



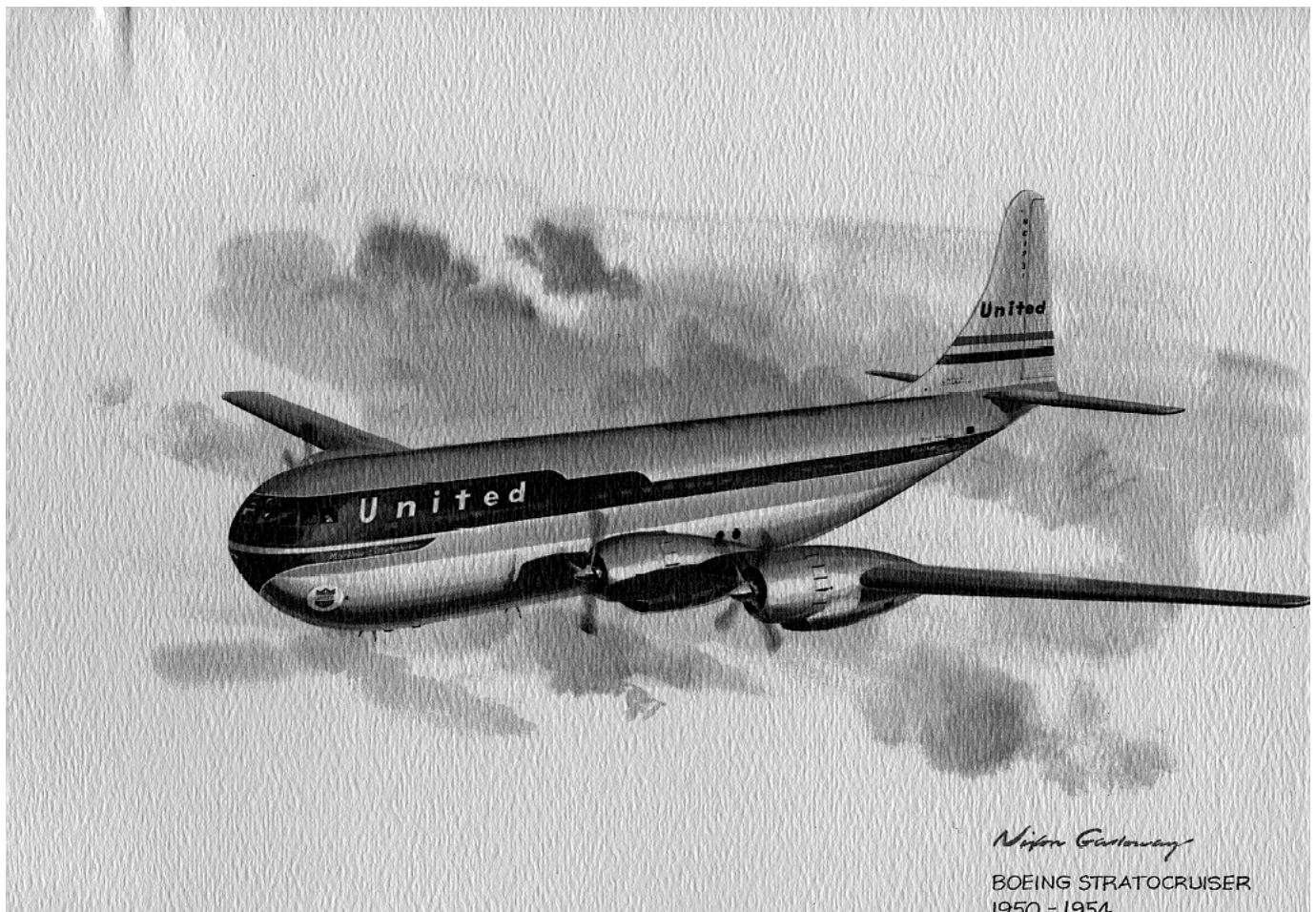
RUPANEWS

Journal of the Retired United Pilots Association

Volume 2, Number 6

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June, 2000



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RUPANEWS

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PREZSEZ

Fellow Ruparians,

Not a great deal to say, [Jock, the WORD WIZARD] usually says all there is to say, plus a little more!

I am alive and well, despite rumors to the contrary. Enjoying retirement, (almost 5 years already!!) and realizing how I don't pay much attention to the clock anymore.

Sitting here on Memorial Day trying to crank out a few musings, made me also realize what a tranquil and well adjusted bunch all of you are, since I have been in contact with a great many of you! It's been a proud association! RUPA is moving along quite well, indeed! Felix Isherwood has graciously accepted the post of ALPA liaison, leaving Milt Jensen as WHQ liaison (This has probably been mentioned before, but redundancy IS the key to duplication.) Jack Smith, the NY area rep, has been replaced by Ray Bernosky. Mucho Kudos to both of you! 'S bout it, I guess. Enjoy the picnic's, and good health, and whatever, this summer!

Keep the \$20 bills, and letters rollin' in!

Bill

Editor's Notes

This issue contains about two pages worth of ALPA information, for which I make no apology, for it seems that the active pilots are now subject to that ancient Chinese curse to "live in the most interesting of times". Not only are they in the midst of contentious contract negotiations, where company misinformation has the public blaming them for exercising their contractual right to refuse to fly the overtime the company needs to cover for its poor manpower planning, but also they have suddenly been confronted with the serious possibility of having to be subject to ALPA merger rules in the buyout of USAir lines by UAL. Furthermore, they are beset by an FAA insistence on their flying a Land and Hold Short (LAHSO) procedure with insufficient safety margins. Truly, their mettle will be sorely tested in times to come. We can but wish them well in the assurance that they will do their best for themselves and our profession as most others have done before them.

It pains me to have to mention that despite the admonitions given with each issue of the RUPA Directory, some relative of a member saw fit to use our current directory to provide himself with a mailing list for his business. When taxed with his action, he merely replied that there was no printed statement in the directory forbidding it—believe me, there will be in the next issue. 'Nuff said!

As you read through the notices section, you will see therein a few pleas for replacement volunteers. Some are limited by the geographic area (i.e. an Area rep.) though that should not be too limiting, as many pilots live in each area. Other volunteers are needed for less circumscribed positions (i.e. Foundation Sec/Treas.). Remember that this is wholly a volunteer association, where our existence depends on a degree of altruism by the members in volunteering to relieve those who have already done their share. I do hope that these positions will be promptly filled by replacements.

A review of Post Office requirements has revealed that I have been too circumspect or circumscribed in my adjurations to area reps in advertising their future functions. Apparently, as long as no mention of money is made in making announcements of future meetings, (i.e. time and place but no cost) it is not regarded as an advertisement per their rules and therefore does not count as the part of this magazine devoted to advertising (17% limit). Therefore, you Area Reps or reporters for same may feel free to demonstrate your mistrust of this publication's ability to conduct a calendar of events, by including your next event's dates in your report without fear of mailing rate reprisal against *RUPANEWS*. *Ed.*



**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**

Snowbirds & Others:

The Post Office will forward the RUPANEWS for only 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

U. A. Historical Foundation

Send donated artifacts to:

United Airlines Flight Center Mail Room

Attn: Tom Angelos

7401 Martin Luther King Blvd.

Denver CO 80207

Phone 303-780-5537

ALPA Golf 2000

Date: September 17 – 21.

Location: Westin Mission Hills, Rancho Mirage, CA 92270

Cost: \$145 Double occupancy, unlimited golf or spa privileges included

Entry: \$125 per ALPA or RUPA Member and spouse.

\$150 per guest

Format: ABCD Airline Competition, plus Best Ball, Horserace and Short game competition.

Tournament Chair: Lonnie & Karine Foreman, Alaska Air

2806 – 93rd Av. N.E.

Bellvue WA 98004

Details and registration to follow

Contact Joe Fabbo 425-646-9617

FLIGHT CREW BARBEQUE

Flight crew members, past and present, Dispatch personnel and friends are invited to a barbeque at the Barnard ranch, 505 West Fairview Road, Ojai, California, on Saturday, July 15, 2000.

Checks for \$22 each should be sent to Charles D. Bernard, 5410 Bedford Avenue, Los Angeles, CA 90056-1009. Checks should reach him by July 7. Please specify either chicken or beef.

The picnic area is under giant oak trees, beside a small stream. There are picnic tables and benches there all year. We have a concrete dance floor, a concrete barbeque and a concrete barbeque pit. There are lights in the trees, if needed.

The Santa Paula airport, 15 miles away, is suitable for most small aircraft.

The Casa Ojai, a Best Western motel, 800-255-8175, is not too far away from the party. Persons desiring to remain in the Ojai Valley will find this place a good place to stay.

Other motels: Los Padres Inn, 805-646-4365; Casa Manana, 805-646-6697; El Camino Lodge, 805-646-4341; Ojai Rancho, 805-646-3907

This may be the last annual BBQ

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

Our May 2nd luncheon was held at the Itasca C.C. and had 78 people in attendance.

Attending:

Don & Joan Anderson, Ken & Murial Bergma, Bob Blackwell, Ted & Dolores Bochniarz, Jim & Lonnie Bone, Bob Bos, Joe Bozinski, Orv & Betty Braum, Ernie & Lorraine Burmeister, Plil & Phyllis Capuzelo' Joe Carnes, A1 Cicora, Mel Charlver, Frank Cleland, Norm Clemetsen, Vern Cummins, Barry & Carol Davidson, Bill & Burt Depner, Bud & Doris Dietrich, Dell & Pam Dopkins, Tom Faising, Phil Fisher, George Foxe, Ralph & Anita Fretwell, Ray Gilliland, Lou & Mary Gust, Joe Hart, Jim & Maryann Huemann, Milt & Ina Jensen, Don & Janet Jones, Bob Leonard, Karol Marsh, J. O. Martin, George Mathis, Rob McCutcheon, Kay McMurray, Zelda Mispet, Carol Moore, Eunice Mortag, Dick Murdock, Margie Nelson, Claude Nichol, Dick Nicholson, Jim Noble, Bob Olson, Dave Patterson, Ray Potsic, Frank Reed, Dottie Ratcliff, Jim Richerson, Bob Rosenbraugh, Hank Sheldon, Bud & Jerlyn Solberg, Jack Star, Bernie & Rachel Sterner, Ed & Lorene Stickles, Tom Stowe, Bill Thompson, Helen Thompsen.

Denver Good Ole Boys

Dick Wagner,

16 May, 2000.

Golden, Colorado

We had a very good turnout on this beautiful spring day and look forward to an even larger group on Ladies Day on June 20th. We have been sharing the back room with a Ladies Bridge Club and it seems to work out o.k.; at least they are not the noisy ones.

We meet the third Tuesday of the month at the Country Buffet, 7200 West Alameda (Villa Italia); 1130 hrs. Remember Ladies Day 20 June!

Those present were: Russ Wright, Jim Adair, John Holody, Bob Clipson, RussWard, Ted Wilkinson, Bill Hoygaard, Bill Meston, Joe Kenney, CurlyBaker, F. W. James, Jim Cox, George Benkendorf, Bob Blessin, H. W. Reid, Tom Hess, Pat Murphy, George Maize, Howard Mongan, Frank Bennett, Jerry Kennedy, Jack Box, Dick Wagner.

May Folding and Stuffing Meeting 3 May, 2000.

40 members attended this folding and stuffing session. Here are the names of those loyal members who help to get this great publication out.

Bob Ahrens	Charlene Alfson	Al Bernard	Jo, Bernard
Georgia Bouska	Rich Bouska	Tom Bredis	John Campbell
Bob Clinton	Chuck Cooke	Russ Cottle	Bob Ebenhahn
Bill Grant	Dick Hooning	Deete Johnson	Phil Johnson
Howie Jundt	Bob Kibort	Norm Marshall	Cam McEachern
Bruce McLeod	George Mendonca	Bill O'Connell	Sam Patrick
Vilma Patrick	Mel Peterson	Jay Plank	Ed Pogue
Mary Ramseur	Walt Ramseur	Jock Savage	Bud Schwartz
Bob Soergel	Cleve Spring	John Stefanki	Gene Tritt
Carol Walter	Gene Walter	Ray Wolff	Larry Wright

New York Skyscrapers' Luncheon

Forty-one gathered at Pals Cabin in West Orange, New Jersey for our coed luncheon. With snow birds returning north, timing was just about perfect. We missed a few who had hoped to join us, but intervening events made it difficult for some to break away. Hal Storey was side-tracked with surgery until the end of May. Ken Poh from sunny Ocala, Florida was planning to attend and renew old friendships but did not make the meeting. Then we have Al Mitchell, he called a day late and realized he had a senior moment. He has marked his calendar for October 26th and will be in Greenwich, CT for hangar flying. Larry Caswell, who had retired early with medical problems, was able to become a member. Larry looked great and was surprised to find so many old timers who he had enjoyed flying with in past years. Welcome aboard Larry. We hope to gather many more who may not be aware of the formation of the RUPA functions and the various sub groups such as the Skyscrapers. Pete Sofman, recently retired, came home to roost from Hawaii. Aloha, Pete, welcome home !

About half responded to an earlier request to update our mailing list.

We have joined our previous files, the RUPA directory and recent retiree list provided by the Kennedy Flight Office. If you wish to be notified drop a note to Ray and you will be added to the mailing list. Our outreach covers New England, New York, New Jersey and Pennsylvania, let us hear from you.

Jack Smith passed the baton to Bud Berlingeri and Ray Bernosky. This passage was more like being Shanghaied, but accepted with hopes of carrying on in the shoes of Jack Smith, Hal Storey, Ted Garrity, et al. They and others have put together a program that will be hard to duplicate.

Ray Foreback handled the sale of the 50-50 tickets and persuaded many into his buy \$10.00 mode of operation. With the sales he generated, our checking account is replenished, additional monies contributed to the flower fund have been augmented by the urging of George Schnell. Thanks to everyone, your generosity is appreciated.

We have already set the fall meeting date of Thursday, October 26th at *Manero's* in Greenwich, CT. You can expect a post card as time draws near. Mark your calendar now. We are hoping for an even larger turnout.

Hangar flying will be lively and make note, singles or doubles are welcome. We are trying to arrange for rides if you have difficulty navigating away from your home turf, again, a short note early on may alleviate commute problems.

Roberta Morton, Larry's companion, drew the fifty-fifty winning ticket, with Ron Denk walking away with \$100.00. As will become our custom, Ron will be appointed sales person in October.

Several inquiries have been made about Skyscrapers meeting in the Kennedy (Long Island) area, and also the possibility of a Christmas get together. If these topics pique your interest, a note with some outline might get the ball rolling.

Attending: Howie Aronson, Bus Berlingeri, Ray Bernosky, Bill & LouJane Bickert, Larry Caswell, Roberta Morton, Ben Conklin, Frank Decker, Ron & Betty Denk, Ken Ernst, Mike Finnerty, Ray Foreback, Bill & Connie Hedden, Jody Kraly, Will Lambert, Lippy & Dorothy Lippincott, Don Livingston, Augie & Margaret Miller, Jerry O'Donnell, Dave Ormesher, John Paige, Tom Purrington Ned & Rae Rankin, Jerry Schlicter, George & Margaret Schnell, Steve Scott Jack & Liz Smith, Pete Sofman, George Stoddard, Al Swanson, Charlie Walter, Jim & Mildred Wright

Very respectfully, Ray Bernosky 41 Fairview Drive, Flemington, NJ 08822-4535

RayandPat1@juno.com

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 C \$.1689. Promenade deck

Category B \$1949.(w/veranda).

Category A \$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 80 cabins have been booked as of March 28th. I suggest booking ASAP, as the ship is selling out. You can waitlist for verandahs and suites.

Holland is providing transportation from various spots in Los Angeles County; bus pickup can be arranged through Millbury Travel. The pickup is on the day of the cruise only. Joe Ferrie

DCA COUNCIL 11 RETIREMENT PARTY 2000

The annual party honoring our 2000 retirees will take place on Saturday, September 16th, 2000 at the Radisson Hotel (formerly the Ramada Plaza), 901 North Fairfax Street, in Alexandria, Virginia. Cash bars open at 6:00 p.m. and dinner will be served at 7:30 p.m. Room rates this year are \$99.00. For reservations, please call the hotel at (703) 683-6000 by August 15th. The cost of the dinner is the same as last year - \$35.00 per person.

*Please make checks payable to: ALPA Council 11
And mail to:
Tom Hunter
13005 Montpelier Court Woodbridge, Va. 22192
Phone: (703) 497-0918*

The following is a list of this year's potential honorees:

ANDERSON, HW	BECKETT,JP	PIFER, JJ	TAYLOR, RL
HALLAGER, DJ	BLACKWELL, RL	TEST, GW	SHUTS, CG
VOS, ML	GREENE, JD	WATTS, LW	MATHENY, ME
BLACK, JC	BRADSHAW, DB	McFADDEN, JA	CONDON, DJ
LONG, TE	McMICHAEL, RE	ANGEVINE, LG	KAUER, DF
KELLENBERGER	SWAIN, RJ	SMITH, EL	WILLIAMS, EP
CANDELORI, G	FOWLER, DR	LEPNEW, GT	SOBOTA, TJ
REED, GB	RIPPER, EN	MEADOWS, JO	NOCK, WH

S.E. Florida Gold Coast RUPA Widows Meeting

There might be another try to get together with the widows, wives and members in this area in the fall, if I get any response from anyone that they might want to meet. Twice I have tried to have a meeting, and received no response, although the most recent time, I did receive 3, too late to make reservations for the date I chose. So if anyone wants to try in Oct. Nov. let me know. Phone 561-338-0670, FAX 561-361-7872, my address is in the Directory if you use snail mail. Martymorehead@cs.com
On another subject, two pilots who flew out of MIA in the old days, who were not in RUPA, have flown west., Jack McGeehan (John.C) on March 20, 2000 and Van Barnes, on April 20, 2000. All is well here. Best to all, Marty Morehead.

SAVE MONEY ON MOVING COSTS!!!

To all of you who are planning to move, or think you might: **WRITE THIS DOWN.**

As retired United pilots, we are eligible for United's corporate discount of 61%.
In order to get this you must go through *Hassett*, the Allied Van Lines rep. who has the UAL contract.

Call 800-323-5305 and ask for Kim.

Good luck. *Harry Metz*

RUPA Directory Errata:

Bill Hoygaard new email: hoygaard@mho.com

Peer (Pete) Maseng “ mscris@evcom.net

Miles Wagner “ mcwagner@azstarnet.com

LAX LUNCH AT THE HACIENDA - APRIL 20, 2000

In trying to figure out just what is an "odd or even" month, it resulted in a personal circuit overload, so let's just say that the LAX group held its April meeting at the *Hacienda*. May's meeting at *Billingsley's* may be memorable, since Clay Lacy said (at the March meeting) that he is rebuilding a DC-3 that may be ready for a RUPA tour by then. Clay took a group of friends on a Millennium tour back and forth across the international date line at midnight local time, which was an interesting perspective. The tour is on video, as was his around-the-world record setting flight a few years back.

Bad news and good news at April's meeting: bad news was that Charlie Barnard said that this year's Ojai barbeque might be the last one; good news was that Margaret Barnard said that it might not be the last one, which comment received a standing ovation.

The usual arm-waving flying repartee buzzed from table to table. Kenny Williams and Gene Gawenda recalled that Lee Bruss was flying a Kinner Sportster one day when it went into a flat spin. He started to leave the airplane, but as he stood up in the seat to get out of it, it changed the C.G. and the airplane recovered by itself. As a non-flying footnote, it was mentioned that Lee Bruss' sister married Kinner.

Mel Heflinger told about flying with pilot Gephardt, who had written books and articles on spins, based on his combat experience with B-17s and B-24s. A NACA report on spinning a DC-3 was the inspiration for them to clean out a DC-3 to find out what a spin would be like. His friend gave Mel the first opportunity to try one, so he went up to 12,000 ft. About 1 1/2 turns later, 252 mph redlined at 2.5 Gs, Mel offered his friend a turn, but he declined. It definitely did not spin like a Cub.

Really bad news was learning of Earl Bach's demise. A long-time RUPA booster, Earl was well known among his fellow pilots. Jack Hanson had known Earl since they flew out of Newark from about 1950 to 1955. They both were flying DC-3s at the time, but both were Captains, so never flew together. As all who received his annual Christmas letter know, Earl was totally health-minded--he worked out, watched his diet, and even encouraged his friends to breathe right. In the old days, on a layover in Denver, Jack talked Earl into going to the original Mexican cafe in Denver (Jack's favorite food). Jack didn't think the food was too spicy hot, but Earl never let Jack forget the travesty of that meal. The last time Jack and Earl had the chance to visit in person was at the convention in Maui, 1995.

As a matter of coincidence, after the above sad news, luncheon attendee Jim Matheson had his bass sax in his car, so that he could go directly to a wake as a member of a musical group.

In re-reading Earl Bach's last Christmas letter, he was still active in his aircraft interests, having attended the EAA fly-in at Oshkosh with a friend in a Glassair, which is how we will remember him.

Sender: *JHanson17@aol.com*

LAX LUNCH AT BILLINGSLEYS - MAY 18, 2000

Again this month we had a nice number in attendance. There were 25 for lunch, which was 5 more than March and the same as January. Those that were there for lunch this month were:

Herb Goodrich	Tom Reidt	Bob Kohler	Nate Hall	Dave Kirkendall
Loyd Kenworthy	Jim Day	Ken Williams	Doug Rankin	Bill Blankenship
Walt Albright	Jack Moore	Lee Cameron	Jim Miller	Cliff Berg
Dave Tank	Edna Cameron	Rex May	Bob Clough	Jack Hanson
Mike Herrriott	Mac McCabe	Shirley Hanson	Bob Cross	Ray Engel

After happy-hour was over, we left the 19th hole to the golfers and headed to our private dining room. While we were waiting for our lunch to be served, it was time to update the group on the latest news and some trivia. First was Herb Goodrich with a few announcements and reminding everyone that the annual B.B.Q. picnic at Charles Barnard's ranch in Ojai, California will be Saturday July 15th. Next Dave Tank told of talking to Buddy Joffrion on the telephone and he is doing great. Dave Kirkendall asked Lee Cameron to talk about the Boeing 247. Lee also went on to tell about the OX5 convention that will be held on the *Queen Mary* in Long Beach Harbor September 21-22 & 23. Lee went on to say he had an anniversary. It was 70 years ago that he soloed at Cleveland, Ohio. After lunch there was more visiting until every one slowly headed for home. Come join us July 20th at Billingsleys which is at the Van Nuys Golf Course just south of the Van Nuys Airport.

RUPA - NORTH COASTERS

There were a surprising number of former Cleveland Crazies that turned out for the April luncheon on the Thursday before Easter. We missed our summer scribe and soon to be published writer, Don Karaikos, who winters in Tuscon so I'll try and cover for him. I reported that while in Arizona Barb and I went with the Smith's (Jerry & Mary Beth) to the Pima Air Museum where Don volunteers as a docent. I must reluctantly report that he did a fine job, he works with a former Cleveland boss, Hank Dykhius. We didn't make the Tuscon Roadrunners meeting due to an accident on I-10. Harv Morris gave an up date on negotiations, or lack thereof sounds like '85 again! Ken Wheeler gave a heads up on several concerts and songfests in the area and there were many discussions about the pension plan and ESOP. I'm sure I missed some other things that went on but I didn't have time to record all this until two weeks had passed, so excuse the lack of coverage. Your temporary scribe, Ed Griffith. Those attending where: Dick & JoAnne Orr, Bill & Terry Taylor (visiting from Tenn.), Dave & Kris Suits, Harv & Pat Morris, Rick Ogden, A1 Cavallaro, Dick Sanders, Jerry Cox, Ken Wheeler, Jim Burrill and guest Monica Blackledge. See you next month, always co-ed, call for a ride from Wayne Co. airport if you fly in!

NORTHCOASTER MAY 2000 MEETING.

The May 2000 meeting of the Cleveland Northcoasters was held at *TJ's Restaurant* in Wooster. There were twelve in attendance. Three beautiful ladies - Pat Morris, Dorothy Christie and Monica Blackledge rounded out the "sugar and spice" contingent. The "frogs, snails, and puppy dog tails" group was represented by our erstwhile grand pooh bah - Dick Orr ; resident crooner - Ken Wheeler; returning snowbirds - Bill Christie and Don Karaikos; flying ace - Dick Sanders; working pilot - Harv Morris; "Band Aid" poster boy - Dan Seiple and Jim Burrill , the lucky guy who was Ms. Blackledge's escort. George Hunyadi, Rubbermaid's chief pilot, was a guest at the meeting.

The usual BS ensued and various war stories surfaced to punctuate the chatter. Of course all of this was helped along by the influence that the daily special of 99 cent Martinis provided.

There were, however, short periods of lucidity during which reports were given by members covering various subjects. Harv Morris gave a report to the group, informing it of the progress of contract negotiations between the pilots of UAL and management. The title of his report was: "d'jà vu" 1985. Ken Wheeler reported on two barbershop shows in which he was a participant - The midwinter convention of the SPEBSQSA in Tucson and another in Zanesville, Ohio. Ken sings bass in a barbershop quartet.

The youngest member to ever attend a Northcoaster meeting paid a momentary visit during the meeting. Six-week-old Emma Suzanne Storer was proudly exhibited by her mother, Diane Storer. Diane is the daughter of equally proud grandfather Don Karaikos, who was elated over the fact that this was his first grandchild, and that his genetic imprint has been passed on to posterity.

The meeting came to an end at 1500 hours ,with promises by all in attendance to meet again in June. All "Crazies," retired or working, are invited to attend meetings which occur the 3rd Thursday of each month at *TJ's Restaurant* in downtown Wooster. Spouses and "significant others" are welcome at all meetings. Questions about meetings can be directed to Don at 330- 264-2503.

Sender: DKaraikos@aol.com

SUNDOWNERS' LUNCH- APRIL 20,2000

Jim Feneley, 3246 Hyde Park Drive, Clearwater, Fla. 33761-1813, Tel. #727-785-5971

Congregating in the Oasis Room of the Countryside Country Club on April 20th were:

Raymond Schlage,	Ray & Twila White,	Jim & Hilda Feneley,	Lil Borneman
Paul & Nell Fidler,	Jim Irwin,	Bud & Jessie Huffman ,	Stan & Phyllis Crosier
Lars Warn ,	Woodie, & Diane Lynn,	Jack & Toni Moran	

My critique: This month when I called Lil Borneman on Tuesday a.m. (April 18th), I reported only nine who planned to attend. Lil, wisely made arrangements with the Country Club for twelve, and at our luncheon, we had eighteen. Pilots, can't we do better than that? If planning on attending our luncheon, PLEASE call before the Tuesday preceding the Thursday luncheon date. This month, 58 reminder cards will be mailed. A large number of newcomers in the area will be receiving their initial invitation so I'll provide a little history of our group.

It was in 1982 that Bill Borneman recognized the need for more than one RUPA group in Florida. He collected the names of those closer to Tampa Bay than Miami, and on his own initiative mailed cards to those setting the time

and place for their initial gathering. They met at *Countryside Country Club* in Clearwater, where Bill was a director. They decided to meet on the third Thursday of each month at 11:30 a.m. for lunch, alternating stag and co-ed each month. They named themselves "Sundowners", opted to have a reminder card mailed each month, and included a request to call prior to the preceding Thursday so that an estimate of attendance could be made. You can see that not much has changed. Now there are three more RUPA groups in Florida which have siphoned off those attendees that now live closer to Fort Myers, Jupiter, or Daytona. Naturally a number have also flown West. For those of you who have not attended, give it a try and for those who do not want their mail box cluttered with monthly mailing, a phone call to me will suffice. This is not a solo operation. Ray Schlage makes the address and Jim Irwin polishes my work and does the typing. Y'all come. *JF/RS/JI*

ALPA Council 12 2000 retirement party

The party will be held on Friday, Oct 27, at the O'Hare Westin (same as last year). Financial seminars will be on Thurs. & Friday, Oct 26 & 27—same place.

The temporary list of honorees is as follows: R Adams, BL Anderson, JD Bell, Jack Berkshire, JR Boston, Glenn Bradley, NL Bretthauen, BW Burford, JW Cain, EJ Cleary, BN Cochran, DJ Condon, Gerry Cox, Roger Crocker, PR Davis, Tom DeLashmutt, Jack Dellaripa, WJ Drake, RF Early, TK Egan, Bill Etchison, DB Evans, DC Fairman, KP Farquharson, Walt Fink, DF Fletcher, JP Francis, JP Gleason, CF Gonzales, JE Goolsby, RL Gore, JA Grafton, JL Harmon, AG Heggbloom, JA Holveck, EA Hopkins, RA Jackson, Gordy James, Gary Jenkins, John Jenkins, JE Jones, AK Junkins, JG Kainer, Tom Kelly, Pete Kidera, GR Klinier, Dick Kuhn, Joel Lamplough, Brian Leiding, FJ Lewandowski, KenLund, Mark Lund, Bob Magdaleno, JM Maguire, JO Mayer, Ollie Mayes, RW McBride, Rich McMakin, WL Meyer, Ken Miles, RD Mitchell, JP Moore, HS Munter, JF Neff, DE Nieto, KJ Nimmergut, Doug Nolker, JH Perkins, DW Poe, GS Pylawka, JB Raven, AL Ravizza, Bob Reinecke, BL Richards, RJ Sanders, DL Schumaker, RT Seamans, FJ Smith, Jim Stuntz, Bob Trudy, PV Vampatella, GE Way, JR Wheeler, MG White, WT Zander

There's over 85 names, some of whom will be staying as S/O's, and others who will retire from other domiciles. The final list will be published at a later date, along with the details of the party. If anyone has any questions concerning the activities, they can contact Patty Harmon, Sec. of Council 12, at 1-847-297-2030.

If you knows of anyone I've missed, or anyone listed that should not be included, please contact me. E-mail - pamandbob@juno.com, or 1-630-325-2238, or 1-630-325-2236 (ans. mach.)

This is my birthday month, so wanted to let all know Pam and I are doing fine, staying busy, and enjoying life. It's been over 2 years, since retirement, for me, and Pam is still active, as an international Flt.

Att. for UAL, in fact, She's on the way to Mexico City, as I'm writing this.

Thanks to all who make this group possible. Maybe, one of these days, I'll get to the West Coast, to get involved with the folders, and stuffers, and finally get to meet the West Coasters.

More to follow

Bob & Pam Blackwell

Compuserve 2000

Jack & Joyann Moore, jacknjoyannmoore

I am sending this Email to most all UAL retiree's that I have on my address list, numbering about 16 or so.

Yesterday, I received an Email from Compuserve's Airline department offering UAL members a new opportunity to upgrade to the new 2000 for Windows version. It was written in rather glowing terms and I was certainly tempted to take them up on it.

Something told me to communicate with Dave Leewood about his opinion on whether my Easy Apollo (32 bit) version would need any updating. I was surprised when his reply indicated that (at this moment, at least) the new version being promoted might actually slow up the procedure of getting new planned loads for possible travel use. You might wish to check further with Dave before you make a final decision to possibly take up the offer.

All information received from various sources—mainly the UAL/ALPA Forum—indicates that this is a poor deal. It is essentially a networking tool and will slow internet use by individual computers—plus it clogs up one's hard-drive with unnecessary junk which is difficult to get rid of when one wishes. Ed

WWW.RUPA.ORG

The RUPA web site has been moved to a new host. The old one, which we have been using for the past two years, did not support any of our software, except by default. To add some interactive functions, such as file downloads, auto-responses, etc., we had to change. The site, with the new features, has been given a new look that will allow these features to be easily added.

Some of the pages have had the content split. The backgrounds are changed to a solid color on most of the pages. These two differences will allow faster downloads of the pages on your screen. With more pages, the buttons have been run down the side in the left margin. That allows spacing, making them easier to read, without having to color code. A new page "DOT.COM" has been added. It has links to a number of other pages also linked in "Benefits", and a few new ones regarding PC's, communications, hardware and software. The latest ALPA "Blue Book" of current benefits has been downloaded and is now available. You Apple/Mac folks are going to have to bear with me. I will make new pages for you, and publish anything you send, but don't ask ME any questions, I'm illiterate with Mac equipment. I have deleted the Q & A page – questions and answers are still very much desired, but they will be listed under the subject of the "Q".

The DOT.COM page will soon have a working fill-in form for any communications, except those aimed at an individual officer. Click on their Pic and your email will be pre-addressed to the individual. BOD ?? We'll see if they want it! I know of at least two members who have given up on computers.

Follow the links thru "What's New" to new pages for "Area News". Dick Orr of the Ohio North Coasters came through with a great page detailing who they are and what's happening. I'm in fairly frequent contact with Dick via email, and he wrote the page up as an example, following my desperate plea for help. Thanks, Dick. I hope the other area Reps will follow suit. We will get some photos on the pages, too, that would be of interest to all. Again, through "What's New" I have added the "Sick List" column. It is just date, name and contact type. All contact addresses are contained in the 2000 RUPA Member List. They will NOT be published on the web unless directly requested by the responsible informant.

Links – went from "www" addresses to links from the names. If you want the whole "WWW", just put your cursor on the underlined blue name and the actual address will show on the status bar, above the "START" button. That's about it. Some of the content is old, and that's because you guys aren't sending in enough new stuff. Summer coming, with lots of travels planned, so some things won't happen instantly, but we are getting there. Email is best for submitting info, but snail mail will work if it's all you have. My address is in the directory. Photos will not be returned unless you include stamped/addressed envelope. Thanx to all who check out the site, and send a little feedback. Still open to suggestions – I may not go with them, but send them anyway!!

Fraternally, *Bruce_McLeod*

SEATTLE GOONEY BIRD ANNUAL "CO-ED" BUFFET LUNCHEON

MAY 18. With a record group of 116, our 14th Annual Gooney Bird Co-ed Luncheon at the SEATAC Marriott, was an outstanding success. Especially made so by the eminent Dr. George Kidera as the guest speaker. All of 87 years young and as glib an eloquent as ever, he entertained us for a fascinating half hour. Many thanks, George, for such an enlightening and amusing dissertation. On parting, later, he mentioned his availability for other luncheon groups. Give him a call. We had a nice response from the "single ladies" and had 16 from a wide radius of Seattle and even from Southern California. Among the "first time" fellas, we had W. D. 'Griff' Griffith, Sy Iffert, Chuck Bates, Jim Duncan, Pierre Ney, Charles Souter, George Brown, Bob Cumming and John Bare. Dick Wiesner and Ray Dapp, both, announced their intention to bow out as Seattle Area Reps for RUPA. Ray, also, is desperately seeking someone to take over the annual "Co-ed" function. Several months of work and getting old. Time for some "new blood" in these areas.

Those attending today were:

Eileen Anders(Andy)
Jim & Emma Barber
Harv & Connie Beery
Charles Bates
John & Kathleen Bley
Herb & Mary Breivik
George Brown
Pierre Ney
Scotty Charnley (Bill)

Dick & Laurie Anderson
John Bare
Bob & Ardis Berg
Annie Bobs Benster (Dix)
Nancy Bordeaux (Gordy)
Dottie Brown (George)
Alice Barrett (Earl)
George & Jane Legere
Doug & Carol Christensen

Roger & Sylvia Baird
Joanne Bates (Frosty)
Lee & Muriel Biermann
Jim & Nancy Bleasdell
Frieda Bowker (Ed)
Charles & Lee Carson
Keith & Marilyn Blue
Dave Carver
Lloyd & Jeri Cooley

Bob Cumming
 E Ila Ree Depue (Bill)
 Walt Fallon
 Bob Gilsdorf
 W. D. `Griff' Griffith
 Sy Iffert
 Fran Kent (Bill)
 Herb & Ruthanne Marks
 AI & Bonnie Myering
 Gerry & Ann Pryde
 Bob & Margie Reid
 Jeff & Mal Roberts
 Ken & Lydia Van Beek
 Russ & Aldoren Stephens
 Werner & Marilyn Wulff
 and yours truly, Ray and Jackie Dapp, banquet hosts.

John Cordell
 Hank & Glenna Dyson
 Jim & Marymae Duncan
 Bud & Carol Granley
 Howard Holder
 Neil & Lee Johnson
 Dr. George Kidera
 Mac & Anne McKelvey
 Alice Peterson (Bob)
 Bi I I & Jeri Raimer
 Roland & Marinell Schmidt
 Tom & Kit Turner
 Tim & Myrna Weston
 Jane Wilson (Bill)
 Dick Wiesner (Asst. Host)

Clark & Mary Crawford
 Virginia English (Ed)
 Mark & Jan Gilkey
 AI & Carolyn Grout
 Ray & Mary Lou Hull
 Shirley Keith (Phil)
 George & Jane Laube
 George & Beth McCullough
 Elizabeth Peterson (John)
 Ray & Faye Randall
 Clyde & Lois Strauss
 Charles & Joanne Souter
 Chuck & Dona Westpfahl
 Ralph & Lillian Stevens

RETIRED AIRLINE PILOTS' FOUNDATION NEEDS A VOLUNTEER

April 6, 2000

This letter has two purposes. First and foremost, the Retired Airline Pilots Foundation is looking for a secretary. Don Toeppen has been secretary practically since the organization's inception. He has been attempting to find a replacement for the last year. We are looking for a volunteer. Is anyone interested? The board meets four times a year...three times in Denver, and an annual meeting in Chicago in January.

Some people expressed an interest in what the "Foundation" does with the monies that are contributed. The active pilots, through payroll deduction, contribute approximately fifty-five-thousand dollars annually. The retired pilots about thirty-thousand. Expenses are eighty-one thousand to a handful of recipients. Three-thousand covers the expenses of the "Foundation", such as tax reports, audit, or review and attorney and accountant fees. The "Foundation" has a comfortable reserve which supplies about fifty-thousand from investments.

Any volunteer for the secretary's job can contact me or any other member of the board.

Ted Bochniarz, Treasurer, United Airlines Retired Pilots Foundation

LAHSO ALERT

LAHSO ALERT

LAHSO ALERT

After repeated attempts over many years to get the FAA to recognize ALPA's concerns for LAHSO operations we have come to the point of having to "just say NO!" Captain Ross Sagun (UAL SFOFO, ALPA ATS Chairman) has put in countless hours of work "negotiating" with the FAA and even internally within ALPA. Over the past few weeks it became apparent that an impasse has been reached. The ATA, FAA, NATCA, ALPA and even AOPA cannot agree on what limits are to be placed on the capacity enhancement tool we refer to as LAHSO. (Land And Hold Short Operations) Therefore, the following enclosed notice is being sent to all ALPA pilots. Effective May 27, 2000 ALPA recommends that you NOT accept ANY LAHSO clearance. ANY!! This action may understandably cause some problems with the ATC folks. Please, be professional about any discussions on the radio regarding your refusal. We (ALPA) really did try very hard to produce a capacity enhancement tool that would work. The requirements that we requested of the industry to allow LAHSO's to continue were strictly SAFETY driven. We want adequate stopping distances. We want to be assured that should a balked landing or go around be required, for what ever reason, that we would not run into another airplane. We want to make sure that everyone doing LAHSO's understands the concept and is capable of doing the job.

Capt. Ray Brice , UAL/ALPA Flight Safety Chairman



*For the best steak ever - come to the annual
RUPA Potluck Picnic
at the Palo Alto Elks Club
(4249 El Camino Real)*

Date: August 9th

Time: 4:30 PM

What should we bring ???

"As always, we are depending on you to provide a scrumptious array of salads, beans, breads and desserts. Each dish should serve a minimum of 10 (five is solo). Bring serving utensils (labelled for identification). Bread should be sliced, buttered (garlic optional), wrapped in aluminum foil.



Important !!!!!

In an effort to cut down on Telephone Tag, we ask that you indicate on your reservation check what you wish to bring to the picnic, and we will call you only if changes are necessary.

Rose Spring (650) 349-6590

Send a check (\$17 per person) to:

Cleve Spring

1104 Burke Lane Foster City, CA 94404



**SAM CRAMB
SAYS THAT
THERE WILL
BE LOTS OF
GOOD
BEVERAGES!**





UAL-MEC COMMUNICATIONS — AIR LINE PILOTS ASSOCIATION

MEC WEEKEND UPDATE Friday, May 12, 2000

In a statement on the latest flight cancellation situation today United said it has canceled 197 of its 2,400 daily flights, many of which are attributed to poor weather conditions at key airports. The company stated that it expects additional cancellations later today due to severe weather expected in Chicago. Also, in bulletins on May 8 and May 11, the company advised ORD pilots that there would be a 30% to 36% schedule reduction due to thunderstorms and the pilots were advised to "expect delays and cancellations." Today's employee *Newsreal*, however, is still blaming flight cancellations on pilot shortages. Instead of admitting to its insufficient manpower planning practices which have been exacerbated by recent occurrences of severe weather, United is pointing the finger at pilots for not volunteering to fly overtime. On one hand, the company is telling the news media and the pilots that weather is a cause of many cancellations, and on the other it is telling its other employees that cancellations are occurring because "some pilots have chosen not to fly 'overtime.'"

In a news release yesterday, UAL-MEC Chairman Captain Rick Dubinsky stated, "The fact of the matter is that beginning last year ALPA has been advising United management that a pilot shortage was imminent. Now that that shortage has become a reality, the company is blaming the United pilots for its own inability to properly staff and manage this airline. What is currently occurring is exactly what ALPA has been predicting all along -- a situation that the company has decided to either deny or simply ignore."

Captain Dubinsky intends to promptly discuss with United senior management the pilots' extreme displeasure regarding such public accusations. He will also express his contempt for their apparent program to pit employee group against employee group, a tactic which smacks of the failed labor relations policies which polluted this company in the 1980s and were to be exterminated by employee ownership.

The MEC Negotiating Committee reports that this week, for the first time, a meeting was held with the two mediators from the National Mediation Board (NMB) appointed to assist in contract negotiations. The mediators also met with the company's negotiating team. These initial meetings were mostly introductory and provided both parties the opportunity to brief the mediators. A brisker pace of mediated negotiations is expected to begin in early June.

Mon, May 15, 2000, 1:57 PM Negotiations Update Prepared by the UAL-MEC Negotiating Committee

There was something of a flurry this week as we met for the first time with the two mediators from the National Mediation Board (NMB) appointed to assist UAL/ALPA in our stalled contract negotiations. One way to look at it is that prior to the joint application for mediation by ALPA and United, our efforts were two sided. Now that the mediators have arrived, our on-going efforts will be three sided. From this point on, ALPA, UAL, and the NMB will all be parties to the negotiations and eventual settlement.

Both of the mediators, Jack Kane and Linda Puchala, are quite experienced. Mr. Kane was the mediator assigned to the recent NWA negotiations and Ms. Puchala is a former president of the Association of Flight Attendants. They are quite familiar with the airline industry, airline labor issues, and specific pilot issues. Their existing knowledge should prove quite beneficial to the process. They made it clear, as do all effective mediators, that their sole purpose is to use their good offices to help the parties reach an agreement.

MEC WEEKEND UPDATE Friday, May 19, 2000

The MEC officers have been informed by management that the chronic pilot manpower shortages that ALPA has been predicting for numerous months, are finally having a material effect on United's operational reliability. Management has chosen to address this poor planning by reducing the airline's flight schedule in both June and July. The extent to which the schedule has been pulled back has neither been finalized nor communicated to the UAL-MEC. We will provide further details once we receive documented information.

We have also been receiving complaints from pilots regarding the creative handling of assignments by the crew desk. If you encounter a situation concerning such creative assignments, be sure to thoroughly document the circumstances. Include the details of the assignment/reassignment, the PLTID, CALREQ and PLTCM. Forward all information to the UAL-MEC office, attention Bob Breslin, Grievance Committee chairman.

MEC UPDATE Wednesday, May 24, 2000

The United Airlines Master Executive Council (UAL-MEC), a unit of the Air Line Pilots Association, International (ALPA), issued a statement today expressing strong concerns over the proposed merger of United and

USAirways and the impact of the proposed merger on the United pilot group.

Captain Rick Dubinsky, Chairman of the UAL-MEC, said: "The proposed acquisition of USAirways is the perhaps most important strategic action this Company has undertaken over the past twenty years. If implemented, the acquisition will shape our airline for years to come. I am deeply disappointed that the Company would enter into a transaction of this magnitude without reaching full agreement with the United pilot group on all issues."

The proposed merger could require a difficult and potentially disruptive negotiation between the pilot groups at United and USAirways over the integration of the USAirways pilots into the United pilot seniority list. In addition, United and the UAL-MEC have made little progress in negotiations over a new pilot labor contract to replace the agreement that became amendable on April 12, 2000.

"Before today, the Company and the UAL-MEC faced the enormous challenge of reaching a satisfactory pilot contract that rewards our pilots for the sacrifices we have made to return United to profitability. The proposed merger will make that task even more difficult by requiring the integration of two very different pilot groups into a single airline," Captain Dubinsky explained.

"While a combination of United and USAirways may offer many economic benefits, nothing is more important to this airline right now than resolving the growing friction between management and its pilots. Jim Goodwin and the United senior management team have pledged to get down to business to negotiate an industry-leading pilot contract and to protect the interests of the United pilots in any USAirways transaction. We intend to hold the Company to that commitment over the next few weeks," Captain Dubinsky added.

ED AKIN 5500 Gold Hill Road, Placerville, CA 95667

(530)626-6968 1961-1994 SFO

I retired six years ago, and haven't had a day off since! Much of my time currently is spent playing with my "big boy toys" - my collection of antique Caterpillar tractors and other big machinery. I've become well enough known that Caterpillar Tractor has asked me to display some of my prizes at their 75th anniversary event in Tucson, Arizona, this fall. Much preparation work will need to be done for that.

In the meantime, I continue to run my ranch here in Placerville. I raise about 60 acres of oat hay every year. Operating my truck continues to be one of my part time occupations. As if this weren't enough, I was offered a part time job flying an ex-UAL B737 (9059) for a Sacramento operator that transports professional sports teams around the country.

After being out of the 737 for 11 years, I got back in the seat for 4 (BD) hours of catch-up training. Then a 1 - hour check with the FAA airman and a first flight to PHL so another crew could fly the Philadelphia 76ers to MKE. I had a layover, then back to SMF and to the Sacramento Kings to MIA returning home a week later.

What I have learned doing all this is:

1. ATC doesn't like you when your call sign starts with Boeing rather than an airline.
2. They expect you to be R-NAV equipped.
3. I still get real sleepy in the middle of the night.
4. Although I can still shoot a pretty good approach, my landings aren't as good as they used to be.
5. It's really a great feeling to go for a check ride and not really care if you pass or not
6. If the flight manager (boss-owner) should call me I

for something, to be able to pull the company credit card out of my wallet and tell him what he could do with it.

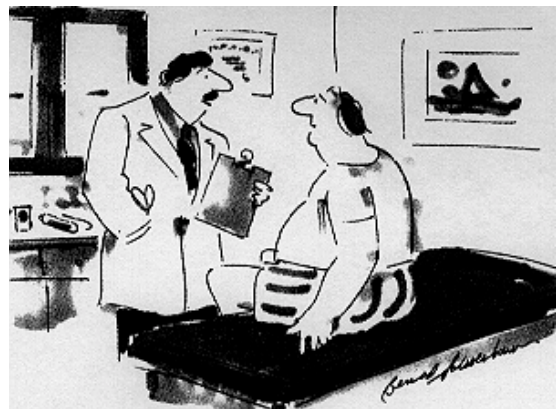
Other than that, I've been in good health, having a lot of fun. See you guys in a year or two!

Captain Eddie

BETTY BARGER—1300 13th St. NW, Cedar rapids, IA 52405

We widows really thank you for including us at the Las Vegas convention. Great to see old friends. After the convention, Phil and Betty Johnson took me to their "home away from home" at Prescott. Quite a few other UAL people live there. Lovely area and people. Wish I still had our lake house so I could reciprocate. Not possible, but am grateful that I still have contact with old friends and their children. The neighbor kids from La Grange include me in their Spring Break at Panama City, FL. They spent time with Bill and me at our lake house when they were growing up. Now they are grown and great parents .

Love to all, **Betty**



"You have the healthy body of someone twice your age."

CHARLES R. BARNES—5 Bay Tree Lane, Los Altos, CA 94022

Dear Cleve: My apology for being a week late getting the enclosed check to you covering my RUPANEWS "subscription".

My thanks to all the hard working people who continue to produce the consistently outstanding issues. I thoroughly read each issue and enjoy same fully. There is only one problem I encounter. I find the names of fewer and fewer people I have known and had flown with during my thirty-three years with UAL.

Please keep up the excellent work. Regards, **Charlie**

DELMAR BASTIAN—583 Ave. Del Oro, Sonoma, CA 95476

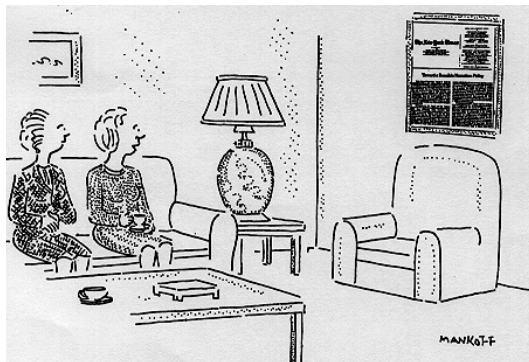
Dear Cleve, Enclosed is a check for \$40 which is my annual postage fee for August '99 and early August '00. I'm sorry to be late last year. I was actually doing something very constructive. My wife, Wanda, and I just returned from a full time Family History Mission at the Family History Library in Salt Lake City. We served in the Automated Resource Center there.

It's an honor to be a member of our great organization. **Delmar**

GEORGE F. BENKENDORF—619 Kilimanjaro Dr, Evergreen, CO 80439

Dear Cleve, I can't remember if I sent a birthday check so I probably didn't. Since I don't get any older than 39, I have nothing to remind me. I just had lunch with the Denver Good Ole Boys the other day and it was a real pleasure. I'll have to do that a lot more. Besides, the food was good at the Country Buffet and only six bucks. Even retired pilots love a bargain. Except for the Christmas-New Years 2 weeks, I ski Aspen all winter and am in the phone book if any cronies want to give a call and be shown about town. My beautiful wife, Sandy, puts up with me the rest of the year so all is well in Colorado.

Cheers, **George**



"That's the editorial he was fulminating against when he keeled over and croaked"

HOWARD BLOMSTROM

Jock: Jim Berquist's write-up on Richard Bong in the April RUPANEWS got my attention, so I am sending along a bit of info. Probably not useful, but interesting. [A list of aces and Medal of Honor winners in both World Wars, Korea and Viet Nam .Ed.]

We were both class 42A but any similarity ends there. Man, he really cut a swath. My lot in life sent me to the Training Command then to the Mariana's in B-29s. Had a few exciting moments but didn't threaten Bong's record.

I'll send them a few bucks for his Memorial. Center, and encourage others to do likewise.

Howie Blomstrom

RAY BOWMAN—6645 S. Apache Dr, Littleton, CO 80120

Cleve: Was out at DIA the other day, and ran into a fellow retired pilot, and we were shooting the breeze, telling stories, (all true) and he mentioned that he'd not heard from RUPA. I explained that maybe something happened due to his early retirement. (*You're right Ray, the company does not notify us of anyone who retires early.*) Don't know if this group wants young people that retired a couple of years early. Sometimes those young guys don't have receding hairlines, and I see on the certificate that, that is one of the requirements. But anyway, Rol Hamelin, 5167 Gore Circle Vail, Colorado 81657, is the guilty party. Maybe you could coerce him to join this bunch of old guys.

The only thing that I don't like about retirement is that there is never a day off. Went to Sun-N-Fun again this year, and had a great time. Looking forward to making it to Oshkosh this summer too. Just hope that it is not as hot this year. Really wasn't a fly in last year, it was a bake in.

Have a great Easter season. **Ray**

GERALD L. "BRU" BRUBAKER—573 Mosher Hill Rd, Farmington, ME 04938

Dear Cleve, Greetings! We flew together on the 727 when I was domiciled in SFO. Since then I've transferred to ORDFO, and have remained a Second Officer on the 727. I'm planning to retire at age 62 on June 30, 2000, and I'm enclosing my lifetime membership dues plus annual \$20 for RUPA. I might be interested in serving as the regional representative if you will let me know what area it covers and what responsibilities are entailed.

I'm also enclosing the RUPA certificate that was sent to me upon reaching age 60. I would *really* appreciate it if it were corrected to reflect my career at United. I hired on as an A&P mechanic at the service center in

SFO and then became a Second Officer. When I was furloughed from FO for 5½ years I went back to being a mechanic at SFO. I was then recalled and have been a Flight Engineer ever since. So although I have over 25 years in Flight Ops, I have sentimental feelings for being a mechanic at SFO. I would like my RUPA certificate corrected to read as follows: "

"Flight Engineer/Mechanic G.L. Brubaker

I'm looking forward to retirement and my RUPA newsletters. Sincerely, *BRU*

Hi Bru, Good to hear from you and your request shall be honored! Cheers, Cleve

FRANK BUTCHART, 215 Angela Dr., Los Altos, CA 94022 4/21/00

It's that time of year again, and a small donation for the postage fund to Cleve. I'm pleased and grateful to say that all is well here, only wish there were more hours in the day. Each time I receive the Newsletter, I appreciate and am amazed at the tremendous amount of work done and at the excellent results. My thanks to all. **Frank**

TED COLLINS— Warm Florida

Hard to believe I'm into my 13th year of retirement. I know a lot of guys who didn't think I'd live nearly this long! Still flying and fishing and having fun with 11 grand kids! Lost my job flying a Kingair 200 for the sheriff in Ocala last year. [volunteer, no pay but free fuel!] They locked him up for using money that wasn't his, took away the copters and fixed wings. Back in Naples after a couple years in Ocala. Nice to see some of my old buddies names in the "journal" , some of those guys I didn't think would still be around! Check is in the mail. Thanks for all the work that goes in to our paper!! *Ted*

NEIL A.DANIELS, Los Altos, CA

Dear Jock. Celebrated the "BIG 80" on May 7th! The family put on a big show. I shared it with granddaughter Diana. Her's was year one. So, twenty years of retirement, and I am getting along well, and accepting the limitations that come following heart surgery and several mini-strokes.

Our 91st Bomb group reunion will be in Galveston, Texas, November 1st thru 4th. Hope I can make it. The ranks are thinning. Enjoyed the F&S dinner on May 2nd, and the cartoon about "The Airline Captain" on Pg 29. in the last RUPANEWS. Till next time. *Neil*



JAMES K. (JIM) DAVID 522 Periwinkle Ct. Fort Myers FL 33908 bettjimCaJuno.com

The letter in May issue of RUPANEWS, entitled 'Tale of Tracy', brought back a flood of memories of my early days in aviation. On 2/25/42, when I was still 22 years old, a wealthy relative, SAM, told me that I could fly his big 4 engine plane. A cousin, barely 2 years older, took me in tow, and 14 days and 27 hours of instruction(?) later, I was allowed to take the beast skyward, alone. The reason it took so long was that we spoke different languages, my cousin spoke 'damnyankees' and I spoke 'Y'all'. I'm sure we were cousins, because we both referred to Sam, as Uncle. Because of my obvious talents as an aviator, Uncle gave me a positive space, first class ticket to England. This was when I realized that Uncle was richer than I had ever dreamed. He had a whole bunch of those 4 engine planes and wanted us to airdrop some packages over Europe in broad daylight. I went along with that deal on August 19, 1942, still barely 22 years old. We flew through black clouds with a bunch of jerks, in single engine planes, pestering us. It turned out that those black clouds contained metal. Just because I got a few holes in his old airplane, Uncle said I had to do it 50 more times. I got ticked off and went to Africa but he kept after me to finish those 50. Uncle got a little tight with his money and gave me a contraption, called a pup tent to sleep in, and a tin plate to eat from. But, why should I complain, it didn't cost me anything. I dropped some packages over Palermo, Sicily, on Mothers' Day 1943. Apparently, the wrong mother received them, and her irate husband blasted my windshield out. I thought that was a terrible attitude - I was only trying to bring peace to a troubled family of nations. My fame as an accomplished aviator must have spread like wildfire. A gentleman, by the name of Vandenberg, asked me to fly him to London and back. Not knowing the direction to fly, I took some guy along who could just look at the stars to find our way. For our return flight to Africa, this guy, Vandy, wanted to leave at night, but because of pea-soup fog, I begged off. He told me that I was the Boss, so we left the next morning. Going through the Bay of Biscay I discovered that Vandy liked buzzing as much as I did. We made 4 wakes in the water - I hadn't had so much fun since I buzzed and scared the heck out of bathers on Florida beaches. When my vacation was over in late June 1943, Uncle bought me a ticket to go home, except, this time it was space available. The sea-faring people in Algiers wouldn't give me the time of day - saying something about 'loose lips'. So I conned my way on a C-47 to Casablanca. I had been there at the same time as Roosevelt and Churchill, but they didn't invite me over. I then went by truck to Port Lyautey

and by PanAm clipper to LaGuardia. At first, I didn't think the PanAm pilot knew where he was going, he headed south. Luckily, he stopped at Dakar and Banjul, Gambia to ask for directions, then we flew to Natal & Belem in Brazil, Trinidad, Bermuda, to LaGuardia. With all the ground surface around, this pilot insisted on splashing down in water. From 5AM July 5th to 12:30 PM July 8th, we were airborne 56 hours with only one night in a hotel, in Belem.

This Vandenberg, whom I had taken to England, became the head honcho of my Uncle's flying business and he even has an airport in California named for him. Uncle didn't even name a small landing strip after me. In 1945, I got fed up with this kind of life and became part of the Friendly Skies, flying co-pilot with Tracy Aces. I didn't want to embarrass anybody so I never let on that I was Lindberg II. Betty, the lady to whom I am now married, reminded me that I had forgotten to remember to write you on my 80th birthday last year. Now I know why I have kept muttering, 'Letter to Jock, Check to Cleve'. Three children in North Carolina, ages 6, 4 and 3, call me great-grandad and think I'm Nuts ! I went to my doctor, a woman, for a second opinion. She didn't check my head and, instead, gave me a digital analysis. I almost hit the ceiling!

And that's the end of my tale, **Jim**

RON DENK 26 Rotary Dr. Summit, NJ 07901

Only a couple of weeks late this year, a slight improvement. This last year has been a good one for Betty and me as we've enjoyed good health and had a chance to use our pass privilege for the first time since retirement, with a trip to London to see our daughter who spent a spring semester there. First class both ways was much welcomed and the gate 17 SA holding area was no problem, since our trip departed that same gate. They seem to be closing out the trips a lot earlier in an attempt to get an on-time departure so we were on board about 25 minutes before they closed the door, even with a full airplane. The highlight of the trip was a day spent at Duxford Airfield, a real field of dreams for the aviation enthusiast. In a perfect setting of rolling green countryside, they have everything from a Concorde back to WW I vintage aircraft, with everything significant in between. We counted at least twenty mechanics actively working in two hangers restoring aircraft including a Junkers JU-52. Duxford is only a fifty minute train ride to Cambridge followed by a ten minute courtesy bus ride from the train station to the field. A must see if you're in the vicinity. We also spent a day at the RAF museum, just a thirty minute subway ride from central London, and although we found the aircraft interesting, the setting

was strictly museum-like. Our other achievement was finally getting on the internet where our email address is --rdenk@earthlink.net. Bob Burns clued me in on the Avweb site (Avweb.com) which has all kinds of aviation news updated twice a week, and it's free. Love it. I subscribed to the New York Report and find that it fills a gap in keeping up to date on what's happening on the line. I would hope that all councils would make their newsletters available to retirees. Someday the MEC may even make the "Leading Edge" available. I see a mention of Pat Palazzolo's "From Wooden Wings" in the May newsletter which I just received. How does one find a copy of this book? Is it available in the bookstores? Another publication I would be interested in finding would be a genealogy of all the scheduled airlines for the last seventy years or so. Has anyone come across such a listing? Many thanks to all involved in getting RUPANEWS out and to all who write such interesting letters. Look forward to each issue. Check to Cleve. **Ron**

"From Wooden Wings" should be available on our RUPA website soon. Incidentally, our web has a great page linking to other aviation websites, check it out at rupa.org. Ed

RAY E. GILLILAND -- 1920 Chestnut Ave. Apt. 414 Glenview, 11.60025

It isn't my month [thank goodness] time goes on fast forward, so it seems. After reading Robert Burns' letter in the May issue of RUPANEWS it brought to mind the history of ALPA and how Dave Behncke, and after WWII, Clancy Sayen, spent many years to get some decent working conditions for the pilots. The release of an abundance of pilots from the Air Force made easy pickings for the Airlines and tough negotiations for ALPA. I was hired by PCA and my ALPA number as of 4-2-1945 was 6581, and still is on the Airline Pilot magazine. UAL, alone, now has around 10,000 pilots. Does anyone remember radio range operations? How about before radar? Also before ILS? I really want to thank all of the Pilots who gave so much of their time and effort doing ALPA work for their fellow pilots. Even after they retire they still volunteer. However there is another group who deserve many Kudos and they are the Wives who spent many lonely hours while the pilots were away. But things do change and it now might be the husband who spends the lonely hours while the pilot is away. Thanks for the ALPA wings, Cleve. **Ray**

Quite a few of us who served in the RCAF in the '50's recall flying jet T-33's in a non-radar environment, no ILS, so we shot RR approaches to 800-2 (as I recall), quite challenging when the radio compass control was on the cockpit floor, forward of the control column. Ed

TOM GRAHAM 10901 S.E .Fraser Rd. Port Orchard, WA. 98367 HI, Jockcleve...half the fellows write to Jock, half to Cleve ...I'm just playing it safe. I've been keeping a close eye for my name in the "obit" columns because I keep getting a popular periodical which has "EXPIRED" after my name. I'll try sending a little money to Jockcleve and see if I can buy my way back above ground.

We haven't traveled anywhere for at least 7 years ...no urge. Margaret's niece was killed by a shark in the water near Maui. This has taken all the charm of Maui from us. Margaret had a stroke three years ago. Her major problem is balance, otherwise she has all her faculties. I've got a five-year-old titanium hip which I don't even know is there. I have a 42' Grand Banks cruiser and it hasn't been out of the slip for months that's really sinful!

I really enjoy the "News". And I enjoy and appreciate the dedication of all the staff to effectively 'keep us together'. I wish some of the old timers would send in a note of a newsy nature. I have a note from Bert Jensen, 1997, John Fields, 1997, and Lee Wollard, 1996. They're sitting here on my desk because I fully intend to answer them some year. I've reached the-place where I tell time by my calendar. **Tom**

BUD & CAROL GRANLEY—5208 134th Place NE, Bellevue, WA 98005

Hi Cleve: I'll send off my first note since retiring three years ago. I've stayed busy with my airshow business, and flying with my Warbird buddies. My son Ross and I have a formation aerobatic team using a couple of Russian Yaks. We really enjoy the challenge of both leading and following. He flew with the Canadian Snowbirds before coming to UAL, so was a turnkey plug-in to a formation act.

He flies F/O on the DC-10 freighters out of ANC. My T-6 stays busy along with the Fouga Magister French V-tailed jet. Don't try to make a living doing this. I think that the planes may be paying their way, but Carol is not convinced. A little air racing and some glider flying, sometimes even with the infamous Gliding Geezers, and getting ready for airshow season keeps both Carol and me busy.

We manage a few trips, but are limited to school vacations as Stacy, our 16 year old, is a couple of years away from college. I hope to talk to you next year at the same time. Cheers, **Bud & Carol**

LEE GRUDE 884 Hanover Ave ~ Sunnyvale CA 94087 richeyg@att.net

Dear Jock: Once again we've been on the road a lot. We left home November 12 for Paris, where we stayed four days before flying to Athens and the good ship

Aegean. It was supposed to be an around the world cruise, but after about eleven weeks, we'd had enough of Toronto's hospitality (where the cruise line is) and jumped ship in Fremantle, Australia.

We booked a bedroom on the transcontinental Indian Pacific train from Perth to Sydney. The trip took 70 hours and was a very interesting ride. It was the first time a red-light district had been a part of any bus tour we'd been on, as it was in Kalgoorlie. The miners need entertainment, too!

Then we moved into the beach cottage on the Gold Coast, owned by Aussie friends in Brisbane. We came home March 22.

There were a couple of events that got interesting one day. Cuzco, Peru is 12,000 feet above sea level, and that's where we got on a 737 to fly to Lima. On takeoff we rolled and we rolled. When we went by the numbers, the nose was still on the ground as we were on the overrun. As we rotated, we flew off the end of the asphalt. I think we were slow because we climbed hardly at all for the next thirty seconds.

At Lima we changed planes to a 727 for a flight to Santiago, Chile. As we took the runway the boss man cut a corner and ran the left gear into the mud. We bounced like a Model T on a country road, left wing barely off the ground. Boss man powered us through the dirt and back on the taxiway. I turned to Richey and said, "It's going to be a late night." But I was wrong. Boss man took the runway, and away we went. The gear stayed on during the landing. It was an exciting day.

Check's in the mail. **Lee**



"Maple syrup? Really? Gee, all these years I thought this was mandatory drug testing"



HISTORIC PHOTO

With this graduation photo of the first class from Tracy, we end this particular series, which we hope has been of general interest, as well as to those of that era. This copy, from a donor who chooses to be anonymous, has been greatly enhanced by the computer skills of member Bill Samuels, who we hope we can call upon again should we receive photographs in a state of poor preservation.

It would be nice if we could continue, in historical sequence, to provide photos of interest to our readers; however, we will take what we can get, so please, rummage through your old UAL photos and send us whatever might be of general interest—and most things are.

United Airlines Co-pilot School at Tracy, CA

Class #1 6 June, 1941

Front row, kneeling, left to right: Kay McMurray, Byrne Sands, August Heldt (dec.), Sylvanus Devine, Don Suchner, Stan Anderson (dec.), Lloyd Treece (dec.), Lynn Grady, Ed Arntsen (dec.).

Standing: Capt. R.T. Freng, VP Flight Operations, Sponsor of the Tracy Project; Jack Starr, George Ferguson, Ken Williams, Glen Gronquist (dec.), Ken Breitschopf, Dyle Cole (dec.), Lee Higman (dec.), Paul Smith (dec.), Bob Schwering (dec.).

Not in photograph, (flying at the time): Jim Bailey (dec.)

BOB HARREL 2@AOL.com

Dear Jock and all the workers. Thanks again for the great newsletter. Time for my annual. I recognize few names any more, and probably few recognize mine. Class of '54. Came from a Pan-Am furlough, caused partly by merger with American Overseas Airline, and hired by UAL as an F/O for one day, furloughed and immediately rehired as a P/E, a "Pilot-Engineer". After 10 months in the middle seat of DC-6's, Convair F/O, then soon after, the FEIA strike, back to middle seat of DC-7s. Lost about 40 seniority numbers when some of the F/Es previously furloughed from their F/O positions came back to the pilot list. In 1961, the Capital merger, lost about 400 more numbers. Finally made Captain in 1965, medical retirement in 1974 after a heart attack. Not a sick day since, and still doing hard work and lots of exercise at age 73. Lucky me. I'd like to hear from any of my old compatriots. Some have written recently. Cleve gets the check. Best wishes to all.

Robert (Bob) Harrell

Bob, as the saying goes, timing isn't everything, it's the only thing. As one who suffered 15 years in the third seat, I can sympathize. It seems that current three-year captains are about to learn that hard lesson too, if the UAL/USAir lines buyout proceeds. Ed.

HOWARD E. HOLDER—5304 Hyada Blvd NE, Tacoma, WA 98420 SEA SFO 60-89

Hello RUPAWORLD. Nothing unusual to report this year other than the usual kayak and raft trips, Smith River, Montana and San Juan Rover, Utah, houseboat trip Lake Powell, and cruise NYC to Quebec. I did spend a day on the *INTREPID* in NYC, a day well spent. Also, a long overdue trip with the family to Yellowstone.

I would really like to encourage all RUPA members to attend the various monthly luncheons. I did not attend for a number of years after retirement, but really enjoy them now. You will find that the guys there know what you are talking about and where you are coming from, you don't have to explain everything like you do for your civilian friends.

Reminder to you NAVY types, NAVCAD Reunion in Corpus Christi October 16 thru 19. Write the below address for details.

Reunion Coordinator: Joe O'Brien, PO Box 425, Corpus Christi, TX 78403

Phone 1-361-853-3910 FAX 1-361-853-9360

Thankful for no medical news to report, and THANKS to all who keep RUPA and the Newsletter going.

Howard

WILLIAM A. HOYGAARD—12182 East Amherst Circle, Aurora, CO 80014-3302

This past year included something new for me. . . two trips to the hospital. (The last time I had been in a hospital as a patient I was 19!) On December 8 (while cutting a Christmas tree in the mountains) I had an episode of severe shortness of breath, followed by treatment for bronchitis, and then a treadmill test. The results were so abnormal that the physician/nurse wheeled me next door to St. Joseph Hospital where I was immediately admitted to a cardiac unit. I got to spend New Year's Eve in the hospital. A cardiac catheterization on January 3 was entirely normal. Home for two weeks, still felt lousy then a lung scan revealed multiple pulmonary emboli. Another hospital admission (they did let my wife and I walk next door to the hospital this time) with the initiation of anticoagulant therapy. After six days there, I came home. Now, I get to have a blood test every few weeks and remember to take the coumadin every evening. I miss having a beer! And, eating the hospital food made those crew meals look like gourmet dining!

Prior to that, we had a pretty good year. Spent two weeks visiting grandkids in Idaho/driving into Canada, etc. Also a week on a working ranch in south-central Colorado . . . and, we are going back this July. A good time visit to the Oregon Coast in Octo-

ber. Numerous camping trips in Colorado and Wyoming . . . but we need to put more miles on the camper this summer!

I enjoy reading *RUPANEWS* and seeing the RUPA members at the monthly luncheons. It does not seem possible that I will soon have been retired seven years . . .but, I see fewer familiar faces in UAL uniforms when we fly!

The Directory showed my previous email address. I will send an email to Jock for the next issue but would like to have the correct address shared with the membership. <hoygaard@mho.com> Thanks.

Sincerely, **Bill**

WILLARD T. HUFF—6047 dolphin rd, Oriental, NC 28571 whuff@coastalnet.com

The old "late again" story is in effect. Must be having fun although we don't have time to think about it. Getting a little retired United enclave here. Three pilots (one Capital), one Flight attendant, one Customer Service Rep. Throw in a couple Pan Am and a TWA pilot and you can hear airline talk interspersed with sailing and boating.

Always glad to hear from and about old flying friends though E-mail and the *RUPANEWS*.

Y'all come see us. **Will**

MILT JINES 1752 Monticello Rd. San Mateo CA 94402

Getting my kicks on Route 66! Retired six years, and still haven't figured out why, if practice makes perfect, and nobody's perfect, why practise?

Check to Cleve, question to Jock; how do you know when its time to tune your bagpipes? Great job on the news bulletin ... thanks. *Milt*.

ED. & LORRAINE JUDD MDW, ORD, LAX 50-87 CaptEd@compuserve.com

Greetings to all you nice people who make the news letter possible and our many thanks. We enjoy the *RUPANEWS* every month, the May issue was good, as usual. I especially liked Robert Burns comments on the 1985 events. In my twelve years as a member of RUPA I have never commented in the news one way or the other on that sorry episode. My intention now is not to stir up old animosities; but to reaffirm his statement that if those that follow us, are not aware of the sacrifices made for ourselves and them, they may not be able to recognize history when it starts to repeat itself. I agree with Bob, I would only add one thing: bottom line is: if the people who wanted to destroy the union on UAL had succeeded, ALPA would not exist today. As I said that's my first, and the last, enough said.

We have not traveled much this year except for a couple of trips to Chicago and Texas. The Texas flights were required to get the Baron painted and upholstered. I sold the 61 mod. and bought a 68, its a Colemil conversion, with a lot more goodies on it. I have spent most last year getting it in shape, she was in pretty sad condition when I found her. After I have spent a good chunk of my retirement funds it should be a real nice bird.

Best wishes to old friends out there , I think of many of you often

Ed

PS. there's a check in the mail to Cleve.

TED AND PEPPER KATTE—71 Point Elkhart Dr, Elkhart Lake, WI 53020

Thanks to all who make this line of communication possible. I am back to flying co-pilot again as Pepper got her Private Pilot's license last summer. We will be cruising the sky in Wisconsin this summer looking for a good place to stop for lunch. Pepper and I rode the Concorde to London in March. Quite an experience. Spent time in London and Paris and had a wonderful time. Pepper lived in London for about five years, so I had a great leader around the city and the tube. Looking forward to a great summer and looking forward to seeing many of you at Oshkosh. **Ted**

J. RAY KUHLMAN—PO Box 1395, Kinston, NC 28503

Cleve - Birthday month is just around the corner, so it's time to pump up the postage fund again. Can't believe it's been 21 years since retirement! Tempus sure does fugit when you're having fun, doesn't it?

Nothing particularly exciting to report from NC since last time. I did have one glorious afternoon recently, when some friends arranged a chance for me to "fly" the F-15E simulator. As an old check pilot myself, I promptly gave myself a failing grade, and we mutually decided that I no longer had the "right stuff" to be a fighter pilot, - - at least not in that red-hot beast!

Our thanks to all the workers at *RUPANEWS* who do such a great job of keeping this gang together. The effort IS appreciated. Regards, **Ray & Ruth** cool@mail.icomnet.com

BRUCE R. KUTZ—2145 Morgan Hill Rd, Easton, PA 18042 b.kutz@worldnet.att.net

Dear Cleve, Seems like yesterday that I sent you the membership fee and two years worth of postage at retirement. Here is two more years of postage plus small donation for whatever.

We bought our neighbor's place, which included two homes, and took six months and a few bucks to get the

main house in shape to rent. Somebody said it will keep us young! It's keeping me from fishing is all I know, what with the grass cutting and maintenance. Things are going well with us, and busy with our son getting married in May and work around the place. We are taking a trip this fall to England, Scotland and Wales with some old National Guard friends of ours. We just recently attended the New York area retiree party with 350 other folks. A great party and getting bigger every year. Nuff said. Thanks to you Cleve and all your friends on the West Coast for keeping RUPA alive and well! Sincerely, **Bruce & Rosemarie**

M. LEWIS LAWRENCE 263 Robin Drive Sarasota FL 34236 941-364-5953

Dear Jock: Marnie and I are still sailing a lot. No Stearman flying lately, but I did buy a Grumman American Yankee. Don Muldoon, Merve Billings and myself have been flying it all around Southwest Florida. Keep up the good work, *LeW*

BILL LEADS billeads@aol.com

Hope I'm not setting a precedence by being a month early with postage check, as it seems that most RUPA letters start with a disclaimer about being late again! This being my first letter to *RUPANEWS* I probably have a lot to learn. I believe I finally joined the ranks of the retired pilots 5/9/00 - as that was the date I ran out of sick leave and vacation. As UAL seems to keep everything a secret from their employees, my status has been unclear for about eighteen months. That was when I fell from the roof of my house when my ladder slipped - thank goodness I had almost 1000 hours of sick leave at the time. I now start PDI (Pilot Disability Income) which continues for five years, and then I really retire. I missed flying my final flight and all the fanfare that goes with the usual retirement - but, all in all, things have worked out quite well and I have a good excuse for my poor tennis and golf games - which are probably as good as they ever were!

I don't know the proper format for posting a reunion notice but I am running a squadron reunion in San Diego this October and would like to place the information in *RUPANEWS* as I know there are several members of my group who read the monthly journal. Here's the info: *Attack Squadron Twenty-Five (VA-25, now VFA-25) will have a reunion Oct.12-15 in San Diego. Pilots, officers and enlisted of VFA-25, VA-25 and predecessor squadrons: VT-17, VA-6B, and VA-65 are invited. For more info about "The Fist of the Fleet" reunion, contact Bill Eads, 424 Running Spring Dr., Palm Desert, Ca. 92211 - phone (760) 568-1450, FAX (760) 568-1902, e-mail: billeads@aol.com.*
Bill

ROD LION-P.O. Box 367, Enumclaw WA. 98022
captlion@nwlinc.com

Wow, this retirement stuff is great. It seems like it was yesterday but lo and behold, it has been a year and all is well. Monet spending a lot of time on airplanes going to Paris for hair-do's and me taking care of the place and spending a lot of time fishing. The day's just fly by. We are having a great time and hope that all of you are doing the same.

Thanks to all for the great publication. We really enjoy it. Check is in the mail to Cleve.

Rod Lion

BOB & KATHY LYNCH, 325 Clifton Avenue, San Carlos, CA 94070. (650) 593-2232,
e-mail; blynch@mail.arc.nasa.gov.

Hi Jock & Cleve: I'm sending this via e-mail to you both. Postage check's in (snail) mail.

This makes five since hanging up the blue suit, and still blessed with good health. Kathy is still flying and I'm still managing the NASA research program. And, to my surprise, I'm still enjoying the work. NASA and Battelle must be happy too, 'cause our research team received the Presidential Group Achievement Award last year. I even got nominated and accepted into the Royal Aeronautical Society. (say what!) Disregarding all that, I'll consider my time well spent if just one accident will have been prevented as a result of the work. That's the whole idea.

As if I didn't have enough to do, I was also asked this year to participate with others from NASA Ames in working with the Space Shuttle Cockpit Council at Johnson Space Center (JSC). The group is tasked with redesigning and updating various Shuttle cockpit instruments and displays. I already have a few hours in the Ames Shuttle sim but this required me to actually go through Shuttle CBT ground school so I can better understand the system. We're not used to dealing with such terms as H-dot, (Az and Insertion Plane. As a part of this activity, I have been spending some time at JSC, including some time in the full-mission capable Shuttle simulator. The Ames VMS sim. can only do late-stage re-entry, approach and landings.

The sim at JSC is about as close to the real thing as I can imagine. I've flown a lot of sims, but never managed to get the nose to 90 degrees pitch-up at liftoff! Yes, the sim tilts back and you lay in your seat during launch just like they do at Kennedy. The noise, turbulence and g-loading is all very realistic. Even the bright reflection out the windshield from the rocket engines. Trust me, it's a real kick rolling inverted just after liftoff and then going through Mach 10 while still inverted! (Hopefully, in the right direction)

All the various booster and main tank separation se-

quences are accompanied by jolts, appropriate sounds, and accompanying flashes of light. Main engine cutoff (MECO) results in a release of most of the g-loading as the Orbital Maneuvering System (OMS) engines kick in and completes the orbital incursion at about Mach 25.8. (No, it's not a misprint. Mach 25.8)

The sim does a very realistic job of on-orbit and de-orbit simulation as well. On orbit, each Reaction Control System (RCS) burn results in a jolt, a swooshing noise and a flash of light. Re-entry is also a kick. After a de-orbit OMS burn, nominal (that's the way they talk down at JSC) procedure is to do continuous computer directed roll-reversals (S-turns is a term they are not found of) during the re-entry process. This helps to distribute heat, control lift and adjust the so-called "landing footprint". If you miss a roll-reversal, you could wind up landing 500 or so miles past Kennedy. Not good. The pilots monitor this process with both Horizontal and Vertical Trajectory displays. A little different than what we're used to, except for a couple trips I remember in B-727's.

Re-entry starts as the speed decays below Mach 25. During entry, coordination of RCS and control surfaces occurs below Mach 18 (about 180,000 feet) with full control surface activation and pitot probe deployment by Mach 8. You can hand-fly it or (nominally) let the autopilot do the work until somewhere below 80,000 feet. Approach and landing is always hand-flown.

The shuttle is basically a tri-motor with two rocket boosters added for launch. Anybody remember JATO bottles? These are two really big JATO bottles! As with any other powered airplane, you have to practice engine-out work. They cut an engine (or two) at some particular point in the launch which sends you into one of three abort scenarios. Return to launch site (RTL), East coast alternate landing (ECAL) or trans-Atlantic landing (TAL).

The pitch-over on the RTL, from 80 degrees nose up and inverted, to 60 degrees nose down, is pretty dramatic. At one point in this procedure, the Shuttle actually falls backwards, tail first, for a period of time. That's your queue to say, "Houston, we have a problem!" I don't recommend trying this in anything bigger than a Stearman.

Then you shut down the rest of the good engines and do a dead-stick approach and landing. How much fun can you have in one day! Sure glad we didn't have to do that on our PCs. I guess you could say you're wide-body glider qualified at the end of the course.

Checklists literally wallpaper the cockpit, velcroed in every available space. You need a checklist to figure out what checklist to use. We're trying to change some of that with better instrument displays such as ECAM

type CRTs, etc. I'm enjoying working with the astronaut group. They are very sharp and very nice to work with. A few may exhibit a little swagger, but definitely not the "me-is-the-hero" type the media likes to portray.

Kathy is currently serving on AFA's EAP Professional Standards Committee. This AFA Committee also provides Critical Incident Response (CIR) services when accidents or serious incidents occur. She, along with the rest of the committee, was heavily involved in the aftermath of the Alaska Airlines 261 accident. They coordinated for local mental health professionals and provided support for the Alaska crew members that were laying over in SFO just after the accident. Alaska offered Kathy a job after it was over but she respectfully declined. The help provided was especially important to us because of the many friends that we have working at Alaska Airlines as a result of both our AFA & ALPA work, and my work over the past four years with Alaska as a partner airline in my NASA project. Very difficult duty. I take my hat off to all who do this work.

It was a busy year. Three weeks in France, a week in London, a week in Kauai and a two week "deep South" family visit this year. Plus lots of short trips including our annual trip to Carmel in February for our Valentine wedding anniversary. I also managed to join Kathy on some of her Hawaii trips. This on top of the traveling I do for NASA to give briefings and attend meetings. Enough to be one of those #&?%# Premier Execs that get the business and first class seats. We'll be in Kauai for a week in October again this year.

No big trips planned this year as yet except for a business trip to Europe in June.

I would like to thank all of you who volunteer your time to get the *RUPANEWS* out to the rest of us. Maybe when I retire for real, I'll have enough time to do my share of the work. In the mean time, thanks for the great job. I must congratulate Jock and company for the very professional and informative publication that now arrives at our door each month. Good luck and good health to all of you during the next year. Maybe I'll retire for real next year. Or, maybe not. **Bob and Kathy.**

Thanks for the informative intelligence on the intricacies of simulated space flight. It brought an esoteric subject a bit closer to our real flying experience. Congratulations on the Fellowship (FRAeS), Bob. I took especial care to see that the phrase "roll-reversal" was not misprinted, now that you're in such rarified company. Ed

ROBERT G. MABEN—1 Springbrook Ter, Lake Hopatcong, NJ 07849

Hello Everyone, Since I spend half the year (Nov-Apr) in Ft. Myers, FL, I have not been receiving my RUPANEWS due to the Post Office forwarding policy. If you can, will you please send my RUPA mail to my winter address during Nov-Apr and my NJ address the rest of the year? I would appreciate that if it could be done. Thanks, **Bob**

Hi Bob, and all other members with two addresses, I can keep two addresses in the database, but have no way of automatically switching them. You must notify me via our 1-800-787-2429 number, email 105300.427@compuserve.com, or snail mail to my home address. This message is always published in each issue of the RUPANEWS and the RUPA Directory. It's not a problem to switch the addresses, but YOU MUST NOTIFY ME !!!!!

Otherwise, all is well. I am still behind in all the things that I have to do – too many toys I guess. To celebrate my first anniversary of retirement I received a heart pacer. I am driving my wife crazy with all of my energy. She swears that she is going to tell the doctor to reduce my voltage so I'll slow down a bit. We spend our time between Florida and New Jersey home, our boat and motorhome. Always lots to do. Regards to all. **Bob**

JOHN MARTEN 6, Wildwood Ln. Westport, CT 06880-2156

Along with your many duties and obligations, how about one more? A list of retirees over 90-95. I wonder if the average age of UAL pilots is higher than the general population at time of death – their average life expectancy after age 60?

You don't know me. I drink like a fish, smoke and have never been sick a day in my life (D.O.B. 4/17/21).

Someone told me that American pilots live 12 years longer than the national average. **John**. P.S. I lied, I lost all my teeth three years ago. If you want to stay thin, get false teeth.

Well John, you should have heeded your dental hygienist and flossed twice a day – but why do I suspect that you never had one. As to your question, I have no way of knowing the age of UAL pilot retirees at death; however the national statistics claim that if one has made it to age 60, then one's statistical life expectation is 80. Whether or not pilots statistically live longer than that, I don't know, though I doubt it. However, I think that it can be stated with some confidence that airline pilots do not die any younger than the national average, as was once erroneously claimed. Also, for what it's worth RUPA has a membership of roughly

3,300 out of whom three are over 100, 35 are over 90, 110 over 85 and 338 over 80. RUPA membership is probably about one third of all UAL pilot retirees, with the age weighted toward the younger end, because, recently, more retirees have been joining. Ed.

ALLAN G. MAY 143358-B Harbour Landings Dr. Ft. Myers, FL 33903

Greetings from sunny (and hot) Florida. Not much winter here this year. I noticed an article written by old friend Carl Jordan regarding a survey taken regarding contents in the news being too much like an ALPA meeting.. I don't know of any such survey, but I would not agree. In my own little "survey" I find most retirees do indeed like to hear what is going on in the real world. I'm getting this in early as I'll likely be somewhere on the high seas (not too high I hope) in the Keys. Health is good. Sent check. Best Regards, *A /*

RICHARD W. McBRIDE—202 Chota Shores Ln, Loudon, TN 37774

Hi Cleve, It looks like I am the next member of our new hire class to hit the bricks (outta here 1 June) so I would appreciate a membership in RUPA. The check is enclosed.

Due to a number of physical problems I lost my medical last year so it has been a while since I have actually flown. I am thankful for all the sick time that I had accumulated and the extra vacation split deferred into my final year. It covered me all the way to retirement. We moved to Tennessee about a year and a half ago and really enjoy it. Good weather, beautiful scenery and the dock is right out the back door. There are many social activities for the ladies so the men have a chance to have a few activities of their own.

We are about an hour and twenty minutes from the Tennessee Valley R/R Museum in Chattanooga so, being an old railroad buff, I have been volunteering there. I helped in the shop during the winter with some restoration projects and am training now as a fireman on their operating steam engine. We're talking REAL steam gauges here! What a switch- from Boeing's finest to one of Baldwin-Lima's last. Keep up the fine work with the newsletter, **Dick**

Welcome aboard Dick. I think Tony Passannante is about the last one from our class. Cleve.



BRIAN B. MC KAY—PO Box 2848, Redmond, WA 98073

Happy Easter: All's well in the Pacific N.W.. Sold our home on Lake Sammamish and have now "RETIRED" to the farm – 26 hour days, 8 day weeks, but my cholesterol keeps going up – what stress? Regards to all, and thanks, **Brian**

CECIL H. MCLEOD—1535 Omni Blvd, Mt Pleasant, SC 29466 cmcleod1@aol.com

Dear Cleve, Enclosed is our check for \$20.00, covering the First Annual Postage Check. We apologize for the lateness of this check, but Karen and I have been so busy completing all the projects that we put off until retirement.

I am still flying and enjoying the good life. I only flew 250 hours the first year of retirement. We will not bore everyone with how great our kids are, which they are. I am just happy that everyone is in good health and have jobs. When I build up some more experience in retirement, the letters may become more involved. Hello to my old friends and those that are to follow. Sincerely, **Cecil**

JIM & PAT McCUSKER Elgin, IL
jmccusker1@usa.net

Well, Jock, I thought I was going to make it through two years of retirement, complete with non-political blissful readings of the *RUPA NEWS*, at least until the April issue hit the press. I heartily agree with the philosophy that Politics can be the undoing of even the strongest group, but more insidious are the half-truths and unfounded insinuations put in print and portrayed to all as the supposed TRUTH! I won't belabor the point other than to say that I will continue to get my copy of the "BANNER" and subsequent E-Mailings from Council 12 to keep me well informed. My 1985 picket signs still hold a revered place in our house and I strongly agree with the opinions of both Jim Boyer and Bob Burns about the matter.

On a totally non-political front, last year went by far too fast and I swear someone has cut my calendar down to six months. Finally finished sprucing up that old Bonanza I had been working on and took it on a three-week test hop from Wisconsin to Anchorage and back. Took along my brother-in-law and even though he does not fly, his snoring helped to keep me awake on some of the longer legs. Managed to get in some float plane flying and great fishing in Anchorage and also logged some low level sight-seeing on the way back. Also managed an absolutely great trip to France with three other couples and thanks to the efforts of Joe and Julie David we found that eating, drinking, sleeping and traveling through the French countryside

by car can be a fantastic experience. Later I was forced to find some time for a long overdue back operation, but seem to have solved the problem this time and am feeling good and back to walking every day. Pat and I are spending a great deal of time playing Grandparents to our three granddaughters and are looking forward to the addition of our first grandson in August. Will be heading for the cabin in Wisconsin after Mother's Day and we are looking forward to a pleasant summer among good friends-Bob Kelly, Bill Steger, Orrin Towner, Bruce Carey and Phil Jensen.

My thanks to all who contribute to making this a really First Class Journal and hope that everyone remembers that, in spite of inflation, the price of freedom is still eternal vigilance.

Wishing everyone another good, socially acceptable and politically correct, year-

Jim & Pat

PAUL P. MEYER—509 Audubon Dr, Oriental, NC 28571

Dear Cleve: No news, and can't tell if anything is gaining on me. Has anyone figured out how to slow this process down? Hello and thanks to all, **Paul**

H H & JANET MEYER Littleton CO 52/ 85
SFO DEN MIA SFO ORD DEN HALSARROW@aol.com

Today is birthday number 75. I used to wonder what it would be like to be that old. Well the sun is still shining, the sky is blue and the wife is out shopping, so its not all that different. Its been a good year. A trip to Germany to meet our teen-age son concluding his German language class Outing, and on to Finland, a cruise to Stockholm and home again was our main Travel Experience. Our arrangements through Aero-Marine again went as contracted.

A side trip to Los Animos with the Colorado Pilots Assn to visit the Nat'l Labs was very interesting and timely, as it seems the forest fires there are raging. I just got my Piper Arrow back from the shop with a factory re-manufactured engine installed and am anticipating visiting many more previously unexplored areas. *Hal*

CHICK AND MAURITA MORRILL -2775 Ranger Road, Clover, SC 29710

Time for the annual epistle-only a little late this year-six years post retirement. The 30 yrs. plus flying seem like another life. We stay super busy on the farm and have done real well with the horses this past year - all foals sold young. This year shaping up the same. Two of our best fillies sold to England. Managed some trav-

eling. Did Sierra Madre Express, an American-owned train that goes from Tucson thru the Copper Canyon of Mexico. It's longer and deeper than the Grand Canyon. A fun week and a well-run trip. Then cruised to Argentina and Brazil on the Silver Wind. United managed to lose our luggage for five days [not good on a ritzy cruise ship]. Have burned all clothes we wore all those days. One bag never showed up. I'm sure someone in Argentina is enjoying Maurita's new Fruit-of-the-looms and tiny video camera.

A new grandchild born two weeks ago, a girl Nicole. Some of you guys may remember her mom, Jeanine, ORDSW. She was and still is a character. She wore a name tag that said Chick's Daughter. Had one made for me that said Jeanine's Dad and glued it to the top of my flight bag. Enjoy the newsletter every month, it's a good way to stay in touch. Whenever any one of you feel the need for a top-of-the-line Arabian horse give us a call. We give airline discounts. chick@ibm.net

DICK MURDOCK Warrenville ILL

Another year has gone by; boy, it seems like they are moving at supersonic speed now.. always did like going fast, but this is ridiculous!

The Museum project in Chicago is still going strong; about 115 volunteers, thanks to the large influx of 1999 retirees. if we've missed any Chicago retirees feel free to call and we'll get you on the list.

Wife, children and grandchildren are all doing well. I suppose that this is where one says, "Life is good!" The only fly in the ointment is that the golf game still stinks. Take care out there and have a Happy

Dick

BOB O'LEARY- 27164 Gading Rd, Hayward, CA 94544 boboleary317@home.com

Those of you still sharp of eye will note my "E" mail address suffix above. After years of nagging by my kids, what finally convinced me to join the Internet crowd was the astonishing support it gave one of my other hobbies, gun collecting. I needed an original sling for my Mauser 98K, no problemo, get on line with Markstar in Toronto, they had and shipped one almost instantly. My Japanese Arisaka type 38 had numerous stampings in Japanese on the receiver. A few minutes on line, and I had a six- page dossier on what it all meant.

To admit an association with guns today is not popular with many people in the wake of far too many senseless school shootings. I thought, with some irony, how my high school history teacher directed several of us to bring our .22 rifles TO school. Our teacher, a Lt. Col in the Army, was also the rifle team coach. We were thoroughly grounded in small

arms safety, sight picture, positions, maintenance etc. It's a good thing Col. Pearson took the time; four years later some of the team were in Guadalcanal!

This is my birth month, and if I get there I'll be eighty. Actually I probably will stay on earth for some time to come, the way I look at it, God won't have me and the devil, worried about his job security ...don't want me around making him look bad!

Folks, a pleasure to write to you all again

Bob

BOB OLSEN 11815 Baileys Is. Rd. Orr MN 55771 '51-'85, MDW – DEN - ORD

Dear Jock: Thanks for a great newsletter and a good job by all the other volunteers.

We retirees also owe much to those pilots and advisers who negotiated the retirement benefits over the last 50 years.

It is time for my Minnesota fishing break.

Regards to all , **Bob Olsen**

JOHN C. ORGANTINI—18145 Sacramento Ave, Homewood, IL 60430

Greetings & Salutations: I see it's P.C. time again (that's Pay Cleve) so I'm playing ketchup--a little late for the annum about to expire and just in time for Y2K...and all on one postage stamp. If I'm a little short, you can buy a well earned cup of Java for the Scolders & Fluffers with the difference. In other words I'm including a little extra sugar for their coffee.

Oh yes, my garrulous Guru, that maestro of mirth Dr. Alexander Hamilton (Hambone) Wilson said to be sure to ask if RUPA gives Sr. Citizen discounts. (If the answer is yes, we may get him to pay up). He enlightened me on a few things again. Sez shepherds were originally flower gardeners..' cause the Bible says they watched their phlox by night... and he insists that a Rhodes scholar is a highway engineering student. And he tells me he's finding it increasingly more difficult to live with himself these days.. so difficult, in fact that he's ,thinking of moving out....Thought you might like a little roasted Ham left over from Thanksgiving. (No, I didn't say roasted turkey now did I???) **John**

Thanks John, I never thought I would have my name associated with the "abominable P.C." At least you didn't have to study for it. Cheers, Cleve

LARRY PEET - UAL WW2 ATC Pac. Ops. lmpeet@aol .com

Jock: I am happy to report that a dastardly act of piracy and sabotage which occurred over the High Seas of the Pacific in 1943 has finally been resolved. It seems that my crew, of which I was co-pilot, Creighton Geer Captain, Stan Jensen Engineer, Tom

McQueen Navigator, and Danny Thompson Radio Operator

proceeded to throw my Ocarina, which I had used to serenade them for days and hours with beautiful music, out of the airplane somewhere between Honolulu and Australia. This felonious deed came to light while I was attending the big surprise 80th birthday of Nav. Tom McQueen when discussing the great events that occurred 57 years ago. Tom was not the instigator but he was as culpable as the others. All are gone now except Tom and myself, and when discussing this with a group, Tom's astute and compassionate daughter Janet could see that a wrong had been done and that it would be a nice gesture if Tom could make it right by replacing the Ocarina, thus absolving himself and the others who are no longer with us. As a result a nice new Ocarina arrived in the mail just days after the party. I am trying to become proficient with the new one but I have three dogs who feel that I am serenading them and I must lock myself in the toilet to keep the quartet singing to an acceptable noise level.. I will be forever grateful to Janet and Tom.

Regards, *Larry Peet.*



"Whatever happened to the bull I married that used to charge at me, nostrils blowing smoke? I'm wearin' RED, for Pete's sake!"

MELVIN N. PETERSON--1159 Elmsford Drive, Cupertino, CA 95014 While musing down *MEMORY LANE* recently, I recalled my first up-close encounter with "anything to do with aeronautics." This was in down-town Oakland, CA, at a place where Jackson Street ends at Lake Merritt. This was in 1925, and I was just a kid. I lived in an old Victorian house on Jackson at 14th Streets, so it was just a few minutes trip on skates or foot propelled scooter, to saunter down to the location where a few robust balloonists set up a tethered balloon operation, complete with a passenger carrying basket. Their rides not only catered to curious by-standers, for a fee, but progressed to conduct parachute jumps into Lake Merritt, by the balloonists themselves. As a kid, two things bothered me about these jumps, though. The Snow's Museum and the Oakland Zoo, together, were located just across the street toward Alice Street. The Zoo had an open pit with the most beautiful specimen of a full grown Polar Bear. Just suppose a wind shift occurred during the balloonist's descent, I thought...! The other worrisome thought was, that less than half a block away, westerly on Jackson St., stood a stately and grandiose home that had numerous metallic spikes placed at various corners of its roof! What if an unexpected gusty wind shift from the East occurred! Readers may rest at ease, as neither of my awesome boyish apprehensions materialized!

ORVID W. PRATT—8560 Seacrest Dr, Vero Beach, FL 32963 561-589-4556 vbpratts@pdmnet.com
Dear Cleve: Greetings to all! Retirement is great! Barbara and I are enjoying life here in Vero Beach. Golf, boating and taking care of the ranch keep us busy. We've also been enjoying our pass privileges, with trips to Europe, Australia, New Zealand and Hawaii. This summer we are doing an Elderhostel bicycle tour of Denmark, then travel in Norway and Sweden. Thanks for the great job you do.
Best regards to all. **Orv & Barb**

JACK RODERICK—1540 Millview Dr, Batavia, IL 60510

Dear Cleve, Enclosed is my birthday check, I didn't forget! I will retire at 66 on June 30 after 32 years with UAL and 12 years active duty in the Navy. Looks like I will start selling off some of my trains and airplane models since my kids don't seem to be interested in them. I still am operating a out-of-print aviation book business and will continue that with catalogs and on the internet.

Also hope to visit the "Cleveland Crazy Clan" of RUPA's soon. Many old friends there. Thanks for all the time you and the others put in on the *RUPANEWS*, etc. Sincerely, **Jack**

DAVID L. RUPPERT—6005 Eyster Ave, Spring Grove, PA 17362-8891 67-99 DCA, ORD, DCA
Dear Cleve, After reading letters in *RUPANEWS* from other retirees who found themselves tardy with postage fees, I vowed this would never happen to me. Well, here I am 2 months late with my first payment! Too busy trying to learn how to retire, I guess. I promise I'll do much better next year.

Adapting to retirement schedules was easy. Fortunate as we both are to have good health, Barb and I toured Scotland last August with friends. I also return frequently to my favorite layover, Munich -my "home away from home". Who's kidding whom? Considering my Pennsylvania "Dutch" heritage, this probably WAS the home of my ancestors.

It was tougher for me to adjust to the absence of United flight duties, which I sadly miss, and the routine association with coworkers. Just prior to my retirement flight, from MUC (where else?) a photographer who recorded this event for Munchen Flughafen advised me to stay active, as he had. I would have guessed his age to be mid- to late sixties. He was actually 84 years old.

To this end, I've been doing some part-time corporate flying. But, considering my individual experience with ESOP 3 and the fact that I am considered to be self-employed, this year I will end up losing 54% of my corporate earnings to taxes. Do you think our federal government understands the meaning of the word, *incentive*?

My sincere thanks to all who help publish and circulate *RUPANEWS*. **David**

M. LEWIS LAWRENCE 263 Robin Drive Sarasota FL 34236 941-364-5953

Marnie and I are still sailing a lot. No Stearman flying lately, but I did buy a Grumman American Yankee. Don Muldoon, Merve Billings and myself have been flying it all around Southwest Florida. Keep up the good work, *LEW*

NEWTON R. RUTTER, JR—8204 Mapleway Ln, Greensboro, NC 27455

Dear Cleve, I feel like a Fully-Qualified retiree, two months late with the postage. Put about 6000 miles on our RV and spent about three months in Europe. Toney and I have been having a blast visiting all ten kids and eighteen grandkids. It's hard to believe that I've been at this for two years.

Look forward to the newsletter and love the new format! Thanks to you who makes it possible.

Newt

RONALD F. SAUNDERS—PO Box 307, Pauma Valley, CA 92061

Life is good for Gayle and I in the Pauma Valley of North San Diego county. One big trip so far this year that was to New Zealand for a week of touring South Island and an international golf tournament in Auckland. RUPA was well represented there and international first class is a great way to go.

Thanks and best wishes to all. **Ron**

JACK SCHRANDT Madison WI

Dear Jock: Been a few years – sort of keep track of you through the *RUPANEWS*.

Just weighing in with another note on the Caremark mail-in prescription business. Last December, they [?] substituted a generic for my Timoptic (for glaucoma). My Dr. said it was O.K. after I called. I'll really know after my next exam.

Please say hello to Sheila for me – I still have that beef curry recipe she gave me years ago. Still doing lots of traveling.

Take care, and keep up the good work.

Jack Schrandt

I'll forward your note to Capt. Baer, Jack. Swing by next time you're in SFO and I'll take you sailing. Jock

JOHN J. & CLARA SCHUSTER Waterford WI

Made it on time this year! My condolences to the family of John Schuster who recently flew west. Obviously it wasn't me, so please put my name back on the mailing list.

Just recovering from an aortic aneurysm and gall bladder removal. I ain't dead yet, I tell ya!

My nightmare: Down the taxi strip, raining so hard that everything is a blur. What's that looming up ahead? It's an American 777! Hit the brakes – anti-skid chattering. No good. Blam!

Both noses crushed in. ALPA rep says, "Too bad. Wilson did the same thing last week. He's fired, and so will you be. In addition you will receive no pension!" I've been off the line for 26 years.

When do these dreams stop?

Keep up the good work. Enclosed is \$25. **John**

P.S. Sorry about sending this to you Jock, but I lost Cleve's address. Wife threw out the *RUPANEWS*! *Gadzooks! Sounds like grounds to me. Actually, letters should come to me, I'm happy to forward checks to Cleve. However, if you send him the letters with your checks, he dutifully types them for me, so I'm not complaining. Ed.*

DICK SMILEY, P.O. Box 473, Wolfeboro, NH 03894

richardsmiley@compuserve.com

Hi Jock; For the first time I will actually get this off in my birth month. We have sold our home and boat in Florida and will spend the summer & fall at our home in New Hampshire. What we are really excited about is the new 42' Nordic Tug trawler which we are having built and will take delivery of in the early fall in Rhode Island. We plan on spending the next few years cruising the Intracoastal, Florida and the Bahamas during the winter and spring months. My late wife and I lived aboard for 12 years, and it is a way of life I really enjoy, and Penelope has decided she is agreeable to cut the lines to shore (well, for 7 months a year anyway).

We had a great trip to China last fall. I had made 14 trips into PEK while I was flying, but never had over a 15 hour layover and really had not seen anything. One of the real highlights was a four-day cruise down the Yangtze River. As you probably know the Chinese are building a huge dam which will raise the level of the river almost 500' when the project is done and completely flood many towns and the most scenic parts of the river. I highly recommend the trip before this takes place.

Again, this summer I will be working as one of the skippers running a 28' Hacker-Craft triple cockpit speed boat on tours around Lake Winnepeasaukee out of Wolfeboro, New Hampshire. It doesn't pay much but it is a ball running this beautiful boat, and what a pleasure it has been working for a small company that really cares about the people they employ.

Check and address change sent to Cleve. Thanks for all your hard work and I think the new *RUPANEWS* format is great.

Regards, *Dick Smiley*

ROBERT J. STEWART—260 Windship Dr, Port Townsend, WA 98368

Hi Cleve, I guess my birthday should have been in May since that's when I usually remember to send my enclosed postage fee.

Not to much to report except Jan & I are enjoying our boat "Last Oasis." Last year we cruised to Sullivan Bay, which is at the northern end of Vancouver Island, in July and August and plan to do the same this year. We also take many short trips during the year in the boat.

Went to Phoenix in April for a week and had a nice time playing golf with Chuck & Linda Darst. Also went to Maui for a couple of weeks in January and down to the Oregon Coast in February.

Thank you all for the terrific *RUPANEWS* publication!! **Bob**

THOMAS W. SMITH—PO Box 27, Buckley, WA 98321

Dear Cleve, I'm five years into retirement now with good health and absolutely no regrets. I don't even think about that list of things I was going to do anymore.

Thanks to all who make the newsletter possible. I sure enjoy it. Regards, **Tom**

RALPH AND CAROL STEWART— 720 T. Snyder Ln, Mountain City, TN 37683

Hi Cleve, Check enclosed. Please cash quickly as the IRS is going to put a big dent in the checking account soon. In the two years I have been retired, the most common question I get is "Do you miss flying?" The answer being "some of it". Well the bug has bitten and I plan on building an AirCam. When finished I want to do "low and slow" sightseeing. Anybody out there built one of these or should I take a cold shower? Best to all, **Ralph** crrlamalot@compuserve.com

ALASDAIR E. SWANSON 8 Long Branch Way, Llewellyn Park, West Orange, NJ 07052

Dear Jock: This month will see the initial use of the Medicare card. I have been announcing this momentous event to all my golf buddies, and inquiring about the availability of additional strokes for me. So far, the response has been extremely unfavorable. I am especially amazed by the lack of respect from the younger golfers.

Speaking of golf, I just bought a winter vacation home in Tequesta FL, just across the street from Capt.

George Kane. I am looking forward to a great season of winter "trash talking".

Best regards to all, and a big thank you for everyone's effort in turning out the newsletter.

Sincerely, **Al**

LEE SWOFFORD, PO BOX 1338, COPPELL, TX. 75019. DC.MKE MSP ORD LAX. 1-945--82.

Dear Jock, On the nineteenth of April, I will be seventy eight. A lot of things have happened on the nineteenth, like Waco, Oklahoma City, Ruby Ridge and maybe Miami. It hasn't seemed to have been hard living to this age but when I read the news letters I realize that a lot of my friends haven't made it. I think there are only two left from my new hire class of Nov. 1, 1945.

Jane and I are in good shape and are busy taking care of our real estate and grand children. We don't travel as much as we used to. With the heavy loads it is hard to get in and out of Dallas. Time sure flies. My oldest son is seven years from retirement and the second son just nine years. Both fly for United, Mark works out of the

training center on the 400 and Stephen out of Chicago on the DC 10. I am still working on my project of getting all the WW2 people to write their history for their children and grand children. I am not having too much success. Some guys either don't want to talk about it or don't think anyone would like to hear about it Too bad. Check to Cleve. **Lee**

RONALD E. TAYLOR 29 35th Ave NW, Gig Harbor, WA. retgig@aol.com

Another busy year with a lot going on. Last summer flew to Copenhagen for a great cruise with Ray and Jackie Dapp, doing the fjords of Norway. After that we chartered a power boat out of Comox BC. and did Desolation Sound. Mana Kai was great in October. Early November sold our house, and our daughters hosted our 50th wedding anniversary party, following that we continued the party aboard the *Elation*, with all but two of our family (15), for a cruise down the Mexican coast. Before the end of the year we purchased a house in Sedona, AZ and were back to the Mana Kai in March. Finally in April we pulled our stuff out of storage and moved into our new home base in Gig Harbor. Whoever said retirement was easy? Bobbie and I are still kicking, and looking forward to the days ahead.

Thanks again for the great job Jock. *Ron*

J. FRED THOMAS LGA, MDW/ORD,LAX

Year 81 looms on the horizon. With the several ailments of the aged, e.g. arthritic knees, ingrown toenails, fibrillation and the like, I continue to be ambulatory. Another year in the service of the Second Air Division Ass'n, but I think twenty years is long enough. An old man should finally be able to get up in the morning without some chore hanging over his head. For me, the air war of the ETO is over.

We did a little traveling. Last August we made our way to Dover, England to board Princess for the Scandinavia cruise. Had a stopover at Le Havre where we saw the once-in-a-lifetime total eclipse of the sun. Interesting, but we didn't wet our pants as they said we might. Otherwise, trips to Chicago and NC were the extent of our travels. The packing and going to airports isn't the thrill it once was. Also, coming home to loads of junk mail and charity appeals erases any memories of vacation. But we keep grumping along.

We recognize fewer and fewer of the writers, but we are obliged to all of you who make *RUPANEWS* available. Also, we regret the loss of more old timers, but c'est la vie. bomberb24@aol.com



JOAN & DON TOEPPEN. CG,MDW,ORD. 1944-77.

Our favorite NEWSLETTER arrived with the picture of our B-247 on the cover. Had a chance to see it at OSH and go through the cockpit. First time for that experience. We had one left when our class members arrived in Chicago, but John Quain was the copilot on that job, many numbers senior to we new arrivals. Seems it was on contract to the US Army Air Force at Wright Pat. It flew out Monday, and back on Friday, while and mechanics worked on it over the weekend. If I remember, one of the Henderson brothers was the assigned Captain on the ship.

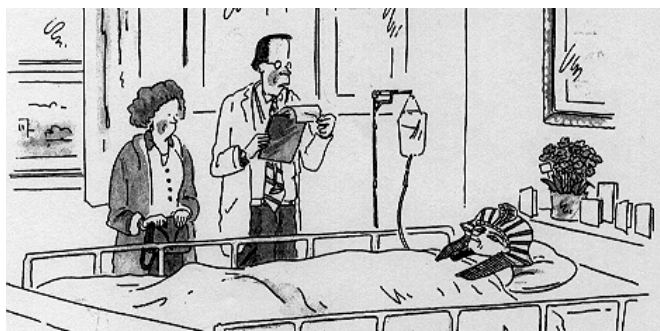
Last summer we rented (house sat) up in Prescott while the owners took a three month trip through eastern Canada and the U.S. in their motor home. This year we will be up there again, different house, while the owners visit family and friends in New England states. The family name is Ebbets, which should ring a bell to baseball aficionados.

Prescott W/X is much like that in Denver. Beautiful mountains, puffy white clouds, afternoon rain showers that give way to clear evening skies, wonderful sunsets, and, after twilight, stars so close one can almost touch them! Were it not for 15 years on the ORD Snow Committee, I'd even spend the winter there, but am now allergic to that white stuff!

Since Joan began to show symptoms of Parkinson's, we stick fairly close to home. The disease problems are not insurmountable, and she gets around as well as can be expected. After 55 years of her taking care of me, it's my turn to take care of her. It just slows the pace of life down a bit. Not so much as to eliminate the local RUPA and RUAEA luncheons, which we all enjoy.

Still occupied with the Pilots Retirement Foundation and the Historical Foundation. Relinquished the Secretary job at the former, and continue to sneak away long enough to work at the Museum in Denver on the monthly workdays: second Wednesday every month. Regards to all, and if you are still on top of the green stuff, keep the blue side up!

Joan & Don



"We're pretty sure it's the West Nile virus."

FRANK E. VANCINI—4195 Sky Harbor Dr, Coeur d'Alene, ID 83814

Dear Cleve, I almost forgot to renew! Must be a result of having so much to do since I retired on the stroke of the clock at midnight, Dec. 31, 1999. As everyone seems to say, "how did I ever find time to go to work?"

Besides retirement, our happiest time living the past year was last May when we became grandparents for the first time. A healthy, lively boy who is a great delight to both Monika and myself. We are proud of his parents too, both of them doing very well in their chosen fields.

We have not yet done any big trips to test our retirement travel privileges, but that will change beginning next month with a planned trip to Germany to visit Monika's family. We went over there twice last year with no problems, but now, being down to BP-8 retired status, may make for some interesting times. Enclosed is a check for dues and a little extra for folding and stuffing or whatever else you can use it for. A thanks to all who do such an outstanding job of publishing a great newsletter. It is really appreciated. Best regards, **Frank**

B. KIRKE WATKINS Melbourne Beach, FL 32951
As I reach 16 yrs. of retirement, life is good. We are healthy and I'm still instructing occasionally. I'm still working on my Express with no expected completion date set yet. It'll be ready when it's ready---maybe 18 to 24 months.

We had a family reunion in October with our kids and their kids and their kids (2 then---4 now). Some couldn't make it, so we only had 32. Appreciate the good newsletter and we wish good health to all. *Kirke*

P.S. snail mail to Cleve.

TOM AND EVA WEDEL, 446 Richmond Lane , Crystal Lake, Il 60014 tomneva@mc.net
Jock- It has been said, and I have come to agree, that retirement is hard work. But we are in there striving. We spent two weeks in the south of France last May-saw a bull fight in the Roman arena in Arles - and ate ourselves silly. Went on a boat in the panhandle of Alaska for ten days. Hiked in the rain forest and saw lots of eagles and bears. Then went to Turkey for two weeks at the end of August. Never had thought we'd ever go there, but a son was studying in Istanbul and said we should come see him, and you know you can't refuse and invitation like that! One of the best vacations we've ever had. We really liked Turkey. Then we settled down to the normal activities of the school year.

Eva is still active as director of music for our church. We did make it to Boston and Santa Cruz a few times to see sons.

Thanks loads for your work on the newsletter. Check to Cleve.

Tom

TIMOTHY J. WESTON—11248 Skyview Ln. SE Yelm, WA 98597 westontjw@netscape.net
Hi Cleve- I am enclosing my annual renewal fee for the privilege of being in RUPA. Today was my first anniversary of that fable "Last Flight" as an airline pilot. I have survived without any withdrawal symptoms. Too busy doing other things to worry about going to the office. Picked up a Baron last fall and am enjoying the flying. Still get my Jeppeson fix every two weeks updating my Northwest region approach pages. I have joined a group called Angel Flight and am able to give back a little of what I have received over the years. It's always fun to try a different airport to for a new lunch experience.

Myrna and I plan on doing a little traveling but being at home every night is still the greatest place to be.

Tim

The following article is provided purely for information to be passed on to our members' friends, for we all know that none of us need the advice contained therein. Ed.

Start Your Sex Life Naturally

By Chris D. Meletis, ND National College of Naturopathic Medicine

Well before sildenafil (Viagra), people relied on aphrodisiacs to increase sexual desire ...boost stamina... improve performance... and increase pleasure. Many of these compounds owe their reputation to folklore, but several herbs and dietary supplements have proven sex enhancing effects.

Good news: Products that improve sex naturally may be less likely to cause serious side effects than prescription drugs. Many strengthen the cardiovascular system and help regulate hormone production. That's as important for good sex as having an erection or being sufficiently lubricated.

Unlike sildenafil, sex-enhancing herbs and supplements aren't taken just an hour or so before sex.

They're taken daily until there's a noticeable improvement in sexual performance.

At that point, some people take a pause to see if the herbs and supplements are no longer necessary. Others continue taking the preparations indefinitely.

Important: Use herbs and supplements only under medical supervision. That way you'll be sure to get the product and dosage that's right for you.

Caution: Fresh or dried herbs differ greatly in potency from batch to batch. Use capsules or tinctures, instead. They've been standardized to contain the proper amounts of active ingredients.

For better sex, try one of the following natural enhancers. Select the one that best suits your needs. Give each preparation a few months to work. If you see no effect, try another.

GINKGO BILOBA

Ginkgo contains a variety of compounds that relax blood vessels and increase circulation to the brain and pelvic area. For women, increased blood flow improves vaginal lubrication and sexual responsiveness. For men, adequate blood flow is essential to achieve and sustain erections.

Typical dosage: Capsules: 40 mg to 60 mg of 2496 standardized powdered extract three to four times daily. Tincture: 30 drops three to four times daily.

Side effects: Ginkgo may cause dizziness, headache or heart palpitations.

Caution: Ginkgo is a blood thinner and can increase the bloodthinning effects of aspirin and warfarin (Coumadin). Check with your physician before using ginkgo if you're taking either medication.

MUIRA PUAMA

Also known as "potency wood," this herb contains sterols and other compounds that boost levels of testosterone, a hormone that plays a critical role in sexual desire in women as well as men. Muira puama also contains volatile oils, including camphor and beta-carophyllene. They're thought to restore sex drive by stimulating nerves in the brain's pleasure center.

Typical dosage: 250 mg three times daily in capsule form.

Side effect. Muira puama may lower blood pressure by as much as 10%. Check with your doctor before using this herb if you have low blood pressure (hypotension).

GINSENG

This herb is an "adaptogen," meaning it helps the body compensate for extended periods of stress. Stress can cause sexual desire and performance to plummet.

Compounds in ginseng root stimulate the adrenal glands to release substances that lower the levels of adrenaline and other stress hormones. These compounds also improve blood flow to the penis, help tissues use oxygen more efficiently and boost production of testosterone in men and progesterone in women.

Typical dosage: Capsules: 10 mg to 50 mg one to three times daily. Tincture: 30 to 60 drops daily.

Side effect: Ginseng may cause diarrhea ...high blood pressure... sleeplessness.

ASHWAGANDA

A member of the pepper family, this herb contains *withanolides*, substances that increase the activity of

testosterone and progesterone. Ashwaganda also relieves stress and anxiety.

Typical dosage: Capsules: 1,000 mg once or twice daily. Tincture: 60 to 90 drops two or three times daily.

Side effects: Because Ashwaganda has anti-anxiety properties, it should not be used by anyone taking medications to treat anxiety and/or depression. The herb could intensify the drug's actions as well as their side effects. Ashwaganda may also trigger miscarriages.

ARGININE

Taken in supplement form, this amino acid has been shown to relax smooth muscle contractions. This boosts arterial dilation, bringing more blood to the pelvic area. The body uses arginine to produce nitric oxide, a chemical needed to achieve erections. (Sildenafil works in part by making nitric oxide more readily available in the body)

Typical dosage: 1,000 mg to 2,000 mg twice daily in capsule form. Take capsules between meals, since many foods contain lysine, an amino acid that counteracts arginine's effects.

Side effect: Don't take this herb if you get cold sores caused by the herpes simplex virus. Arginine stimulates viral replication.

FOR MEN ONLY

The herb yohimbe is approved by the FDA for treating impotence and low sex drive.

Yohimbe contains a compound called yohimbine, which helps dilate blood vessels in the penis. Most men who take yohimbe experience an increase in sexual desire within an hour.

Typical dosage: 15 mg to 25 mg daily in capsule form. Divide into several doses throughout the day to minimize side effects. Take smaller amounts at first-for example, 5 mg or 10 mg a day - then gradually increase the amount over several weeks.

Side effects: Elevated blood pressure, nausea, racing heart and anxiety. Use yohimbe only under medical supervision.

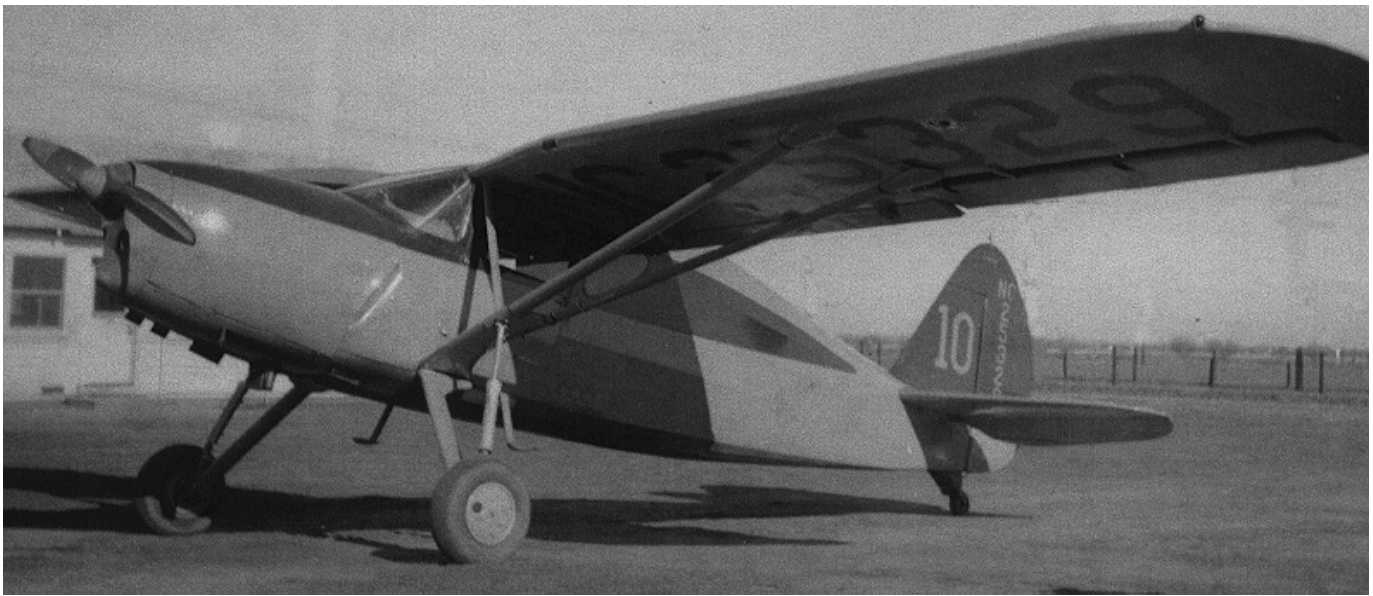
FOR WOMEN ONLY

The herb dong quai contains plant sterols that help correct estrogen deficiencies. Studies suggest that dong quai can increase sexual desire as well as the intensity of orgasms.

Typical dosage: Capsules: 1,000 mg three to four times daily. Tincture: 45 to 60 drops two or three times daily.

Caution: Pregnant and lactating women should not use dong quai. The herb also increases sensitivity to sunlight.

Bottom Line Health June 2000



WILLIAM B. RUTHERFORD, SR

Fairchild 24 - Tracy - 1941

Photo R.H. Monninger

In re: Question on page 22; Vol. 2, # 4

Dear Jock: The monoplane was a Fairchild 24 with a 6 cylinder inline inverted Ranger 160 HP engine. Fixed pitch wooden prop, they came as either 3 or 4 place. The difference was in the back seating - Stick, of course, tail wheel did not lock. A great airplane.

The second captain I flew with in 1944 was five years younger than I was. A great fellow really, but he had the seniority from having learned at Tracy while I had worked my hours odd times over several years and instructed on a Navy program in Taylorcrafts to get the hours to get hired.

My captain was very formal and exacting until one day off I invited him to fly with me in my Fairchild. The only time in my life I ever sat through a totally uncontrolled ground loop was my captain's demonstration. With my Navy students, I stopped such easily, but with the UAL pecking order I sat quietly wondering if the gear would stand the ride. Nothing was ever said and we became lifelong close friends, but he was sure easier to co-pilot for after that ride.

The other plane was a Waco cabin. Probably a Continental 220 HP. Fixed pitch aluminum prop was very upscale in my league.

Regards, *William L. Rutherford, Sr.*

PS - This is the first time I ever mentioned the event!

Waco C - Tracy - 1941

Photo: R.H. Moninger



PPF Petitions FAA for Exemption to Age-60 Rule

After years of fruitlessly lobbying for repeal of the FAA rule that mandates the retirement of Part 121 airline pilots at age 60, the Professional Pilots Federation (PPF) is trying a different strategy-arguing for individual exemptions from the rule based on exhaustive medical tests. Last week, 69 current and former airline captains applied for exemption from the 1959 regulation. Lawyers filed the 80-page petition on behalf of the volunteers, between the ages of 54 and 68, who passed physical and neuropsychological tests far more rigorous than the FAA's first-class medical exam. The petition states that "advances in medicine and testing have rendered obsolete the rationale for the Age 60 Rule as applied to these petitioners."

The petition claims the FAA has pursued "a course of deception" to retain the rule. For example, in a 1990 court case (*Baker v. FAA*) challenging the rule, the agency cited a "Flight Time Study" that the petitioners say the FAA knew to be "hopelessly flawed." The petition also says the agency's stand "runs counter to the national policy against age discrimination," and its refusal to consider new testing procedures amounts to an "abuse of the agency's discretion." An FAA spokeswoman told *AVweb* the agency had no immediate comment on the petition.

AVweb

Age 63 Retirement? ALPA's View

"An increase in the mandatory retirement age for pilots would, for the most part, negatively affect pilots' employee benefits. It would immediately affect calculation of the maximum permissible amount payable from pilots' defined benefit plans, for example.

Through ALPA's legislative efforts, the Internal Revenue Code was amended in 1986 to include a set of special rules applicable to airline pilots for calculation of the limits. Section 415(b) of the Code establishes a dollar limit on the amount of the benefit payable annually to an employee from a defined benefit plan. Currently, the limit is \$130,000. The special rules pertaining to airline pilots contained in subparagraph 9 of the section allow the full dollar limit (\$130,000) to be available to pilots retiring at the FAA's mandatory retirement age of 60. Should the retirement age be increased to age 63, for example, having the dollar limit reduced to roughly \$99,000 (the actuarial equivalent of \$130,000 at age 63) would penalize pilots who have retired at age 60.

If the special rules were repealed, even those pilots opting to fly to age 63 under an increased age limit would be penalized: the annual dollar limit for pilots would be re-calculated to the actuarial equivalent of \$130,000 at social security retirement age (age 65-67, depending on your year of birth)--or roughly \$87,000

annually.

While some ALPA-represented pilots might wish to fly past age 60, others of our members have made it clear that they have no wish to do so.

Depending on a particular plan's provisions for calculating early retirement benefits, a benefit commencing at age 60 could be much less than the full benefit payable at the later normal retirement age. And pilots who opt to stop flying before the "new" early retirement age would be ineligible for post-retirement benefits such as retiree medical and retiree life insurance, because they would be considered not as "retired" but rather

as having quit employment.--*ALPA Retirement and Insurance Department*

United plane in a new kind of `dogfight'

BOSTON - Dog bites man is commonplace. Man bites dog, a little weird. But dog bites plane?

Authorities at Logan Airport said an Irish wolfhound got out of a kennel during a United Airlines flight to San Francisco and chewed up the cargo area. The dog managed to gnaw into wires for the Boeing 767's landing gear, its cockpit warning lights and others that help slow the plane upon landing by extending its wing flaps.

Airline officials said the pilot was able to land the plane safely in San Francisco, albeit at a slightly faster speed than normal because of the impaired flaps. The July 24 1999 flight was carrying 159 passengers and a crew of nine.

Federal Aviation Administration officials say dogs have damaged airplanes before, but this is the first time a dog is believed to have caused service difficulties for a plane.

The airline is still investigating how the dog got loose. Luggage handlers reported that when they opened the cargo door, they found the dog wagging his tail, apparently eager to disembark.

The Associated Press

REUNION: Attack Squadron Twenty-Five (VA-25, now VFA-25) will have a reunion Oct. 12-15 in San Diego. Pilots, officers and enlisted of VFA-25, VA-25 and predecessor squadrons: VT-17, VA-6B, and VA-65 are invited. For more info about "The Fist of the Fleet" reunion, contact Bill Eads, 424 Running Spring Dr., Palm Desert, Ca. 92211 - phone (760) 568-1450, FAX (760) 568-1902, e-mail: billeads@aol.com.

OBITUARIES

WILLIAM G. DAILY

Dear Jock: Bill passed away on January 30th, 2000 of a heart attack. I'm enclosing a copy of his death notice and a check for postage. Please continue sending the *RUPANEWS*, if your rules permit it.

Sincerely, **Margaret Daily**

It will be our pleasure, please accept our belated condolences. Ed

William G. Daily of Des Plaines since 1962 -

A funeral mass for William G. Daily, 84, [was] held at 11 am. Thursday, at St. Zachary Church, Des Plaines.

Born April 12, 1915; in Scottsville, Kan, he Sunday, Jan. 30, 2000, at Holy Family Medical Center. Burial will be in St. Michael the Archangel Cemetery.

Mr. Daily was an air traffic controller for 25 years for the FAA in DuPage Flight Service, a former DC3 pilot for United Airlines, and member of the Mount Prospect Moose #660, Knights of Columbus Fr: Linden Chapter and, the Retired United Pilots Association.

He was the husband for 60 years of Margaret E. (nee Grennan) of Des Plaines; brother of Wanda Lee Baltunas of Manhattan, Kan. and the late Eugene Daily; and uncle, of many nieces and nephews.

RITA T. ENANDER

It is with great sadness that I inform you of the passing of my bride of 48 years, Rita. This was her second battle with the dreaded cancer. She was able to beat it the first time in 1992, but this time the disease was too much for her and after a heroic struggle for six months she passed away on April 19th. She will be missed terribly by our three children and myself as well as her many friends in the airline family. *Bob Enander* ORD LAX ORD '90.

RICHARD "DICK" GOODLOW, ORD FO retired, 1931-2000

It is with great sorrow I write to inform you that my dear husband, Dick Goodlow, lost his battle with bladder cancer on April 25, 2000. We have been living in Tucson, AZ since his retirement.

His love of flying started as a child. At age 15 he learned to fly (before he learned to drive a car). He would go to a small airport outside Downers Grove, IL and wash and wax airplanes on weekends in exchange for flying lessons. After serving in the Air Force we moved back to our hometown of Downers Grove and in 1957 Dick was hired by Capital Airlines, which later merged with United. We stayed in Downers Grove until Dick retired in 1990. He kept his love of flying and would occasionally rent a single engine plane and "poke holes in the sky" just for fun. He was

proud of having completed 53 consecutive years of flying in 1999. We had just moved into a new home in October, which Dick didn't have much opportunity to enjoy before his cancer returned. He was a true gentleman, and a wonderful husband, father and grandfather. He never complained or felt sorry for himself and never lost his sense of humor. He will be sorely missed. **Beverly Goodlow**

VIRGINIA PITTS

Just a short note to say that my wife Ginny passed away last week [*early May*] after a long illness. We had twenty eight good years together. I will miss her. Bris Pitts brispitts@compuserve.com

ED TAPPE

I regret to inform you that Captain Edward A. (Ed) Tappe died on May 14, 2000 of pneumonia in a nursing home in Mitchellville, Md.

Ed is survived by his wife, Alice C. Tappe and 4 children. Cards may be sent to: Mrs. Alice C. Tappe, 200 Crestmoor Circle, Silver Spring, MD 20901-2605 301-593-6649

Ed began his aviation career in the 1930s when he worked for TWA in their offices. Later he became a pilot and after WWII was hired by United Air Lines. He retired in 1970. He was active in ALPA and in retirement helped to unionize commuter airlines.

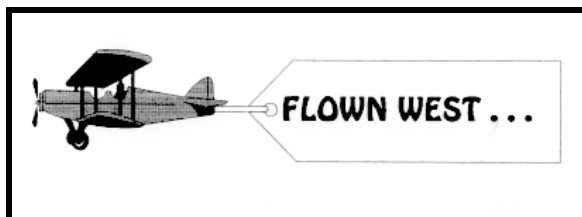
Edward A. Tappe, 90, a longtime Silver Spring resident who piloted commercial planes for 25 years before retiring in 1970 from United Air Lines, died of pneumonia May 14 at the Villa Rosa Home, a nursing home in Mitchellville.

During his career, Mr. Tappe was active in the Air Line Pilots Association, serving as a union representative and as a member of the systems board of grievances, where he dealt with safety and communications issues. In retirement, he helped unionize commuter airlines.

He began his career on the business side of commercial aviation. In the 1930s, he worked for Trans World Airlines in Pittsburgh, Chicago and Kansas City as a general sales office manager and as director of passenger relations. Unsatisfied with office work, he took flying lessons and received his commercial pilot's license. He then flew cargo aircraft for the Air Transport Command during World War II and served as a civilian flight instructor for Navy pilots assigned to the Naval Air Transport Service.

Survivors include his wife of 57 years, Alice C. Tappe of Silver Spring; four children, Edward A. Tappe II of Washington, Charles W. Tappe of San Diego, the Rev. Walter J. Tappe of Kensington and Mary T. Werner of Gaithersburg; a sister; and four grandchildren.

Washington Post



WILLIAM G. DAILY	ORD	30 JAN 2000
JOHN C. MCGEEHAN*	MIA	20 MAR 2000
VAN BARNES *	MIA	20 APR 2000
RICHARD GOODLOW	IAD	25 APR 2000
F/O PETER DANIELSON*	SEA	3 MAY 2000
EDWARD A. TAPPE	IAD	14 MAY 2000

* NONMEMBER

HIGH FLIGHT
By John Gillespie Magee, Jr.

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

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 2nd Mon. SW FL Outlaws – *Summer Break* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Miles Grant CC* – 561-747-2796
2nd Tue. LAS High Rollers – *To Be Advised* – 702-658-6168
2nd Thu. SE FL Gold Coast – *Summer Break* – 561-272-1860
2nd Fri. PHX Roadrunners – *Summer Break*— Litchfield Park – 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet (Ladies Day)* - 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

- 15 JUL Barnard BBQ – Ojai – 310-645-2260
19 AUG RUPA Potluck Picnic, Palo Alto Elks— 650-349-6590
16 SEP ALPA Co 11 Retirement Party Radisson Alexandria
26 OCT NY Skyscrapers Lunch, *Moreno's*, Greenwich, CT
27 OCT ALPA Co 12 Retirement Party, O'Hare Westin
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

July Deadline – 21 June

Folder's & Stuffer's – 5 July



PERIODICALS

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