.

I attend most all of the monthly luncheons with the *Outlaws* from SW Florida. Second Monday of every month. If you're in the area come visit with us we have a great time.

Play golf at least weekly with Lew Brubaker. He's getting too good, it's hard to pry that old "Captain money" out of him.

Best regards, *J ohn*

**ROBERT G. DUCKWORTH** – 48 Crooked Trail, Rowayton, CT 06853 JFK,CLE,LAX,ORD

Dear Cleve, Enjoyed talking to you on the phone today. Enclosed is a check for postage fees. I worked as a DC-10 S/O for the last 4½ years, mostly at ORD, also 5 months at LAX as an over 60 "retread." I finally retired June 1, '99. I had maintained my council membership with New York Council 52, so I will be included with the retirees at New York's annual retirement dinner on March 31.

I attained private pilot status once again when I added "glider" to my pilot certificate in the summer of '98. I also fly tow planes, a Piper Pawnee and Piper Super Cub, towing the gliders for our club, the Nutmeg Soaring Assn., operating at Candlelight Farm airport in New Milford, CT. I had no idea gliders could be so much fun. Last October I had a 3:35 flight on the ridges in Pennsylvania where we camped on Mifflin County Airport for six days in Reedsville, PA. Yours truly, **Bob**

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

Retired from Dispatch in 1974 and made it to Y2K safe but not too sound. Still enjoy the News but recognize fewer names. Thanks to all who do the good work. Best regards, Fred

**TED ELDER** 25515 S.E. Mirrormont Blvd., Issaquah, WA 1960/1993

Hi to everyone,

Nothing unusual in 1999. Shirley and I made our annual cruise to the San Juan Islands and the Gulf Islands of British Columbia for almost a month during the summer. We took in a couple of Dixieland jazz festivals, driving to Sun Valley in October for one of them. A quick trip to Florida in Sept. on UAL to visit relatives and friends and a couple of trips to Maui. We also went to NYC in March to see a couple of Broadway shows. We got on most of the flights we had planned, and got first class most of the time (including the Hawaii trips). **Ted**

**RAYMOND L. FOREBACK** – 1620 Barkwood Dr, Orefield, PA 18069

Dear RUPA Friends, Ray & Carolyn would like to wish all our friends at RUPA a Happy 2000. All is well with us in Allentown PA. Another year of good health and happiness in the Foreback Family. Just staying home, playing a lot of golf, and enjoying life with the kids and grandkids. Would like to hear from old friends at rayzvet@compuserve.com.

Thanks for all the hard work keeping RUPA alive.

Best to all. *Ray*

**RICHARD H. FRYE**, 80-015 Merion, La Quinta, CA 92253

Can't believe I'm actually doing this on my birthday, but I was at the keyboard responding to Harlin Bell's inquiry in the February *RUPANEWS* and it dawned on me that there was little likelihood of my returning to this soon if I didn't do it now.

Life continues to be good to Marcia and me in all respects. Living in a resort community means lots of old friends making contact, and we love it. On the other hand, we seem to be gone almost as much as we are here, what with some destination golfing, various ski trips, a host of excursions for no obvious reason, much aging family in Denver and Northern California, and, of course, grandchildren in Chicago (now moved back to St. Louis) and San Francisco. We also had a wonderful vacation in Southern Africa, with longer domestic segments of the trip flown on a chartered DC-4. The trip was a truly educational experience, an "Alumni College" set up by my alma mater and led

**RUPA WEBSITE**  
**www.rupa.org.**

by two top notch professors.

Our thanks, as always, to those who do the work, from the Prez, to the editor, to the local organizers and reporters, to the folders and stuffers.

We enjoy the fruits of all of your efforts.

*Dick*

**RICHARD E. GRAVER** – PO Box 1943, Sonoma, CA 95476

Cleve: So where did the 34 years Go? Anyway, it's good to join the retired fraternity. I'm already getting too busy. Best regards, **Dick**

**STEPHEN O. GRAY** – 1200 Miramar Ave. #701, Medford, OR 97504

Dear Cleve: My move, last Fall, to the Rogue Valley Manor in Medford, OR has proven to be a good move for me. We have a wide variety of activities and a number of interesting people. It was not easy to leave Colorado, but Oregon has a lot to offer.

Please find my postage check enclosed and thanks to those who do so much for RUPA. **Steve**

**QUENTIN T. HANSOM** – PO Box 338, Toquerville, UT 84774

Here's my check for postage. I'm still building our dream home here in Southern Utah. We love this area as it is so beautiful.

My health is good and I stay very active. Quentin

**STAN HARSCH** – PO Box 384012, Waikoloa, HI 96738 808-883-1434 email sharsh@aloha.net

I am setting a new record. I retired in 1982, and this is the first time I have sent my dues on time. My golf has slowed down a bit as I had more back surgery in Sept. After spending a month recuperating in CA, we headed back to HI. I fell flat on my face at SFO. This is my second fall there in three years. Seems my non skid soles stick to the carpet. I have now changed to leather.

Not much traveling except for a trip to Oregon to buy a new car, then to Canada before surgery in CA. We shipped the car out of Oakland, CA just in time to get to HNL when the dock workers slowed down. It spent a month there before getting to the Big Island.

Ruth is doing well. Had a total hip replacement in April and was out walking two miles a day in less than a month.

Our family has been putting the companion passes to good use. Older daughter, husband and our two granddaughters (4 and 1) went to Europe for a month. No problems. Our younger daughter and granddaughter came out here for three weeks. Made 1st Class both

directions.

If Lynn Hales reads this, I would like to hear from you via email or postcard. I lost your address. *S tan*

**JOE & MARY HART** 2033 Adams St. Rolling Meadows IL 60008-2019

Annual report: Five little granddaughters to spoil; tough work; all's well.

Best wishes to all, **Joe**

**FRED HOPE** – PO Box 992, Ocean Shores, WA 98569 hopefp@techline.com

Dear Cleve:

The time of year is here again when I have to pay the piper, (an old Scottish term) which Jock will understand.

I have included some for the coffee fund when the faithful stuffers and mailers are in session, or for whatever they drink when they are doing their duty. Perhaps even a beer for Sam.

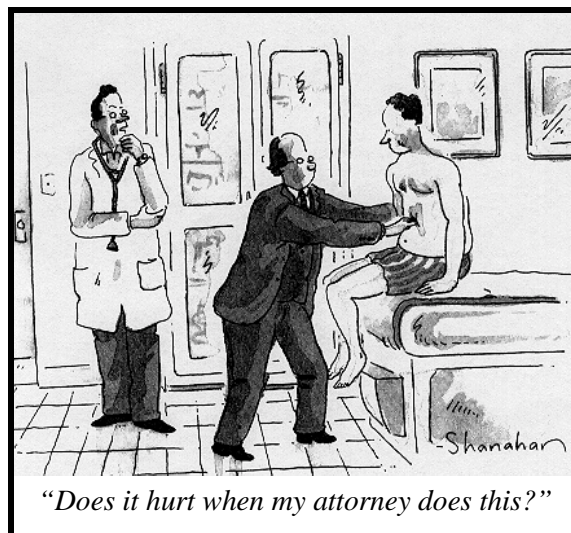
Three years into retirement and the only heavy equipment I get to drive anymore is the riding lawn mower when Sarah Diana does not get there first.

Life is lazy and good here on the Pacific beach here in Ocean Shores. We have had lots of clam digging (skunked only once) and enjoy other outdoor activities. Recently, we joined the Olympians, a local hiking club and have had to hustle to keep up to some of the 80 year olds in the group. The club is 90 years old and I suspect we have some charter members.

We have taken several journeys in our camper van, have done lots of skiing with more to come and enjoy taking our boat to nearby waterways.

The next big outing will be to the Netherlands in May to go barging and bicycling which sounds hard to do at the same time but the word is that it is possible.

All the best to everyone out there and keep the RUPA RAG Reporting. Thanks, Fred





## HISTORIC PHOTO

With the publication of the last of the Cheyenne F/E class photos, we come to the end of this series. Our thanks to Phil Johnson for lending us the five photos, which, by the way, he has asked be sent to the *Historical Foundation* now that we are done with them.

That we will gladly do.

Next month we will be printing another historical photo of a different subject – how’s that for a cliff-hanger?

If any members have good prints of photographs which they think may be of historical interest, we would be glad to publish them in this featured spot for the appreciation and general delectation of our readership. We promise to safeguard them and either return them or forward them to the *UAL Historical Foundation*, for deposit and cataloguing in their files.

While mentioning the *Historical Foundation*, I have a thought that those of you who are updating your wills might want to specifically leave some of your historic detritus to the Foundation, rather than have your executor heave it on the trash on your passing. I know that my eldest son, who is also my executor, while happy to spread certain of my memorabilia around the family, would be hard pressed to find a good home for many of my snapshots of past days, old manuals, etc. By leaving to the Foundation such excess memorabilia, my executor not only rids himself of a problem, but gives the Foundation the option to either keep, swap or sell what may be surplus to their requirements. It also wouldn’t harm to leave a token few bucks to the Foundation in your will. Ed.

## Grand Canyon Crash

Member, Robert Sutherland, was kind enough to send us a complete copy of the accident investigation report, dated April 17, 1957 on the TWA Lockheed 1049A (Constellation) N 6902C and UAL Douglas DC-7 N 6324C which collided over the Grand Canyon on June 30, 1956.

The finding of the probable cause was that “the pilots did not see each other in time to avoid the collision” for any of a possible combination of factors. No recommendations are made in this report.

The deceased aircrews are listed as – TWA: Capt. Jack S. Gandy, Copilot James H. Ritner, F/E Forrest D. Breyfogle, supernumerary F/E Harry H. Allen. UAL Capt. Robert F. Shirley, First Officer Robert W. Harms, F/E Gerard Fiore.

They, with the rest of their crew and passengers, were victims of the necessary and unfortunate quest for improvement in flight safety. Ed.

## HISTORY OF THE “B” PLAN ON UAL

by S. J. Devine

In 1952, all Pilot Pension Plans were the “Fixed Contribution - Fixed Benefit type.” But a problem soon became evident. Inflation demonstrated that such plans were not guaranteeing the purchasing power that retirees had been led to expect. In 1952, ALPA President Clancy Sayen, recognizing the situation, appointed a Retirement And Insurance Committee to research Pensions and Insurance and report to the 1954 Convention. Sayen asked me to chair that Committee.

In cooperation with Ronald Oakman, and head of ALPA’s Statistical Department, and Kay McMurray, Executive Administrator of ALPA. Our Committee met with officers of the Continental Illinois Bank and La Salle Bank. These banks were sponsoring Pension Plans that were in direct competition to those offered by Insurance Companies (plans that were self governed by the sponsor).

We studied books on pensions. We studied the experience of the Teachers Union (TIAA) which had implemented a Variable Annuity Plan. We consulted with Curt Henderson who had written a monograph on Variable Annuities for the Harvard Business Review. Curt, incidentally, was the brother of Captain George T. Henderson (dec.) - more about George later.

We went to New York and consulted the attorneys of Cohen & Weiss, a firm retained by ALPA. Two years of study, research, and consultation conducted by ALPA laid the groundwork for the negotiation of a revised Pension Plan proposed to UAL.

When the Retirement Committee reported to the 1954 ALPA, it was moved that “ALPA negotiate improvements in Pilot Pension Plans and incorporate in them the principle of the Variable Annuity.” The motion was passed unanimously and became ALPA policy.

The Pan American Pilot Negotiating Committee, acting on that policy, was the first to include a Variable Annuity in their Pension Plan. TWA followed.

As negotiations with UAL approached, UAL first took the position that pensions were not a negotiable item. UAL had unilaterally created the Fixed Benefit Plan for Pilots in 1940 and had declared it “off the table.”

Sayen recognized that expecting a large Committee to rewrite such a complicated document as a Pension Plan, together with ancillary wage and working conditions that were being demanded at the same time, would be an extremely difficult if not impossible task. It was suggested that ALPA and UAL form a four-man Joint Study Committee on Pensions.

It is not clear who first suggested such a Committee. Some say it was Sayen, others maintain the idea was proposed by UAL President William A. Patterson.

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Regardless, United Air Lines Management was receptive to the idea. Kay McMurray was well known to members of UAL Management, having served on previous ALPA Negotiating Committees. He coordinated contacts between ALPA and United.

Sayen asked me to select another UAL pilot and represent ALPA on the Joint Study Committee. I asked Captain G.T. Henderson if he were interested, and together, (in the year 1955) we met many times at the offices of Edwin Shields Hewitt, Actuaries, Libertyville IL., joined by UAL Representatives Frazier Wilson, Insurance Department, and Jack Kanash, Personnel. Edwin Hewitt chaired the study and Roger Patrick, Certified Actuary of the Hewett Firm, and an expert on pensions, provided the necessary calculations and consultations.

At the conclusion of the six-months' study, the Committee submitted a written report to UAL and ALPA. A Memorandum of Understanding was agreed upon and signed by both parties on October 27, 1955. This Memorandum formed the basis of a definitive contract signed by UAL and ALPA approximately one year later, November 20, 1956. This contract was retroactive to January 01, 1955.

Both the ALPA Negotiating Committee and their counterparts on UAL did a commendable job in producing a written agreement acceptable to both parties. Sayen was correct when he anticipated a very complex negotiation. The final agreement "Variable Pension Plan for Pilots", incorporated 43 pages, double spaced. The validity of the Variable Annuity Principle was solidified when United later incorporated it in its Pension Plan for Management Personnel.

Many ALPA pilots and employees were involved in the improving Pilot Pension Plans, and certainly there is enough credit to go around. Perhaps Sayen & McMurray deserve much of the credit. As leaders of the Union, they were the driving force.

P.S. The dull Stock Markets of the '60's and '70's, gave rise to doubts about the principle, as the price of the units fell below \$10 par value. Not so today! It is reported that the Variable Plan now produces Pensions that are four times the amount guaranteed by the Fixed Benefit Plan. In retrospect, the Variable Annuity Principle should have been made operable after retirement as well as before.--sjd



**FRED HOPE** – PO Box 992, Ocean Shores, WA  
98569 hopefp@techline.com

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The next big outing will be to the Netherlands in May to go barging and bicycling which sounds hard to do at the same time but the word is that it is possible.

All the best to everyone out there and keep the RUPA RAG Reporting. Thanks, **Fred**

**FRANCIS W. HUEMAN, JR** – 6176 Wycliffe Circle, Reno, NV 89509

Dear Cleve, the annual postage fee is enclosed. My fourth year of retirement begins shortly, and I continue to think it's the best time of life.

I enjoy reading the reviews of other retirees. Thanks for your efforts! Sincerely, Frank

**GLENN JEWETT** – 528 208th Ave. NE, Redmond, WA 98053

Dear Cleve, I'm not too proficient on the computer yet, so will use this medium. Louise and I are still enjoying good health and traveling a good bit. We did the festival of speed in New Zealand again, just watched this year. Spent a few weeks in the U.K. and three weeks on a farm in Norway. Came back to the States for Cambria Pines and Pebble Beach car shows. (Did OK) Back to France for a barge trip in Burgundy, home for Christmas and rest. I have enclosed mailing fee, etc. on time this year. Many thanks for the good work of all. Glenn & Louise glennjewett@hotmail.com

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## **An Interview with the UAL Master Chairman**

By Patrick Palazzolo,  
747-400 F/O, SFO

*A native of Saint Louis, Frederick C. "Rick" Dubinsky was hired by United Airlines in 1965, just before his twenty third birthday. Captain Dubinsky has devoted more than thirty years to ALPA, beginning in 1968 when he joined Council 5's (then EWR, now HNL) Schedule Committee. He has served in a host of ALPA positions from the local level to the national level, including UAL MEC Secretary Treasurer from 1973 to 1974, Chairman of the MEC Strike Committee during the 1985 strike, UAL MEC Chairman from 1986 to 1991, and many other positions.*

*Currently a Chicago-based 747-400 captain, Rick has lived in Cleveland since 1977. He has a Bachelor of Arts degree in Labor Studies.*

*Rick is married, with three children. Contrary to the perennial rumor, he is not related to David Dubinsky of the ILGWU.*

*The following interview was conducted on 1/31/00. It has been edited for clarity and space considerations.*

**Bayliner: Rick, you've previously served as MEC Chairman, and many people believe you have probably been the most effective MEC Chairman we've had so far. You were also pivotally instrumental in the creation of the ESOP Why would you want to become MEC Chairman once again?**

Rick: That's an interesting question. I don't think I really did want to become MEC Chairman again. In fact I resisted efforts to get me to come back. But as we got into the political season, I looked backwards and saw what had become of the MEC, its structure, and its effectiveness since I left office at the end of 1991. This may seem idealistic, but I felt there was no legacy remaining from what Felix Isherwood and I had built through the early '90s along with the help of Jamie Lindsay and Steve Smith. And I wanted to see if we could resurrect that.

**I've heard you say before that we haven't even come close to achieving what we should have under an ESOP Can you elaborate?**

It depends on how you look at the ESOP If you look at it simply as a financial investment, it's been OK, but nothing spectacular. Nobody is going to get rich on one of these things, it's just another pension plan where you realize stock appreciation and dividends. However, if you view it in terms of the board seat, governance and the cultural relationship with the company,

then that is a different matter.

I think there is a tremendous amount of effectiveness and benefit to the pilots that goes with the ALPA board seat. And it has already been demonstrated. If you couple our influence on the board with our super-majority rights in certain areas, we certainly have powers that are the envy of labor. And we should increase those.

That leaves us with the cultural benefits. And in that regard, the ESOP has been an abysmal failure. Jerry Greenwald and his crew did absolutely nothing to enhance culture over here except to have a bunch of make work projects, QWL programs, task teams and walk-through-the-woods type of things that do nothing other than make people feel good. Our pass policy, for example, is still terrible, in the aggregate.

We certainly have a senior layer of management that is new and untested, and hopefully we will get along with them. Keep in mind that the new management is not a result of the ESOP, but simply the business cycle; time moves on.

We have flight managers and a domicile structure that is very cooperative. But again, keep in mind this is not the result of the ESOP, but of retirements. People retire and are replaced. And many of the people who have replaced them have come out of the wars along with the rest of us.

But that leaves a great middle layer of management in this company. We still have the same issues we've always had with this group and you can't find any fingerprints anywhere on this group that you can trace back to the ESOP - nothing has changed there. Pilots are still universally disliked in the company. Our authority is still constantly being challenged. We have virtually no respect. Everyone wants to run the airplane. We now have a Qualified Purser program where many of them now think they're the "cabin captain." So we have a long way to go before anything culturally beneficial will be demonstrated that we can trace back to the ESOP, in my view.

**You said we should increase those powers and the leverage we have on the board. How do you propose we do that?**

Well, we have to maintain our close alliance with the IAM. Without that alliance, one union group will always have veto power over the other union group by siding with the majority of the board and overriding the other union. We have a common interest with the IAM and we're certainly working very closely together. But in the future, if an issue arises where there is a distinct and philosophical parting of the seas between their union and ours, then we will have no

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effectiveness on the board. So we have to work to shore that up and make sure that doesn't occur.

**Is there any chance we can increase our representation on the board? When Coniston Partners owned 5% of UAL, they were given three board seats. But when the pilots acquired 25 %, we were only allowed one seat.**

One of the least understood concepts of this or any other ESOP in a corporation the size of UAL, is that employees will never have complete control of the corporation, even if you have 100% of the stock. This is because of the covenants and other things that would have to be structured for the benefit of the banks. They are the big lenders and have an enormous economic stake in the health of the company. They're going to make sure that their capital is adequately protected, and will resist turning over control of a company the size of United to the employees. However, they will work with other major shareholders because they are institutional in nature and have the same interests, which is appreciation of the stock, and profits at the expense of all others including the employees. Therefore their interests conflict with those of the employees, and they would never permit employees to have complete control of the company.

When Coniston had 5%, the banks and dissident shareholders would more than happily side with Coniston because they knew Coniston would rip this company apart, if necessary, in order to maximize shareholder value. That gave Coniston tremendous power. They came in with a course of action that would reduce costs, reduce the workforce, take on labor and sell off pieces and turn that capital back to the people who invested in the company. That gives them power you will never have because you will never go down that road. You will never attack your wage scales, lay off employees or try to sell off divisions of this company. So who's going to join with you? Nobody. You could have 25%, you could have 75%, it would not matter. You will never get the capitalists to join forces with you. And when we did get them to agree to join forces with us in 1987, it was only because we initiated an effort to break up Allegis Corp. (the parent company for United Airlines at that time), sell off the cars and hotels, take the capital and give it back to the stockholders.

But once we did that, we would have a board structure that is very similar to what we have now because the banks would not have gone along with us in the first place without that understanding.

**Should the ESOP be perpetuated? And if so, how**

**do you propose that this be done?**

There is a lot that is misunderstood about ESOP perpetuation. First of all, due to the amount of stock that is held by employees, if we did absolutely nothing to encourage employees to acquire more stock, it wouldn't be until about the year 2017 that the amount of stock held by active employees would fall below 20% of the total of all of UAL's stock. This would then trigger the so-called "sunset" provisions. When that happens the employees would then lose their board seats and ESOP governance and super-majority rights. It will be up to the participants of the ESOP, primarily the IAM and pilots, to decide whether or not they want to perpetuate these rights and provisions beyond 2017.

How is that done? Well, it means acquiring more stock on a regular basis. And that could be done by the pilots by either reducing whatever we achieve in our contract agreement in the way of work rules, and converting that to cash to buy stock, or reductions in what we eventually achieve in compensation or deferred benefits, such as the B plan, and take some of those moneys to purchase more stock, such as we have done since 1994. But my reading of the incumbent pilots, and from the surveys, indicates that while the pilots want to get more stock, they're not particularly interested in paying for it if it requires large amounts of contributions like they have been doing since 1994.

There is another group of pilots who will be coming on the property beginning April 12, 2000, when the current ESOP wage investment period ends. Currently, those new ladies and gentlemen will not be owners. In order to avoid having two classes of pilots, it will be very desirable to have an ESOP arrangement for them so that they can have ownership participation just like the other pilots who have been on the property before them.

Most likely there will be some combination that would provide ESOP stock purchases for both groups. Our advisors in New York City are working on several different viable options to try and achieve continued purchase of the stock by both incumbent and new-hire pilots without major expenditures on the part of either group from their direct compensation, benefits, or other contractual provisions.

Once we get a contract 2000 in place, we will then be earnestly working toward achieving some sort of continued purchase of stock so that we delay the sunset provision even further. Basically, that's all that's meant by the term "ESOP perpetuation."

The IAM, however, could be a different story. I don't know at this point how enamored their membership is with what has occurred so far. Remember, their mem-



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bership includes machinists, ramp personnel, and the CSRs as well. They have a very large membership group among United's employees. I think their wants and desires are quite varied and are not as homogenous as the pilots'. And I don't know that they've made any particular decisions or made any indications one way or the other whether or not they would like to see continued contributions to the ESOP. They may be happy just allowing the pilots to carry the ball for them. But that will all play out as we move through this year, and then we should have a better sense of where it will be going.

**Rick, what do you see as the most important issue facing the United pilots?**

Survival.

**Can you elaborate?**

Sure. The corporation has to survive. This company and its pilots cannot stick our heads in the sand. From my conversations with CEO Jim Goodwin, I think he is an extremely progressive and visionary thinker. But the things he is thinking about and would like to do, perhaps, are going to run counter to what pilots think are in their best interests.

Pilots are big fans of the status quo "Just let me fly my trip and go home..." They don't want their seniority upset, they don't want the structure of the company upset. They just like the status quo. But the status quo doesn't work very well in a capitalistic environment especially in one that is globalizing. And this company has got to get firmly situated in the regional feed environment, which it has not yet done.

It also has got to deal with globalization and the consolidation that is going to inevitably occur. Some of the carriers that are teetering on the brink of annihilation, such as TWA or US Airways, will be parceled out to other carriers. United cannot sit by and watch pieces of these airlines being sold off to the Continentals and Deltas of the world and have those airlines be given tremendous economic advantage over our company.

So we're going to have to look at some of these things as they occur. And this is just within our own country's borders.

Then you move out into the international arena of globalization where the foreign carriers - especially the Europeans - are just drooling to get into the U.S. domestic market. We covered this at the last MEC meeting, including the major aviation conference that was recently sponsored by DOT Secretary Rodney Slater. They don't have friendly things in mind for us as labor,

and we can't ignore that.

**Let's talk about each of these. First of all, the RJ issue. How should this matter be addressed? Should we go the way of American and Delta and buy their feeder carriers? Or continue with non-ownership?**

There are three basic options on the RJ issue. First, you can "buy-and-fly" where United purchases the regional jets, uses our pilots to fly them and it becomes just an extension of the mainline operation. Economically that will not work at United Airlines. It won't work at any carrier and that's why you don't see it anywhere else. The reason is that there is a dramatic difference in overhead cost between a mainline operation and a Comair or ACA type operation. It has hardly anything to do with pilot salaries. The pilots could fly for free and it still wouldn't make economic sense. We've looked at this up and down and frontwards and backwards and it just doesn't make any sense. So I think you can feel comfortable that that's not going to happen anytime soon.

Second is the concept of a wholly-owned subsidiary where the rest of the industry is going - except for United. Here the airline purchases the feeder carrier. And this option is being investigated jointly by the company and ALPA and we're looking at why other carriers are doing it this way. Of the six largest carriers, United is the only one that doesn't have a wholly-owned subsidiary feeding its mainline.

The third option is the one United has historically depended on - contractual relationships with regional carriers to feed their mainline. The big problem with this option is that it leaves the feed vulnerable to being picked off by competitors. And it leaves us in a position where, when a feeder carrier grows big enough and it feels we've become a hindrance to their growth, they're just going to go around us to someone else. And you're seeing that happen with ACA already. So once again, United cannot maintain the status quo in this environment.

**Many people believe that international code sharing presents a major risk to our flying and our careers. Do you agree? And if so, what would you like to do about it?**

It could present a major risk if a lot of international flying was turned over to our code share partners. Then you'd have no need for 747-400s and 777s. And without those airplanes, I think you could understand what would happen to our pilots' career opportunities and economic rewards.

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On the other hand, if you were to suddenly turn off code sharing today, and the feed that goes into our mainline from that, or the feed that is going into our big airplanes from other international destinations, United would be out of business tomorrow. Because there are huge, and I mean huge, economic benefits flowing into this company from the international code share partners - far more than you could imagine. I think you should disabuse yourself of ever having the notion that we should get rid of international code sharing or the feed at the lower end. But it's a delicate balance, in my view, between how much of that we can tolerate, and how much of it we could or should fly ourselves.

### **Is a merger in the future for United?**

Whether or not something like that is a possibility, as a member of the UAL board, it would be inappropriate for me to comment about something like that.

### **Then would it be inappropriate for you to comment about this question: Would a merger make sense for United?**

It might. It depends on how it's structured. It depends on what we might get in terms of additional capacity. The pilots and airplanes that would come along with that capacity are a secondary concern in my view. Pilots typically think in terms of airplanes and the effect on the seniority list as the holy grail. But the holy grail is, in truth, how much capacity and market share control you can garner by a merger, thereby creating additional work for the incumbent employees and whatever employees you bring over. If you don't focus on the capacity and market share sides of the equation, you're going to shrink and you're going to die. But pilots tend to focus on the seniority issue and, in my view, that's akin to drinking hemlock.

### **Should the Shuttle remain a separate operation with separate work rules?**

Probably not. I don't know that it ever was a separate operation except for the fact that the only people who were working separately on it were the pilots. Everybody else was on Mainline type pay and rules. We were the only ones who were economically supporting the thing. I think it probably ought to go back to the Mainline.

### **Could you tell us the details of your compensation as Master Chairman?**

I am being compensated basically just like every other line pilot. I bid my line and I get paid my full line just like you or anybody else. That's a departure from what other MEC Chairman have done, including what I did in the late '80s, where we just received a flat 81 hours. I'm not doing that because that would require a pay cut compared to flying the line. But the expense area is one where MEC officers continue to take a big hit. The ALPA National officers have arrangements to offset the extraordinary costs they incur. We don't.

### **What's it going to take to get an industry leading contract?**

A lot of work. A lot of commitment from the pilots themselves. Unity, certainly. We have to be able to convince the corporation that it is in their best interests to give us such a document.

### **Notwithstanding all the nice things we hear about an ESOP culture, these negotiations have the appearance of being nothing more than traditional negotiations. Would you agree?**

There has never been an ESOP culture. I keep trying to tell you that. That never came to fruition because once the ESOP was hatched in the summer of 1994, the MEC, in all its infinite wisdom, purged itself of all of the people who had brought them the ESOP, for one reason or another. They then put in an administration that was not the right one for the job of implementation. So we ended up seeing the ESOP implemented in an environment that was doomed to failure. And here we are.

Negotiations have been traditional from day one of the ESOP. They've been called by a lot of funny and silly names, but they've been traditional from the very beginning. And now we are clearly heading down to where it will be apparent to everybody that we are in the traditional path of negotiations.

### **You've clearly said that this ESOP has been implemented incorrectly by our side, at least, as well as the other side. Now you're in the driver's seat.**

### **What changes do you intend to make to implement it correctly, if it's not too late?**

Well, that's the question. We have to find out if this thing is in the recovery room, or whether it's sitting in the Intensive Care Unit just about to die. I don't really know at this point, because we haven't had the opportunity yet to have this management react in major areas in order to show us whether or not they are truly interested in an employee-driven

culture over here. They say they are, but that's talking the talk. And I haven't seen anybody walk the walk yet.

**Do you see any possibility of the pilots restoring some of the concessions we lost in the Blue Skies contract?**

We're going to try to capture those that are achievable. Yes, we're going to get some of it back. How much I couldn't tell you.

**So far it looks like the company is willing to give us some pay increases, but have us pay for them in work rule concessions. The sense is the current MEC will have no part of that. Is that your feeling also?**

It's not only my feeling, but I will tell you the message I have delivered in an informal setting to Bill Hobgood [Sr. V.P People Division] and to Jim Goodwin and anybody else over there who would listen. And that is that I found their pay proposal very disappointing. While they refer to it as a 13% raise after the amendable date, it is, in truth, just slightly under 3%. And then they propose very small raises for the next five or six years or so. That is far below what the pilots expect, and it is far below what is going to be required to make us whole and bring us to industry leading. It was offensive. And to me it was very offensive that they would think that would satisfy our needs, given what we have invested in this company for the last six years and the pay opportunities that were forgone to us because of the ESOP terms. It's time to make up for lost ground and get out in front of everybody else where we belong. And that's going to take multiples of what they've offered above the book rates. They're going to have to come to grips with that.

I've also told them that any thoughts they have of us regressing in our work rules is something they should forget about, and forget about quickly. The pilots have told us over and over again that they don't like the work rules at United Airlines. We have a culture of pilots here now who have come here from a lot of different places. They didn't grow up under these work rules. Over the past five or six years thousands have come here, and they do have a basis of comparison. And they've said it is not what they'd like it to be, based on what they've experienced elsewhere. So, we're going to have to have improvements, not a degradation, in our work rules.

Additionally, nobody on this property is a fan of our reserve system and we're going to have to dramatically improve that as well. And that's what I've been telling

them.

**Delta's new B-777, and B-400 pay rates are quite high, even higher than our 400 pay rates. The company was reported to have recently told our negotiating committee that they viewed Delta's new wide-body pay rates as "an anomaly" and that they had no intention of matching them. Any comments?**

Yes, that was reported to me by the negotiating committee as well. I have had discussions with the corporation at higher levels and they recognize that, anomaly or not, this is something that is going to have to be seriously addressed. For example, under the company's current proposal, our 400 pilots wouldn't even reach parity with Delta's current 777 pay rates for three years. And that's not even taking into account the additional raises the Delta pilots are expected to be getting from their new contract, which they are negotiating as we speak. It's completely unacceptable that not only are our 737 pilots not paid on par with Delta's pilots, but our 777 and 400 pilots are way behind as well. So they recognize that that's a problem that's going to have to be dealt with. And they recognize that it's a problem that is going to be compounded even further with the additional raises the Delta pilots are expected to achieve in their new contract. So it is one of those anomalies that is a reality and will have to be addressed, and they're fully aware of that.

*BAYLINER, March, 2000*

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Jock Savage

Jock Savage



**RUPA ONLINE**

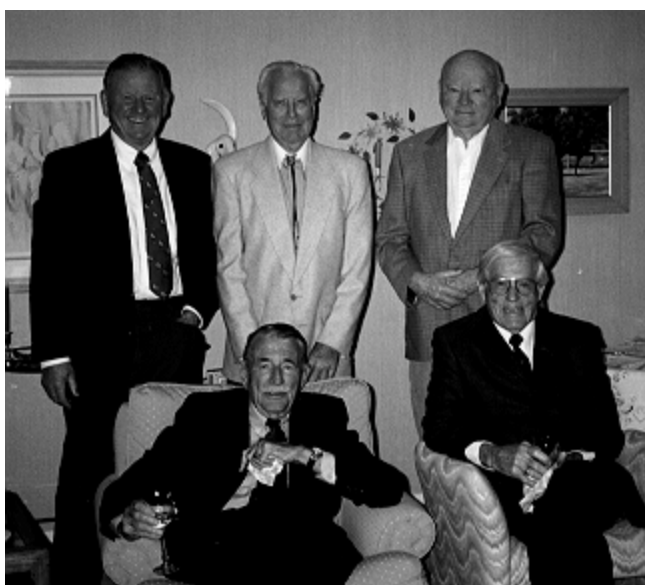
**[www.rupa.org](http://www.rupa.org)**

**JACK HEALY** 618 Aqueduct Way, Solvang, CA 93463

Jock: This letter is, of all things, six months early. It's early because on January 7th a great birthday party was held in honor of *Milo Bacon* – it was birthday number 90!

Milo is in great shape both physically and mentally! Enclosed is a photo of the RUPA members present – if you can print it, fine. *[We'll give it a college try. You sure you didn't misprint his age? Looks more like 70 to me. Ed]*

We do a great deal of pass travel, it's an outstanding benefit. Both of us are in reasonably good health. Check to Cleve. Our best, **Jack**



Rear: Bill Horn, Milo Bacon, Jack Healy.  
Front: Bill Dunkle, Cliff Chaney

**GLENN JEWETT** – 528 208th Ave. NE, Redmond, WA 98053

Dear Cleve, I'm not too proficient on the computer yet, so will use this medium. Louise and I are still enjoying good health and traveling a good bit. We did the festival of speed in New Zealand again, just watched this year. Spent a few weeks in the U.K. and three weeks on a farm in Norway. Came back to the States for Cambria Pines and Pebble Beach car shows. (Did OK) Back to France for a barge trip in Burgundy, home for Christmas and rest. I have enclosed mailing fee, etc. on time this year. Many thanks for the good work of all. Glenn & Louise glennjewett@hotmail.com

**BUDDY JOFFRION** report

Buddy celebrated his 79th birthday on the 24th of January. Physically he is doing very well and seems little affected by the stroke. The good news is that the therapy that has been such a long and arduous process finally appears to be producing results. Our recent conversations show considerable improvement in memory, comprehension and vocabulary skills. He is in good spirits and enjoys and appreciates hearing from his many friends.

Regards *Wayne Hughes*

### FLY-INS ACCORDING TO HOYLE

Carl B. Jordan MDW, ORD, LAX

As a second-generation airline captain, my license number was 1177041. (And, it still is, as a matter of fact.) Obviously, it was issued before they began to use Social Security numbers on pilot tickets. The license number on our family's first-generation airline captain, my dad, was 1887 only four digits! Our family's third-generation airline captain, my daughter, Cathy, has an ATP number that's nine digits long. This is because she's got one that matches her Social Security ID number.

Half a century ago, when I was a kid, Dad and I used to hop into the Stinson and attend a fly-in now and then. One thing that used to be prevalent at fly-ins (and, perhaps still is) was the awarding of a prize for the best poker hand. The prize was derived from the most advantageous five numbers



*Capt. Cathy Jordan*

appearing on our CAA (now FAA) pilot's license. Since Dad only had four numbers, he used to demand a "wild card." But, it never did him any good. This was because, much to his chagrin, no matter what he did with that wild card, I already had him beat with my full house: three aces, and two sevens.

Since modern-day pilots now have nine-digit numbers from which to choose the best five cards for "fly-in poker," I wonder if I could demand *two* wild cards like Dad used to

That, of course, would give me *five aces*! That's kinda hard to beat, isn't it? Hey, maybe I should start attending fly-ins again! Are these the current rules? Can the RUPA guy in charge of "fly-in poker rules" kindly

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give me a reading on this? After all, I might be losing a veritable *fortune* out there in "fly-in" land!

By the way, here's my postage money for the year. I had to dig deep. But, if I get back into attending fly-ins, I should be able to recoup it quickly - right?

**Carl**

Normal

**REX JOSEPH:** Seattle, WA

The sun came up, the lights are on, it's warm in here and I just cashed a small check. There is couple of cans of salmon, a little corned beef and some water left and so far it has not been necessary to torch the patio furniture, perhaps the Y2K scam will run it's course, anyway, it's postage time. Two firsts this year, I will be on time and attempt a note.

It doesn't really seem that I am completing fifteen years of retirement, such a deal, work two and get one free. With a little luck and some care I will improve on the odds. Healthwise, we are both doing well for the mileage we have on us. Betty has been through an appendectomy and cataract surgery in the not too distant past. The old man's malady caught up with me, prostate surgery a couple of years ago, Except for a few minor aches and pains and a bit less stamina we are both fortunate in that we are still able to do about as we please.

Not much in the way of current travelogues, with the tragedies and upheavals in the world from both natural and animal causes, there are not many places I would rather be. Some foreign nationals do not realize we have the rights and privileges we do and most don't care, so it can be reassuring to get back in the U.S. In not all areas in the world are pilgrims and illegals welcome to assemble, demonstrate and protest treatment by a flaccid INS. We do appreciate and use our pass privileges on occasion, but with the price of food and lodging and the anxiety that goes with an unplanned RON or two, a ticket or tour is always a consideration.

Neither of us has ever had compelling need to play golf. All in all we have been a rather favored and fortunate group and no doubt seen this country and it's people at an apex. It has fallen to the enlightened generations of the Berkeley attitude and Woodstock values to fine tune the bawdy cribs on the Potomac and come up with drivebys, road rage, school yard massacres and recreational drugs.

Those who give of their time, effort and expertise to assemble, edit and distribute the news magazine and maintain the website are certainly to be commended. Thanks Rex

Normal

**KAL & MARY KALPIN** – 145 Belwood Gateway  
Los Gatos CA 95032

**BIG Y2K ERROR AT UAL CENTRAL CREW SCHEDULING.** 1/9/00 I received a call saying that I was being assigned a trip, SFO HKG SFO, and that I was the only Capt. available. They said that the trip didn't leave for three hours so I had enough time to get prepared. The clock next to my bed said 05:00. I nodded my head, grunted, and hung up. My hangover wasn't too bad, so I figured that I was probably legal. I had a hard time finding a white shirt that fit, but in about half an hour I was dressed and ready to go. While I gulped down a bowl of cereal Mary fixed some peanut butter sandwiches for my crew meal. The trip to the airport was a little slow so I parked in short term parking, and went straight to the gate. The F/O had the paper work, and the bunkies loaded the route. We had a normal flight until I woke up. **Kal**

**JOSEPH R. KENNEY, JR** – 6980 E. Girard Ave, Denver, CO 80224 '45- '82 SFO, ORD  
You gentlemen have really done a great job with the Newsletter! The F/E pictures are great. I knew a lot of them that flew out of Denver. Happy New Year 2000! Hello to all the GOOD GUYS!

Did you hear about the three-legged dog? He walked into a bar in Montana and said, "I came to see the man that shot my paw."

Or, the horse that walked into a bar in Laramie, WY? The bartender said, "Why, the long face?"  
Have a great NEW YEAR! *J oe*

*From page 3.*

Although the idea of a day of work with no pay might not appeal to most of us, Alenza said the airline "had, to hold a drawing to decide which employees would get the chance to volunteer as a part of the special crew."

United employee Jacque Ahern, who spent the better part of two months helping coordinate 131 volunteers for the event, said she enjoyed the day.

"It's so rewarding,- the kids are so amazing." She said, "It's worth every minute (of work)"

Captain Barry Bickle, who took the kids on the short flight, agreed

"I guess I've' just got a soft spot for these kids," he said. ".We do this and we say it's for the kids, but it's very fun for us. You're never the same, afterwards."

*San Mateo County Times February 14, 2000*

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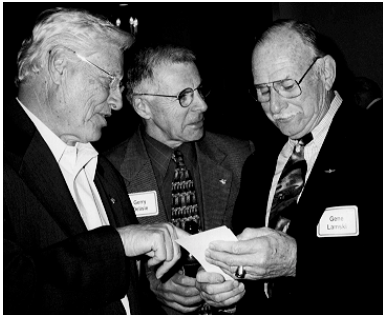
## COCKTAIL HOUR AT BOYS' NIGHT OUT – 5th FEBRUARY



*Cam McEachern, Wayne Walker, Marty Berg*



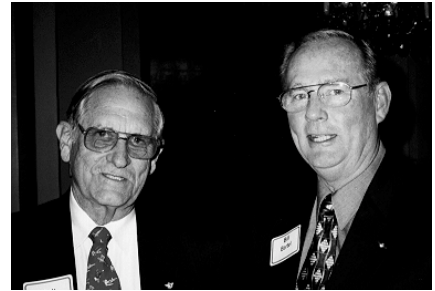
*Dick Hooning, Phil Johnson, Prez Bill Smith*



*Bill Authier, Gerry Delisle, Gene Lamski*



*Duke Miller, Jim Adair*



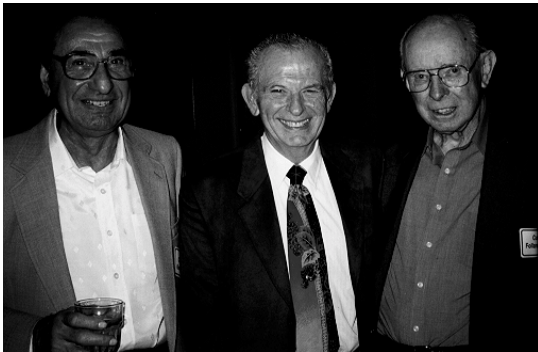
*Walt Ramseur, Bill Bartel*



*Allen Anderson, Bruce McLeod, Joe Ferrie, Milt (Beau) Jines*



*Steve Scott, John Gowan, Howie Jundt, Prez. Smith*



*Chuck Krekorian, Sam Orchard, Curt Follansbee*



*Barry Edward, Jock Savage, Doug Nicholson*

*Photos by Sam Cramb*

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**PETE R. KOBYLUK** – 1747 Walnut Dr, Mountain View, CA 94040

Hi Cleve, I'm late because I had to think of something to write about. Everything has been pretty routine. My wife and I did enjoy the RUPA picnic in August. In September we flew to Vancouver and took a train trip across Canada. Started off with the Rocky Mountaineer to Banff. Then motor coached to Jasper via Columbian ice fields and Lake Louise. Caught Via Canada in Jasper and ended up in Toronto. Good trip. Pete

**DONALD F. LAKE** – 4812 Harbor View Pl, Anacortes, WA 98221

Dear Cleve, The past year has flown by. Birthday month again! First year of retirement; wonder where it went. Bev and I left Anacortes April 1, 1999, for a six month Alaska adventure on our boat. We had a spectacular time. It's all of what they say and more. Returned in October. Have been catching up with family, friends and four grandkids. Happy to say, we have a new United pilot in the family. Son, Mike Lee, hired in August; now flying 727 in DEN.

Leaving tomorrow for a month of sunshine in Arizona. Enclosed is the annual check and a great big thanks to all those involved in keeping the news coming.

Thanks again, **Don**

**LARRY L. LARSEN** – 4245 206 Ave. SE, Issaquah, WA 98029

In April I start into my 5th year of retirement. I knew I would run out of soap at the end of my 3rd year, but on one of my traveling trips one of the old flight attendants in Seattle told me that I actually could buy soap. I know this breaks the pilot code, but it allows people to visit me more often! This year was marked by a total right hip replacement. Now I know that you guys who flew with me will say "it was because of all that running he did," but I want you to know that I ran on my left one too, and it is perfectly fine.

Last week in visiting with a friend of mine at Crest Air Park I had the opportunity of flying his home built Falco. If you go to Oshkosh or Arlington you will get to see it. It is bright red, with a white falcon painted on the underbelly. It is a beauty. Took him 5½ years and he has about 65 hours on it now. What will next year bring! Larry

**STEPHEN A. LAURANCE** – PO Box 579, Redmond, OR 97756

Dear Cleve, Today is exactly 1 year since I flew my last trip so seems like a good time to send my postage money.

We moved to Central Oregon last summer & are trying to make a 30-year-old house livable. I find myself envying all the guys who are going to all sorts of far flung places. I guess there will be time for some of that if we ever complete our renovations.

I really enjoy reading about fellow has-beens. You and your staff are to be highly commended for your fine work. Best wishes in the New Year & coming millennium, Steve

**PARK R. LEARNED** – 23500 Cristo Rey Dr, Cupertino, CA 95014

Dear Cleve: Enclosed is my check for postage and a report that all is well with Marjorie and myself. Age 86 this time around and have survived 62 years of marriage.

Our grandson is now flying out of Chicago, and into his second year as a 1st Officer. George Howson was a great guy and sorry to have lost him.

Not many notes in the bulletin from the "Old Timers."

Best regards. **Park**

*How about it, old timers? You needn't wait for your birthday to drop a line .Ed.*

**DAVID L. LINK** – 10767 E. Santa Fe Trail, Scottsdale, AZ 85262

Hi Cleve, Greetings from the Valley of the Sun.

Three years since loss of that "godlike" status, and I have been reduced to hunting and fishing worldwide. Retirement can be hard work. My hunting lodge in SE Kansas (Flint Hills) is finished, and I moved from Seattle to Scottsdale in August. I was a bit taken back by the temperature change. I welcome visitors (great golfing) anytime. Phone (408)575-9264.

Enclosed is a postage check plus a bit for other funds. Notice that my still keen mind is getting it to you six months early. Regards, **Dave**

email dlink1@compuserve.com

**BILL MOORE** 31655 SW Arbor Glen Loop, Wilsonville OR 97070

Dear Jock: Postage check to Cleve, will get one to the Retired Pilots Foundation . I would like to see their bottom line in the *RUPANEWS* – money in and out, the flow, and if it is enough.

Thought I saw an article in the *RUPANEWS* stating that non-members would not be shown on the flown west page when it was their turn. Hope this is not so. They are still in the United Family, and we want to keep track of them. I know some wonderful people who are not members for one reason or another. [At the last convention it was decided that non-RUPA members whose passing was brought to our notice

would be listed in the flown west section. Ed]

Building a home in Las Vegas; many days CAFB, nice Lat & Long, lots to explore, want to ride a bicycle Las Vegas to Denver. It's located near a par 3 green at 2,900', looking due north across two fairways toward McCarran Int'l about 7 miles west. Any RUPAs belong to the aero club at Nellis AFB?

Best regards to all, and thank you Jock.

Bill Moore

**MARTY MOREHEAD**, 1260NW16th St., Boca Raton, FL33486-1207

First, a change of published phone number. My phone is 561-338-0570, my FAX is 561-361-7872, my NEW E-mail address is Martymorehead@cs.com

Thanks for inviting me to the Convention banquet in Las Vegas, the convention gave me the opportunity to meet so many new friends, especially you, Jock, [*Wheest Marty! – people will talk. Ed.]* now I know the recipient of our communications.

Gratitude for the many times I rode on UAL to attend my sorority convention in Palm Desert, CA, my granddaughter's graduation from Drew Univ. in Madison, NJ, Moose's Army Air Corps Squadron Reunion in Ft. Worth, TX. a Cleveland Indians baseball game in Wrigley Field, in

Chicago, and another in Jacobs Field in Cleveland., and my grandnephew's wedding in Houston, TX, also. This coming year I plan to attend the 55th Reunions of my Ohio Wesleyan Univ. graduation in the outskirts of Columbus, OH.

Kudos to the good group who publishes this great Newsletter. Cheers! **Marty**

PS Check to Cleve by snail mail.

**R.P. MORF** 3074 Rectortown Rd. PO Box A, Rectortown, VA 20140-0001

Dear Jock: Letter long overdue.

*September 1998* – a strenuous hike in Sierra Nevadas of Southern Spain.

*June 1999* – another one in Basque country of Northern Spain – each about 200 miles more or less.

*September 2000* – planning a more moderate walk in Yorkshire, England. There has to be a limit for those 83 (soon 84) year-old bones. But it has been a great experience and I'm very lucky to be able to enjoy them.

Betty got a new knee in November 1999, and is making a rapid recovery.

Got a new computer at Christmas. Now if I can only learn to use it.

Otherwise we stay very busy and well!

Regards to all, Bob.

Jock, you can tell that my walking must be better than my writing – hope you can decipher this. Check to Cleve. *No problem, Bob, but I'm counting on getting next year's epistle via e-mail. Ed.*

**WILLIAM E. MOSSOP** – 1400 Colorado St, Boulder City, NV 89005

Dear Cleve, This month marks my having reached three score and ten years. So far so good, still having fun and feeling blessed. Vi and I are minor parts of the local airport culture here at the Boulder City Airport. A number of airline types hang out here. Some retired and some still flying the line. I enjoy the *RUPANEWS*, especially accounts of events in the "Round Motor" era. The efforts of all who keep the publication going are sincerely appreciated. By the way, my home phone listed in the last directory is incorrect. Should be 702-293-6382. Regards to all, *B ill*

**TIM & BETTE O'DONNELL**, Siesta Key, FL 34242 tgo203onao1.com

Hi Cleve! Bette and I are enjoying good health and happy times as we continue down this grand old "retirement trail." My recovery from back surgery last year went very well. In May I was able to get back into the "swing" of things pain free. That was great. There's nothing in this world that feels as good as feeling good.

We're still holding our place among the "Infrequent Flyers," but we did enjoy several week-long golfing tries by auto from our summer place in VA to nearby PA, and a week in Myrtle Beach that was all but washed out by the September hurricanes. By our November return to FL my handicap was back to its normal old 17 - hopeless I think.

Last month I went to my Doctor for a checkup celebrating nine years since my heart attack. With the help of daily medications he said my high cholesterol, high blood pressure and coronary artery disease had been holding steady at acceptable levels long enough now that he would take me off his list of cardiovascular events waiting to happen if I would shed some pounds. Considering the alternative that was very good news for entering into the 21st Century. I'll be working on the weight loss.

Along with the enclosed postage check, I include my sincerest thanks to all of you good folks who keep the organization going and the Newsletter coming. Best regards! So long till next year. **Tim**

[www.rupa.org](http://www.rupa.org)



**PETER DULKEN** PO Box 2948 Evergreen CO  
80437-2948

Hello Jock: Joanne and I are doing fine, and manage to keep very busy. Sure enjoyed the Las Vegas convention last November. Our best to all our fellow RUPARIANS.

Check to Cleve.

**Peter**

**WILLIAM A. PHILLIPS** – 482 Magellan Dr, Sarasota, FL 34243 DCA ORD LAX

Year three of retirement. How time flies when you're having fun! Survived major surgery and have recovered quite nicely. Bought a winter home in Sarasota. Like the Sunshine State enough we may make it a permanent home in a year or so. Give us a call. *B III*

**BRISTOWE P. PITTS**, BrisPitts@compuserve.com

Today, Jan 29, 2000, I received the January issue of the *RUPANEWS* (membership directory). This is about par for the course in receiving the newsletter over here. Some times I receive it a week earlier and some times a week later than this. One thing. You showed my postal ZIP code number as part of my Email address. This is wrong. Knowing the computers penchant for absolute accuracy, I doubt if I will receive any Email from anyone using the address RUPA showed. *[The correct one is shown following your name so that members who so wish may make an amendment to their directories. Ed]*

This has not been a very good year. In mid June of last year, Ginny went to the hospital in HNL for an overnight stay to have angioplasty done to clear artery blockages in her legs. It went wrong and she has been in the hospital either in HNL or here in Kona every since. Back and forth twice. She ended up with a colostomy and is very weak. I have spent the last eight months commuting back and forth between here *[Captain Cook]* and HNL. She is currently in the Rehab and health care center here in Kona. If anyone is contemplating having angioplasty, check it out very carefully before having it done. That is about all for now.

Check to Cleve. Bris Pitts

**JAY PLANK**-2280 Skyfarm Dr. Hillsborough, CA  
94010-Jplank1@aol.com--BU/SF/DV/LAX/SFO-43/81

Dear Jocko: Another notch on the handle of life. Clare and I had a good year. A little travelling. Had a delightful week in Hawaii at the Bay Club@ Waikoloa with Clare's sister and brother-in-law. Always a delight to be in Hawaii with first-time visitors.

We enjoyed a 10 day trip thru the "Wild West" with the SIRS group. My first time to Yellowstone and then thru Cody, WY and on to Rapid City and the Mt. Rushmore area.

I made most of the quarterly meetings of the *United Airlines Retired Pilots Foundation*. The Foundation helps some of the widows of Retired Pilots. We are very interested in anyone that would like to serve as secretary of the organization. We meet Quarterly – in Denver three times and our annual meeting in Chicago. Anyone interested please contact our President Robert (Bob) Chaber 707-996-5558 or any of the Board members.

Thought the RUPA convention in Las Vegas was a blast... What a change since we had last visited Vegas. Enjoyed the Thunderbird Tour at Nellis and also the many venues along the strip.

We have signed up for the Cruise in November and hope to see many of you there. Check to Cleve--  
Burro--**Jay & Clare.**

**BILL RAIMER** – PO Box 1480, Battle Ground, WA  
98604

Hi Cleve: Only 3 weeks late with the postage fees this year (I'm creeping up on it !) Don't want to get too close to on time (Jan 1 birthday) or it would become snarled in the holiday mail and lost forever.

Good year 1999: Jeri & I drove (not a single denied boarding) from Washington Territory to Wisconsin for my 45th H.S. reunion. Visited several friends along the way, had a ball. On the return trip we retraced Jeri's great grandparents' covered wagon emigration from Colorado to Washington, following her (then 18-year-old bride) grandmother's diary. Great adven-



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ture! Old highways and roads pretty much follow the wagon trail routes, and retracing the vividly detailed diary was, for the most part, not difficult. Stood and walked in some of the very same places they did rest stops, mercantiles where they bought supplies, and the partially restored remains of a stone Overland Stage way-station corral where they had overnighted. Wasn't well annotated on our trail map, and had to four-wheel some dirt back-roads to locate it. (Thank you Idaho for that tiny historical marker sign.) There we walked in their century-old (undisturbed for decades) wagon wheel ruts. What a thrill.

Bad year 1999: Lost Jeri's Mom in Sept. (Daughter of the diary's author.) Great lady. Born on a farm which would now be within the Battle Ground city limits. Just last year the (still in use) barn built by Great grandpa was torn down for new development. End of an era. Jeri & I are well. We enjoy the newsletter!  
Bill

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Normal

**GARY RAY** – 9473 Pinyon Trail, Lone Tree, CO 80124 1965-96 ORD/SFO/DTK/DEN/HKG  
I was very happy to learn that Steve Forte had become United's Chief Pilot. He was my student in B-747 transition and I gave him IOE on the 747 and 767. Steve is very bright and personable, a real asset to UAL. Thanks to all who make this publication top notch.  
Cheers, **Gary**

**ROBERT T. RELLER** – 233 Hermosita Dr., St. Petersburg Beach, FL 33706  
Cleve: enclosed is my lifetime membership fee, and also postage. Sorry for sending it late.  
Nothing much has changed around here: October thru May in St. Pet Beach – June thru September in Easton, Maine.  
Was saddened to learn of the accidental death of new-hire classmate and friend, Keith Evans. He will be missed. Is the aerobatic team still performing? I saw one of their shows at Sun-'N-Fun two years ago, and they were awesome.  
Again, thanks to those of you who do the work to publish *RUPANEWS*. I look forward to it every month, and it is appreciated!  
It seems the December issue was not forwarded to me. Could I trouble you to send me a copy if you have extras. Thanks, **Bob**  
*Sorry Bob, but we ran out. For everyone's information, the Post Office will only forward for 60 days.,*  
Kirkland, WA. 98033

**KEITH P. RICE** – 615 5th St. #405, Kirkland, WA. 98033

We just returned home from a satisfying drive in the great Northwest about 20 minutes from our delightful condominium in downtown Kirkland and determined to write a cheery note about the Rice Clan. Our hearts are warmed by each others' well being and the success of our children. Sue and Tom make us think we have done something right as we strove to provide a happy home for us all. Sue is upholding the family honor as a flight attendant for United and Tom is doing well with a farmers co-op called TriValley Growers while son-in-law Paul is using his talents with SafeCo Ins. We are indeed blessed and wish for the best for all.  
Keith

**DAVID G. RUNYAN** – 3N170 Lakewood Dr., West Chicago, IL 60185

To All: It is hard to believe that a year of retirement has already become history. Other than trying to complete 20 years of unfinished projects, according to my good spouse, and doing the usual things, the only thing of significance was a 3 week trip to India and Nepal. I took two days to see the Taj Mahal and then spent the rest of the time trekking up and down (mostly up) the Himalayas in Nepal toward Mt. Everest. At the end of three weeks in third world countries, it was more than time to come home. The trip was great and I said I probably would not do it again. However with the passage of almost a year, I think I would like to go back and trek up to base camp and a little beyond.  
Thanks to all for the dedication and hard work to keep the monthly news letters coming. What a great way to stay in touch. **Dave**

**BERNARD J. SHERIDAN** – 1718 Rolling Hills Dr, Prescott, AZ 86303

Hello Cleve, Here's my catch-up dues and a bit for the stamp fund. Thanks for that list of UAL retired pilots in the Prescott area. I didn't recognize any of the names, but I hope to get in touch when I find time. Be glad to get back in touch. *Beano*

**A. WALT SMITH, JR** – 847 N. Humboldt St. #410, San Mateo, CA 94401

A quiet year with a bit of domestic travel, some happy, some sad. It was good to see the kids, nephews and nieces succeeding, enjoying life, and good to see the grandkids getting their hold on life. But sad for the funeral for one of my brothers in Garibaldi, Oregon, and for a severe accident to one of my granddaughters – bright, well educated and a senior analyst for Lawrence Berkeley Laboratory. Her car stalled in the

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fast lane of the San Diego Freeway, she was hit hard from behind, sailed 30' through the air and landed on her head. First, they said she would probably not survive, then she spent weeks in a coma, and now, after nearly eight months, is in along, slow process of rehabilitation. The experts treating her think she'll reach near full recovery. In addition to our own travel, companion passes provided three round trips for her mother, IAD-SAN. **Walt**

**ED STREHLOW** - MDFW-ORD '46-'80,  
ualed@pinehurst.net

Hi Jock, Check in time, also a check to Cleve. Two decades since my last trip.

We really enjoyed the first decade, conventions, trips, lots of golf, etc. A lot of physical repairs since, but able to play some golf. Pat is unable due to "rhuemy arthritis." She is active in our church, lots of bridge and a lot of tender loving care during my operations and recoup. I am active in a chapter of the EAA, rebuilding airplanes, Stinson 105 and a Stearman at present. Also, airshows. Do build rc models also. I worked in the scoring facility for the US Open last June. Quite an undertaking for our club, but very successful and rewarded with a repeat in 5 years. Of course the winner, Payne Stewart had that tragic accident in the Lear. Wonder about the cause?

We had 16" snow on our deck last Tues AM, Most in more than 100 years. Not equipped to handle that, so no electric power, water, or telephone for almost 40 hours. Fortunately we had logs for the fireplace and some extra water bought for the Y2K crisis.

Sure was sorry to hear of Geo. Howson's passing. He kept RUPA humming for many years and what a great guy! Always look forward to the *RUPANEWS*, great new format, pictures, etc. The picture of the would-be F/Es (brown group) in the Aug. issue brought back a few memories.

Best of luck and health to you, Jock and all RUPAs.

Regards, **Ed**

Normal

**GARY W. TEST** - 2050 W. Warm Springs Rd.  
#2023, Henderson, NV 89014

It will be a busy year. We are designing and will be building a new home on the Chesapeake Bay in Virginia. Then it will be moving time from Las Vegas, where we've lived the last 10 years.

Enclosed are lifetime and annual dues as well as a bit for the coffee fund. *Gary*



**ROBERT S. TINSLEY**, 1964-1992, ORD,DCA,  
SFO, DEN, ORD, DCA

The low point of the past year: on our annual trailer pull to the North Carolina mountains, I had to replace my truck's air conditioning unit 3 times! The first failure, that left us stranded on I 95 on the hottest day of the year, I chalked up to old age.

Second lowest point: having to cancel my planned Colorado reunion with my new hire class, because Hurricane Floyd was bearing down on us. Another trip from hell. As it turned out, the storm changed course at the last minute and missed us, but we couldn't [missing from transmission Ed.]

The high point for me was probably my 50th high school class reunion in Lynchburg, Va. Some of these folks I hadn't seen since I went off to college! There's something special about a fiftieth--no bragging, no oneupmanship. Nobody cares whether you go.

Something of possible interest to those having any IRA money in the UAL Employees Credit Union: I started accounts for my wife and I in 1982. The great advantage was that you could take your contributions off your income tax.

The rules changed for 1987 and thereafter: Contributions were no longer deductible for most of us, hence they became post-tax income. The CU said, well, it's still a good deal, as the account will continue to grow, tax-deferred. So I continued to fund.

I wondered at the time how this commingling of pre-tax and post-tax money would be handled, but, in my naivete, assumed the credit union would take care of it. Hey, I'm no CPA.

This year, my wife will have to start taking distributions. I mentioned that to my accountant a couple of months ago. He gasped, "Good God, you were supposed to submit a form 8606 every year you contributed! There's a big penalty for not doing so."

I called the IRS. A very helpful lady informed me that the situation was not unsalvageable. All I had to do was refile 8606 forms for each year I contributed to each account, plus another after the first distribution.

Up to the attic to retrieve old tax returns and credit union documents. In the Navy, we used to say three moves equals one fire. Yep, many essential papers were missing. I called the Credit Union. They told me they kept easily accessible records for only 7 years.

I think I have the situation under control, but it's been a nightmare for a person who hates that sort of thing. To the best of my recollection, neither the Credit Union nor UAL, nor anybody else ever told me I needed to file an 8606. And I never thought.

To pay taxes plus penalties on income already taxed, for contributions made over that many years would run into the thousands. I hope this info will help some of

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you. Or am I, once again, the *only* guy that didn't get the word?

**Bob**

**R.B. (BOB) WILLIAMS** – 9882 Circle R. Dr, Valley Center, CA 92082 & TX

Recently received my copy of the BUPA membership list. This reminds me that I am passing through the month of my birth, hence a letter is due. We used the past year for the usual things, Oshkosh and Sun and Fun.

Had a small turnover with the inventory of my aircraft, sold my Mooney Mite and purchased a Cassutt. We continued to spend alternate two weeks in California and Texas. My health has remained good but wife, Evelyn, had each eye operated on for glaucoma. Next comes her operations for cataracts. Always enjoy the newsletter. Thanks to the workers who make it possible. Check to Capt. Spring. Bob

**RAY WOLFF SAN MATEO, CA**

I was hired by UAL in June of 1941 and at that time, if memory serves me correctly, the fleet consisted of 55 airplanes ( DC-3 & 247-Ds). San Francisco was a day-light operation only, WX permitting, because there was no range station.

If the company made a profit, there was a Christmas bonus for everyone. My starting salary , after a recent pay increase, was \$90.00 per month .If there was a birth in the family, UAL gave them a blanket and flowers. And Mr. Patterson knew most of the employees by name. Oakland dispatch, located on the second floor of the hangar, passed last minute WX and etc. to departing flight crews by means of a chute and a cigar box on a string.

At the time I was hired, Wm. O'Connell III was one year old, now this man that I knew as a child is a UAL Captain who will retire next month.

Boy this makes me feel old!!!

**Ray**

**JIM WRIGHT** – East Brunswick, NJ 08816 DCA-JFK 51/85

Dear Cleve, We don't have much to report this year as we did not do any traveling except we did enjoy the *Capital Airlines* picnic: Health wise, we remain about the same. It is now 15 years since my second retirement. I keep busy being on the board of our Chamber of Commerce and as president of our Senior Board. Friends who have flown west this past year are Woody Keith, Bob Goldstein, Zeke Darby and Tom Dawe. I had a lot of respect for Tom Dawe when he was my

boss in EWR. We enjoyed reading about the history of our pension plan in the *RUPANEWS*. The new format is great, easy on the eyes. Enclosed is postage money.

**Jim**

**GERRY AND JANE ZIMMERMAN** – 15664 De Gaulle Cir, Brighton, CO 80601 52-87

Hi All, January is here and it is that time to get older. 73 this time and feeling good. I still fly the A36 and my Akro. Plan a little competition again this year but not as much as in the past.

Had a nice trip to Savannah, GA in the Bonanza for the wives cousins reunion. Played more golf this year than in the past. I shoot around bogey and that is about as good as I am ever going to get as that is all the time I have to spend for the game. Denver has not really had a winter yet, so am still getting in a few rounds. Played yesterday. Traveled a little on UAL and thanks to the computer, always got first class. I think that first class on a 777 is first class although I am not really a fan of Starbucks coffee. Not gripping, as the price is right. More next year. I plan to be here. *Gerry*

### **FIT TO DROP? A Look at the use of drop tanks in the Second World War**

*By Max Westley of Duxford Radio Society*

Over the radio came the command: "Drop tanks!" from the 8th Air Force Fighter Group commander. All the P-47 Thunderbolt pilots pressed their trigger switches on the top of the joystick, to jettison their drop tanks. At long last, in September 1943, the gunners in the B-17 Flying Fortress and B-24 Liberator bombers knew that their "little friends" were going to escort them all the way to the target and back.

On May 10th, 1941, Rudolf Hess had flown from Augsburg to Glasgow on his ill-fated peace mission. His Messerschmitt Bf 110 was carrying two external plywood wing tanks, which were dropped in the North Sea before reaching the coast. Later that year, in September, the Air Corp/AAF directive precluded the use of external drop tanks on all new fighter aircraft. These thoughts were echoed by the P-47 designer who said: "I don't want any ornaments being hung under my sleek fighter." But the Curtiss P-40 was already flying everywhere with 52 US gallon belly tanks, proving their worth. When the Japanese attacked Pearl Harbor, on 7th December 1941, the Mitsubishi A6M2 Zeros, were using metal 74 US gallon belly drop tanks. They had taken off from the carrier *Hiryu*, 274 miles north of Oahu, Hawaii, and this devastating attack showed how the extended range of a fighter could



*P-47s with 108 gallon paper belly tanks ready for takeoff. The white ring on the nose and tail stripe were added to reduce confusion between the P-47 and the German Fw 190.*

not only give protection to the torpedo and dive bombers, but also attack targets on the ground. It was nearly two years later before the Eighth Air Force were using long range tanks on their own fighters over Germany. Aluminium belly tanks, were originally developed to overcome the many problems facing the USAAF including ferrying P-47s across the Atlantic. In 1943, due to material shortages, alternatives such as steel and paper were tried to overcome the ever increasing demands of the Fighter Wings. Major Cass Hough, at the Air Technical Section, Bovington, was given the task of investigating alternative drop tanks. A test pilot, Hough, together with British designers, set about designing a 108 gallon tank, similar to the 44 imperial gallon paper tank used by the RAF Hawker Hurricane fighter for long range ferrying operations. In May 1943, Brigadier General Frank Hunter, head of the 8th AF Fighter Command, after considerable pressure, at last told Hough to put the tank into production. The lack of fighter escorts all the way to the target had resulted in heavy losses of bombers and aircrews, such as on the Regensburg and Schweinfurt raids. The tank was successfully demonstrated at Burtonwood Air Depot on 26 June and by September the paper tanks were being made in large quantities in England. These cigar shaped, impregnated compressed tanks, 99.5 inches long, 21.5 inches in diameter and weighing 521bs were made from molded sections- nose, center and tail - and were assembled with a gelatin lining to make them petrol proof, and bonded together with wood. The metal fittings i.e. filler cap and pressure/outlet pipe flanges were then added, together with a wire earthing frame, to prevent electrostatic sparks in the tank. After doping on a final paper covering, the tank was sprayed with silver cellulose paint and red location stripes added. A 75 gallon tank can be seen in The American Air Museum, next to the P-51 Mustang. The displacing arm, which prevented the tank from hitting the tailplane when jettisoned, was hinged down from the aircraft, and the tank then attached to the

belly and/or pylons. When the P-47D, with wing pylons, came into squadron service, the mechanical mechanism was replaced with electrical bomb shackle fixings. Toggle switches on the tank/bomb release panel, allowed one, two or three shackles to operate, by pressing the control button on top of the joystick. After attaching hose and glass tubes to the pressure and fuel lines, the shackles and sway braces were tightened to eliminate movement in any direction.

The fuel selector valve positions in the cockpit read: Main On, Auxiliary On, Belly Tank On and Off. But with wing pylons another valve was added to select Right Wing Tank and Left Wing Tank. Apart from flying the P-47, which weighed over 6.5 tons, the pilot was kept busy noting the time he was on external tanks! Quite an operation, especially since there were no fuel gauges for the belly or wing drop tanks. When the tank was jettisoned, the glass tubes in the fuel and pressure lines shattered, and the displacing arm hinged back to the rear of the pylon. Incidentally the arm spring was made from shock cord (bungee rubber), the same material used to counterbalance the waist guns in the B-17 and B-24s.

Tanks would be filled just before takeoff to reduce leakage's, but they did occur.

One morning, in the Spring of 1944, Duxford's 78th Fighter Group were climbing hard over Pampisford, about two miles to the east of Duxford. As they roared overhead, petrol was seen streaming from a P-47's port wing drop tank. The pilot pulled the aircraft out of formation and headed for an RAF bombing range. The P-47 dived in low, and jettisoned its two 108 gallon tanks. I don't know what the score was, since all other items dropped there were 11 lb. smoke bombs! To this day I always wondered who the pilot was and if he is still alive.

*American Air Museum News. November, 1999*

Photo caption

# OBITUARIES

**BERTRAM B. BENNETT**, Retired Captain at Capital and United Airlines, died December 24 in Scottsdale, Arizona. Capt. Bennett retired from United Airlines in 1982. Bert was restricted by congestive heart failure for the past 2 years and was hospitalized in November. It was determined that his heart had been weakened further by many silent heart attacks. The body was cremated. His wife Pat continues to reside in Scottsdale and expressions of sympathy can be directed to:  
Mrs. Bertram Bennett, 10753 N. 104th Place, Scottsdale, Arizona 85259-6533

## **WILLIAM B. "BILL" CRANDALL**

Nov. 24, 1925 - Jan. 24, 2000

It is with extreme sadness that I inform you of the death of my husband. Bill fought a long, 15-year battle with heart problems, which included 2 heart attacks, by-pass surgery, congestive heart failure, and many bouts of fibrillation. Also, in 1994, he was diagnosed with colon cancer. After one year of chemo, they said he was cured, however it returned in Sept., 1998. Despite 15 months of chemo., the cancer had spread from his colon to his liver and both lungs. He told me during his final week in the hospital, that he had never had any pain, for which we can be grateful.

Upon high school graduation, Bill was accepted into the Naval Aviation Cadet program (1943-45) after which he was assigned to Navy Air Group #15315 until 1950. He was then assigned and trained to fly Blimps. Shortly thereafter, Bill joined the Naval Reserves and was recalled to serve in Korea, where he flew over 60 combat missions while serving with Fighter Squadron VF 92. During his service in WWII and Korea, Bill served aboard the Aircraft Carriers *Antietam*, *Boxer*, and *Valley Forge*.

Bill completed his Navy service and then attended helicopter school in Rhode Island. On 2/13/56, Bill joined United, serving until retirement as a DC-10 Captain on 11/24/85. Bill had the distinction of being one of the few who was licensed to fly not only passenger aircraft, but also, both blimps and helicopters. I was extremely proud of him and will miss him very much, as will all who knew him. He was a great guy. Sincerely,

*Virginia (tinny) Crandall*

Normal

## **BOBBY EWING DECKER 1932 - 2000**

Retired United Airline Captain, Bobby Ewing Decker, passed away at home on February 1, 2000.

Bob was born and raised in Arizona. Along with his wife Sandra, he relocated to Southern California in 1956, where he raised two daughters. In 1971 the family relocated to Alamo, California, where he remained until his death.

Before working for United, he was a civilian flight instructor with Darr Aero Tech at Marana Air Force Base in Marana, Arizona. There he taught primary flying to Air Force officers. Bob joined United Airlines in 1956, and retired in 1992.

He was an avid recreational pilot and outdoorsman. Along with friend Phil Jenkins, he built and flew two Glasair experimental airplanes. He was a member and Flight Advisor for the Experimental Aircraft Association, and active in the Young Eagles Program.

Bob is survived by his wife Sandra of 46 years, daughters Janis Murphy of Carlsbad, California, and Linda Merriam of Pleasant Hill, and sons-in-law Chris Murphy and Steve Merriam. Loving Papa to grandchildren Kirk Murphy, Caitlin Murphy, and Sean Merriam. And a friend to many.

A gathering to celebrate his life will be held on March, 11, 2000, at Buchanan Field Airport, Northwest Field Hangers, Number 026, at 3 p.m.

Memorial Gifts: EAA, Chapter 393, c/o Louis Goodell, 1869 Larkspur Court, Concord, CA 94519, to benefit the Young Eagle Program, or to the charity of your choice.

## **MARGE ARNOLD**

The millennium got off to a very sad start for me. On the 6th January, I lost my little Margy – eleven days after our 58th anniversary. She had been bed-fast for over three years, and I thank God that he left *me* to care for *her* up to the last. A blessing in disguise?

Maybe, but I sure miss her.

Check to Cleve and a big thank you to all you guys who do such a wonderful job with RUPA.

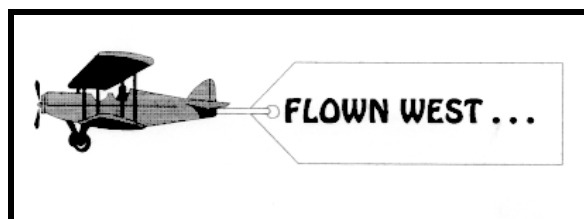
**Hap**

## **MARLENE QUITNEY**

I just lost my best friend, my wife, Marlene. She went peacefully on 2/19/00 with her family at her side.

We celebrated 45 wonderful years together last Valentines' day. She was a professional artist and teacher of Tole and Decorative painting. She was honored in 1987 to have one of her many Christmas ornaments hung on the White House tree. I miss her.

*Jerry Quitney.*



VICTOR M. HEATH		3 NOV 1999
GLENN A. BITTNER		14 NOV 1999
KENNETH M. BEATTY*		23 NOV 1999
BERT BENNETT*	DCA	24 DEC 1999
JAMES H. JOHNSON		22 JAN 2000
MITCHELL M. MANN		22 JAN 2000
WILLIAM B. CRANDALL		24 JAN 2000
FRANK FOX*		30 JAN 2000
BOB E. DECKER	SFO	1 FEB 2000
DICK BALFOUR*	ORD	6 FEB 2000
GEORGE M. SAYRE	DENTK	7 FEB 2000
JAMES PHILLIP STEPHAN		8 FEB 2000
JOHN C. RAHDAR		10 FEB 2000
DAVID J. AUB	SFO	18 FEB 2000



## 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 – *Olive Garden* – 941-793-8243  
2nd Tue. FL Treasure Coast Sunbirds – *Miles Grant CC* – 561-747-2796  
2nd Tue. LAS High Rollers – *Nellis O. Club* – 702-658-6168  
2nd Thu. SE FL Gold Coast – *Flaming Pit.* – 561-272-1860  
2nd Fri. PHX Roadrunners – *Skyline C.C, Tucson* – 480-948-1612  
3rd Tue. DEN Good Ole Boys – *Country Buffet* - 303-279-4348  
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283  
3rd Thu. Ohio Northcoasters – *TJ's Wooster (Always coed.)*. 330-262-5811  
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242  
3rd Thu. TPA Sundowners – *Countryside CC. (odd mths. Stag)* 727-785-5971

### Other Events

- 25 MAR SE FL Widows Lunch – *Deerfield C.C.* - 561-338-0570  
11 APR. ORD McHenry lunch – *Warsaw Inn* – 847-872-4081  
19 APR DCA O'Donnell Lunch – *Belle Haven CC* – 540-338-4574  
2 MAY CHI Area Lunch – *Itasca C.C.* – 630-832-3002  
17 MAY NY Skyscrapers – *Pals Cabin* – 908-782-3612  
3 NOV RUPA Cruise – *Mexican Riviera* – 800-966-6007

**Deadline:** Always the second last Wednesday of the month.

**Mailing: AKA Folders & Stuffers:** Always the first Wednesday of the month

**April Deadline – 22 March**

**Folder's & Stuffer's – 5 April**



**PERIODICALS**

### **RUPANEWS**

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**FOSTER CITY CA 94404**

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