



RUPANEWS

Journal of the Retired United Pilots Association

Volume 2 Number 12

(Journal 497)

December, 2000



Season's Greetings

RUPANEWS

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RUPANEWS (USPS 017-562) is published monthly, for members for \$20 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

PREZSEZ

Fellow Ruparians,

A hearty "Season's Greetings" from my wife ,Pat, and myself!-Although it has come six months earlier this year!

With all the turmoil in the election scene, I hope Thanksgiving gave us all something to be thankful for. We are thankful for our physical and mental[?] health!-so far, so good.

RUPA is doing nicely, nicely, thank you. The Mexican Cruise, I understand, was a smasheroo! Joe Ferrie, our outstanding convention organizer, is putting out feelers for the next cruise. Stay tuned!

Next years convention [Las Vegas by popular demand] has been in the works for some time-watch your *RUPANEWS* for details.

Good Ole UAL, and most of the labor groups are all "saber rattling." Thankfully the pilots bailed theirs out in a proper fashion. Lets hope all will be smooth again shortly!

We are still listening to all of you out there concerning Blue Shield/Blue Cross/Caremark problems. Let one of us know if you have any gripes, or whatever, please, and thank you.

One other problem has arisen lately, in the matter of pass travel. Now it seems [sometimes rather obviously] that SA's are being ignored for upgrades! One report I received was substantiated! Another matter to be aware of, and it may be obvious to some, is that if any of you have less than 25 years of active service time, seniority does not apply i.e. 25=1975, 10 = 1990, and it will keep moving along as the years go by. In 2001, 25=1976, etc.

Well, gang, enjoy the coming festivities, eat and drink plenty, but be careful out there!

Also a heart felt thank you to all of the RUPA officers and board, and to all who helped throughout the year!

Bill

A happy and joyous holiday season to one and all!

CONTENTS

Prezsez	Page 3
Widows Coordinator	Page 4
Notices	Pages 4- 9
Caremark Increase	Page 10
Cruise News	Pages 11- 13
Blue Cross Billing	Page 14
RAPA Convention	Page 15
UAL's Denver Dipper	Page 32
Aviation Shorts	Page 35
Dangerous Diets	Page 43
Obits & Flown West	Page 45



ABOUT THE COVER

On October 1, 1947, a specially equipped Fairchild C-82 Packet inaugurated in-flight mail sorting over the original coast-to-coast air mail route from New York to San Francisco. Touching down at 23 cities along the way, it carried three postal clerks sorted a couple of tons of mail and imprinted each with a special cachet commemorating the maiden flight of the big "Mailiner". The mail sorting experiment proved unfeasible and was discontinued, the aircraft being presumably returned to Fairchild and thence to the USAF. The C-82 prototype flew in 1944 and over 200 were built before Fairchild began producing an improved model, the C-119 Boxcar. The Packet box-car fuselage could carry up to ten tons of cargo, tanks or trucks, or 40 fully equipped troops. 2 P&W Wasps, Length 77'0", Wing Span 106'6", Max. Speed 240 m.p.h.

**PLEASE SEND ALL
POSTAGE CHECKS, MADE OUT TO RUPA , 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**

WIDOWS COORDINATOR—*Jackie Pancoast Abel*, Huntington Beach, CA 92649

The RUPA cruise was fun. It was good to renew old friendships and make new ones. A very happy thought, if my count is accurate, 11 widows attended and every time I saw them, they were having a good time. The bus to SAN, for the Los Angeles people, was an excellent idea. Sorry, that many were disappointed that we were unable to anchor in Acapulco, due to hurricane, Rosa. As we airline people know, you can't fight the weather. The two RUPA parties were great and gave us the opportunity to get together with just "our gang". Thanks to all who made these 10 days possible. I appreciated Roscille Colburn's remark in the November 2000 *RUPANEWS*. It's an awfully good feeling to know you are of help to someone.

Received the booklet about re-enrollment in the health insurance. Noticed that premiums have increased for the traditional basic/ major medical, starting with the new year. So far, the health insurance has taken good care of my needs and believe me, I have many.

Widows --- start putting away pennies for the 2001 RUPA convention in LAS, 9/23 - 9/27. RUPA welcomes the widows and last year we had 27 attend. I would like to see us have many more this coming year. We had great fun last year, and this next one should be even better. Again, Scotty Charnley will be matching roommates. Her address and phone are in the RUPA directory.

Don't forget --- any extra \$'s to the Foundation, a very worthwhile organization, helping our own.

Til the next time, Jackie

DANA POINT LUNCH

We had a great Lunch meeting in the Harbor. Birds, Boats and sunshine. Sitting outside seems to fit our super casual group. Thirteen Pilots present and the talk was lively...Carlos Bernnard, Bill Meyer, Ed Judd, Ken Dey, Tony Testa, Ted Simmons, Joe Udovch, Bill Rollins, George Hardie, Bill Herrin, John Calahan, Ron Dye and LOWELL HEACOCK. John Callahan, a friend of Tony Testa brought Lowell Heacock. Thanks to John, (non UAL) Lowell was able to be with us and talk about the really early days of flying. Lowell brought a few pictures of P26 and P26 that he flew in the early 30's . Lowell retired in 1969. He 91+ today. Wonderful to be able to visit with people that were flying prior to my even being around. John Callahan had an interesting life of flying that dates back to his first pilot rating in 1937. His extensive flying included PBV's in Alaska, Test pilot and Ferry Pilot for the Navy and much more ... He said he retired five times ...Many, many great conversations with all present. If You are in the area of South Orange county on the third Thursday, 1200, drop in on us! Sure beats going to LAX.

TED

Contact phone for Dana Point luncheons

Hi Jock,

Sorry about the delay in getting back to you on this but had to wait to talk to the guys at today's luncheon to get an appropriate person for a contact man. Anyway Ted Simmons has agreed to be said contact individual and his phone number is 949-496-2691 and his e-mail is tsimmons5@home.com. As mentioned in my last missive, these luncheons are picking up greater and more diverse attendance in terms of "year of graduation." Today, for instance, we had Lowell Heacock with us, who is all of 91 years young, and also an older alumnus from a sister airline, Alaska Air. Sure appreciate your good work as editor on the newsletter and look forward to another year of interesting reading and reminiscing.

Cheers back to you, Joe

CHICAGO AREA LUNCHEON

Bernie Sterner 839 S. Euclid, Villa Park, Il. 60181

Our Nov. 7 Lunch was held at the Itasca C.C .and had 72 people in attendance.

Ken & Murial Bergsma

Jim & Lonnie Bone

Orv & Betty Braun

Bill Cherwin

Frank Cleland

Bud & Doris Diedrich

Phil Fisher

Ray Gilliland

Fred Hodge

Milt & Ina Jensen

Zelda Misket

Byron McFarland

Tom McCurdy

Claude Nichols

Jim O'Donnel

Dottie Ratcliff

A1 Schening

Bud. & Gerolyn Solberg

Wally Vance,

Louise Bernier

Bob Bos

Joe Carnes

A1 Cicora

Norm Clemetsen

Dale & Pam Dopkins

Ralph Fretwell

Bruce Green

Ed Hoffmann

Vicki Keith

George Mathis

Ken Miles

Steen Munter

Dick Nicholson

Bob Olson

Bob Rosebraugh

Helen Thomsen

Sidney Tieman

Don & Joan Anderson

Bob & Pam Blackwell

George Bracke

Ernie & Lorraine Burmiester

Phyllis & Phil Capuzelo

Vern Cummins

Tom Fasiang

Jack Frost

Lou & Mary Gust

Buck & Dorothy Hilbert

Bob Leonard

Karol Marsh

Carol Moore

Dick Murdock

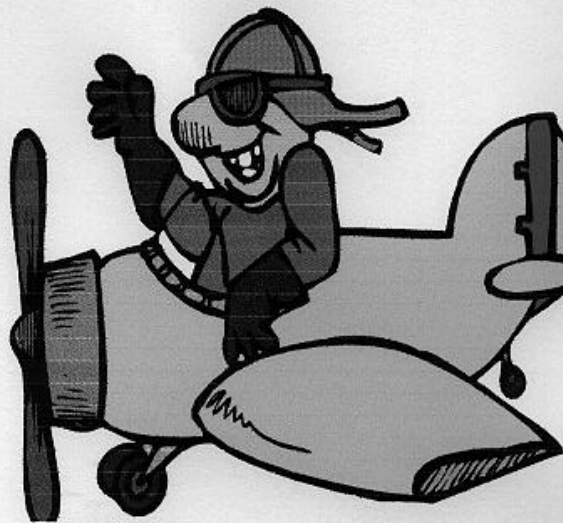
Jim Noble

John Organtini

Ray & Phyllis Potsic

Ed & Lorene Stickels

Bernie & Rachel Sterner



Boy's Nite Out
February 24th!

Rooms available at \$99 per nite if
booked prior to January 24th. (much
higher if booked later)!

Clarion Hotel - Burlingame, CA
Happy Hour 3 PM - Dinner At 6:15 PM
Hotel Reservations Call 1 800 223-7111 ---
Mention your coming for Boy's Nite Out
Mail Check (\$40) to
Cleve Spring
1104 Burke Lane
Foster City, CA 94404
Specify "Beef" or "Chicken"

What a Happy Hour!.



All your friends will be there!!



Please Join Us for a Great
Time - - -

ALPA Co 34 2001 Retirement Party

For date planning purposes only - no responses desired or required yet. That's why no contact info is included:

The date for next year's *Hail & Farewell* party is March 31, 2001. The price will be lowered to \$50 per person. The location is the same as last year, The *SFO Airport Westin*. Festivities commence as usual, with cocktails at 6:30 pm and dinner at 7:30. Invitations and publicity prior to the first of the year.

Financial planning seminars will commence at 1:00 pm on Thursday, March 29, continuing until Saturday afternoon.

Capt. Bob Lawrence

SFO Retirement Party Chairman captndaddy1@aol.com

Seminar Coordinator: Capt Ray Waddell

Reservations: Mr. Al Cirino

GOLDCOASTERS Southeast Florida Group

Seventeen of us were able to break away from all those many chores retirees seem to become encumbered with the day after retirement. How many times have we heard, " I don't know how I found the time to go to work, with all this other stuff I'm doing now."

Present today were

Charlie Steward, Lyn Wordell, Tom Llewellyn, Bill Henderson, Ed Wheeler, Jim Murphey Jr., Jim Murphey, Hank Fischer, Dave Henry, Jaime Krapf, Ham Oldham, Will Lambert, Jim Ralph, Bob Dodson, Dave Peat, Peter Gallant and yours truly, Earl Harned

Next lunch will be on December 14, same time, same place. For information or transportation from local airports, call Jimmy Carter at 561-272-1860, or Stan Blaschke at 954 -581-0145. If you would like to be on our reminder Post Card list, call Jerry Bradley at 561-994-6103. Earl for Jerry, Jimmy, and Stan.

LAX LUNCH AT BILLINGSLEYS - NOVEMBER 16, 2000

For our last luncheon at *Billingsley's* for the year 2000 there were 25 inattendance.

Herb Goodrich	Bob Mosher	Ray Engel	Walt Albright
Hilda Goodrich	Dick Unander	Jack Hanson	John McKinnon
Doug Rankin	Mike Herriuti	Shirley Hanson	Stephen Martin
Dave Kirkendall	Russ Maddox	Lee Cameron	Ken Williams
Jack Moore	Marv Jeffers	Edna Cameron	Ben Harper
Joyann Moore	Mac McCabe	Jim Day	Judy Spizer
Kin Cohagan			

While we were waiting for lunch to be served Herb Goodrich told of those RUPA members that had flown West since our last luncheon. He then introduced Russ Maddox, who was attending our luncheon for the first time, and asked him to tell a little about himself. Next Dave Kirkendall told of the DC-3 that Clay Lacy has acquired and United painted it in the United Air Lines paint scheme.

The aircraft is at Clay Lacy aviation ramp at the Van Nuys Airport. After that Lee Cameron our senior attendee, (Lee is now a young 90 years old) took us back in time to tell us of a DC-3 sleeper flight he flew. The flight west to Denver layed over for the night in Omaha and was put in the hanger. All of the passengers went to the hotel except two who would not leave the bunk in the airplane. It turned out they were newly wed's on their way to Denver on their honeymoon.

The phone tree may become a thing of the past. Jack Moore sent an E-Mail reminder notice of our luncheon and plans to do so for our upcoming luncheons. Ben Harper was back with us. He spends the summers in the state of Washington and the winters in the southland.

An E-Mail letter from one of our members, who's son is a 747 Captain for another airline, was read with background information on the *Singapore Airlines* accident at Taipei. He had been in Taipei three days

before the accident. Quoting the E-Mail:

"One of the parallel runways is closed. There are no warning signs or barricades. The runway lights were on. When one lands on the active runway, he must taxi back ON THE ACTIVE RUNWAY to about the midpoint, then in on the closed runway. The son had talked with another pilot who had been there just two hours before the accident. He said that all the runway lights were on. The son said it is a trap. Singapore departed the gate near midnight, in pouring rain and winds near 60 mph. Visibility was near one quarter mile."

See you at *Billingsley's* in January 2001.

ANNUAL LAX RUPA HOLIDAY LUNCHEON

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

December 14, 2000 at the *Hacienda Hotel*, 525 north Sepulveda (just south of LAX) \$16.40 per person.

No host bar at 1100, served luncheon at 12:00 noon

Rsvp to reach me by December 12, 2000. Send check to Dave Tank 3025 via la Selva P.V., PnsL, CA 90274. Your check is your reservation.

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

McHenry LUNCH

The McHenry Branch of the Chicago Rupa met at the *Warsaw Inn* in McHenry Ill on Oct 10th 2000.

In attendance were:

Tom & Eva Wedel	Joe Carnes	Rob & Linda McCutcheon
Will Murray	George Fox	Jim Cook
Ralph Mikulich	Leroy & Eva Bair	Doc & Dee Manny
Ken & Gerry Miles	Bob Burnes	Jim & Maryann Huemann
Dave Duke	Jerry Drommerhausen	Merle Peterson
George Keller	Buck & Doroty Hilbert	Ted Bochniarz
Tom Fasiang	Jerry Jcollins	Ole Sanderg
Lyle Burry	Dale & Glenvs Bird	Milt & Ina Jensen
Frank Cleland	Duane Bucksath	Dick Blundell
Wille & Andersen	Tom Worminger	Mike Hepperlen
Bob Mannion	Jim & Lonnie Bone	Norme & Sandie Clemtsen
Jim & Corrine Boyer	Jim Myers	Osail Wood
Jim & Jan Noble		

Milt once again signed on as MC, and Bill Biscom from the Woodstock Social Security office gave us a run – down on new features of the Social Security system and answered questions from the group. One interesting item he gave us was that 85% of all the people that have reached the age of 65 in the USA are still alive.

The next meeting of the McHenry branch will be Jan. 9th at the *Warsaw Inn*. If you are not getting our meeting notices and would like to, please call 815 459-5314 or 815 459-1177.

Ohio North Coasters (aka Cleveland Crazyes) Wooster, Ohio Nov. 16, 2000

Once again, *TJ's Restaurant* was filled with noise and laughter while the North Coasters enjoyed their usual fine lunch. Our snowbirds were conspicuous by their absence. Too bad, guys! You missed the 99c martini special. Though there were fewer of us, the stories and tall tales still flowed in good measure. None of the ladies joined us this month, and they were missed. They do add a touch of class. Perhaps the threat of snowshowers keep them closer to home. In fact, there are snow showers today,

and more forecast through the weekend as well. But no accumulation yet.

All the stories about "cheap" pilots just aren't true, at least as far as the North Coaster regulars are concerned. When the hat was passed to collect a Christmas bonus to reward our faithful waitress, Vickie, the results were very generous indeed! Thanks, Guys. She will be pleased...

Ed Griffith returned after giving us a scare by having a perforated appendix last month. Welcome back, Ed! His recovery prevented him from enjoying the special or the month. Water only. Dave Fuller brought us up to date on his dealings with the IRS. He has spent many hours researching the legal (and illegal) behavior of that organization. The other regulars were: *Jack Heiszek, Rick Ogden, Tom Race, Evan Miller, Ken Wheeler, Gene White, and yours truly, Dick Orr.*

Phoenix Roadrunners RUPA Luncheon

The Phoenix Roadrunner's met for Lunch at *Buster's Restaurant* in Scottsdale on Nov. 10th. We had six first-time visitor's: Bob Steeneck, Phil & Pat McDonald, Dave & Jana Maxwell, and Ron Weber from SFO. Hope they enjoyed our group as much as we enjoyed having them, and will come back soon. We signed and sent Cards to Otis Kline, Phil Johnson, and Clyde Butler, wishing them a speedy recovery. Our Senior Member ,Ralph Johnson ,told us how proud he is to be associated with such a great group of people. Thanks Ralph, coming from a 94 yr. Young Member we take that as a Big Compliment.

Ttendin

Fred Anderson
Ginny Coleman
Bill Morrison
Dave & Jana Maxwell
Bob Steeneck

Tom & Betty Bergbower
Don & Jan Eiken
Ed & Phyliss Nelson
John & Shirley Prestegaard
Ron Weber

Frenchy & Millie Bourgeois
Ralph Johnson
Phil & Pat McDonald
Gene Paquette

NO DECEMBER MEETING:

Jan. 12th, 2001 *Cottonwood C.C. Sun Lakes*
Feb. 9th *Anzio Landing Restaurant--Falcon Field, Mesa*
March. 9th *Beefeater's Restaurant in Central Phoenix.*

Please call 480-948-1612 to make Reservation's for Lunch or Directions

HAVE A GREAT HOLIDAY

Frenchy & Millie

Sunbirds RUPA luncheon

Somehow the October note got lost on it's way to California. Probably the "snail mail" I used. For the record, Attending were:

Dick Starita	Clark Luther	Clay Grant	Bill Hellerstedt
Joe Mahoney	Guest	Ted O'sinski	Me
Jack Boisseau			

The November luncheon was held at *Miles Grant Country Club*. Where we competed with a ladies golf affair which made it a bit difficult to talk. We managed. The Group:

Percy Wood	Clark Luther	Bill Hellerstedt	Jack Boisseau
Jim Dowd	Rudy Pekrul	Glen Hall	Carter Briggs
Jone Mahoney	Joe Burger	Clay Grant	Me

Missing was Bob Schaet, our leader and computer guru. Hurry south, Bob. I don't know how to make my computer print the cards for the December meeting.

Dave Arey

SUNDOWNERS LUNCH - NOV. 16, 2000

Raymond Schlage for Jim Feneley

Congregating in the Oasis Room of the *Countryside Country Club* on 16 November, were:

Ray White	Woody Lynn	Ken Vanderhyde	John Papadakis
Matt Middlebrooks	Paul Fidler	Jim Arnold	Bob VanHousen
Jack Moran	Jim Wilson	Warren Jones	Ray Schlage
Dave Thompson			

Jim Feneley is in Houston, Texas for medical treatment. It appears Jim has leukemia. He will be home in Clearwater shortly. He is doing well.

Submitted by *R. Schlage*

Boarding out of seniority

Hi Jock,

I Just read John Wade's letter concerning out of seniority boarding and I've found that the First Flight Attendant (aka chief purser), is given a list of the passengers by the passenger agent when they close out the flight. This list will give all the passengers names and, if employees or retirees are on board they will be listed by seat number and date of hire.

The only problem is that you have to have access to the passenger list to determine if the boarding and seating was awarded in the correct seniority. Sometimes a simple request to "see the passenger list" is all that is required. Other times require a little creative thinking to get access to the list.

I've have had some questions at times, but on checking, have found the person in question was traveling as positive space. I hope this helps to answer the inquiry.

Fraternally, *Jim Boyer*

NOTICE OF CAREMARK INCREASED COPAY

It has come to RUPA's attention that effective 1 November, 2000, as a consequence of the new pilot contract, Caremark has increased the copayment for a 90 day supply of non-generic drugs to \$20 for each prescription. The copay for generic drugs remains at \$10 per 90 day prescription.

A check with ALPA UAL R&I revealed that this unannounced increase was, indeed, a negotiated item and, as such, valid.

To clarify, drugs for which there is no generic will cost a \$20 copay—only generics will be charged the \$10 copay. This is supposedly a cost-saving incentive to members. The fact that generics have a higher mark up presumably had nothing to do with it.

Members are reminded that to minimize the amount of prescriptions, they should have their M.D. prescribe a minimum of a 90-day supply. *Editor*

NEW WEB SITE ALLOWS EMPLOYEES & RETIREES TO BOOK DISCOUNT CRUISES

One of the many benefits of being an airline employee/retiree is access to special discounts throughout the travel industry. Now, that information is available via the Internet on a new web site designed specifically for airline personnel, United is pleased to introduce interlinecruisestore.com, a site where employees can go to shop for & purchase a cruise at deeply discounted interline prices. The web site, operated by Premier Group, wholly owned subsidiary of United, is available 24 hours a day and is updated on a daily basis. This web site is a great resource for airline personnel who want to book a quality vacation at a great value. The cruise industry is in the midst of a program to launch nearly 20 new mega-size cruise ships to the North America market this year & next, which is currently resulting in many opportunities for discounted prices. More than 10 major cruise lines will be participating on the site by the end of Nov. For information on current specials & other cruise discounts, employees & retirees can access the web site at www.interlinecruisestore.com, or call toll-free 1-888-666-5975, between 8 AM & 10 PM Chicago time, Mon. through Fri. & between 9 AM & 8 PM Chicago time, Sat. & Sun. *UAL Comm.*

CRUISE NEWS

RUPA Cruise of the Mexican Riviera

By Bill Bartel

RUPA Vice President

This was the first RUPA Cruise that my wife Lynette and I have been on, and I must say that the actual event was much better than the anticipation. It was a perfect example of why RUPA was formed in the first place, which was to replace the camaraderie that we had in the cockpit with a social organization of retired United Airlines pilots who enjoyed one another's company.

The ports of call, while interesting, were secondary to running into old friends who were just as much free spirits now as they were 15-30 years ago when I flew with them. There were people there, who I didn't know at all, but I felt free to walk right up to them and they were more than happy to engage Lynette and myself in animated conversation. What a great group of people, their wives included, as well as widows who were just as enjoyable.

I encourage everyone to attend *Boy's Night Out*, coming up on February 24, 2001, at the *Clarion Hotel* at the San Francisco airport to experience more of the good times we all enjoyed on the cruise. Sam Cramb is working hard to make this event a success so please respond quickly and make your reservation now. Information is available in this *RUPANEWS*.

Also, there was ground swell of interest on board the *MS Statendam* to have another cruise this Spring. Joe Ferrie is working hard to get this accomplished and has sent out a survey to all who were on this cruise as well as former cruisers. Please respond to this survey as expeditiously as possible, so Joe can give our travel agent, Jerry Poulin, time to arrange something in this very short time frame.

Thanks for all your hard work, Joe and Sam.

RUPA CRUISE SURVEY

The following questions/ topics are submitted to help in selecting future RUPA cruises. YOUR INPUT IS IMPORTANT.

1. What is an acceptable number of days at sea for you?

7 10 12 More

2. Would the proper destination change that number?

(e.g. 14-day Panama Canal trip)

yes no

3. List your choice of cruise lines in preferential order.

- 1.
- 2.
- 3.
- 4.
- 5.

4. List your choice of destinations in preferential order.

- 1.
- 2.
- 3.
- 4.
- 5.

5. How often would you cruise with RUPA if destination was desirable?

- * Once every two years
- * Once a year
- * Twice a year (Once in Convention year)

6. Would you be interested in a cruise this Spring? (April or May)

Please number in preference:

- * Caribbean cruise (7 day)
- * Transatlantic (12 day)
- * Bermuda (7 day)
- * Panama Canal (10 day)
- * Panama Canal (12 day)
- * Other

7. Would you be interested in upscale (more expensive) cruised, e.g. Seabourne or Crystal?

- * Yes
- * No

8. COMMENTS:

Please send your response, as soon as possible, to Joe Ferrie:

E Mail JOEKARAOKE@compuserve.com

FAX 1 508 832 7821

Phone 1 508 832-3063

Mail: 188 Rochdale Street
Auburn,MA 01501

Thanks for your help..... Joe

Dear RUPA members,

I would like to take this opportunity to thank RUPA and all of the [year] 2000 Mexican Riviera cruise participants for their genuine hospitality and friendship.

Sharon and I have met many wonderful people on the four cruises that I've scheduled for this organization.

I think that this cruise was the best yet, and Holland America did an excellent job in providing us with all of the ingredients that went in to making this trip successful.

Although *our* trip was shortened due to our daughter's wedding, (it was a great success), and a change in itinerary, we found everyone on board to be very cooperative and accommodating. If anyone has any complaints or had any bad experiences, I would like to hear from you @ 1-800-966-6007.

Again, thank you for allowing me to schedule the RUPA cruise, and I hope that everyone found my services to be satisfactory.

Sincerely,

Jerry Poulin

Millbury Travel Service

Cruisin' 'n fishin'

Lest people think that RUPA cruises involve nothing more than overeating and drinking out of glasses with these little parasols on them, member Barry Dixon sends evidence to the contrary. These photographs show some of our less sybaritic members doing their "Old man and the sea" thing.

They were taken during a fishing trip at Mazatlan in the course of the *Statendam* cruise.



Howard Reid (right), with the help of a deckhand, displays the Sailfish he reeled in after an epic struggle.

The intrepid fisher foursome of (l to R) Howard Reid, Oak Porter, Barry Dixon, and Dave Murtha beside their catch of the day; a Sailfish and a Dorado



Understanding your Blue -Cross, Blue -Shield Billing statement

By Jock Savage, Editor.

I think that it is an understatement to say that the statement of claim settlement provided by Blue Cross, Blue Shield (BCBS) is less than clear – downright confusing many would say. Feeling that many Ruparians as well as myself would benefit from some clarification of what, exactly, it means, I phoned BCBS to speak to a representative, so that I could prepare a short article on the subject in hopes of casting some more light on the subject.

My call was handled by a person called Amanda, who was most helpful and provided the basis for the short explanatory piece that follows. But first a few disclaimers. The example is based on my particular situation and will vary for retirees who have chosen other options or who have retired under a different contract than I did (in Oct 1992). Also, in case of error, Amanda should be held blameless, any error undoubtedly arising from my incomplete understanding of what she told me. I had my piece vetted by our in house BCBS coordinator (probably the wrong title). He (Capt. Dan Jessup) is the member who has volunteered to collate any problems members might have with BCBS for onward transmission via our liaisons to ALPA and UAL. He kindly suggested a couple of points of clarification, but, likewise, should not be help accountable for any errors of mine; nor should ULA/R&I benefits specialist, Lisa Kwilas, who also cast a friendly critical eye on my article for egregious error.

I opted (before retirement, as was and still is required) for the UAL After Medicare Comprehensive Medical Plan, which currently has a monthly premium of \$66.26 per person (\$132.56 per couple). Reference to the United Pilots' Benefit Programs – the "Blue Book" dated 1997, elicits that the plan pays 100% within reasonable and customary limits. By that I assume they mean that the application of bank credit and maximum out-of-pocket protection to the actual 80% coverage brings the amount to 100% paid.

There is no lifetime payout maximum. Office visits are a covered expense. There is an annual out-of-pocket deductible of \$250 per person and \$500 per family, and also a maximum annual out-of-pocket limit of \$1,500 per person.

Medicare has a \$100 per person annual deductible. The Medicare part B premium (highly recommended, as both Medicare and BCBS assume that one has such coverage and don't cover what it covers) is automatically deducted from one's Social Security payments.

I'll use a recent statement received by me on behalf of my wife as an example:

Total amount billed	\$70.00
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Medicare's share. They will pay only what their contracted rate computes for for the procedure – in this case \$54.33, of which they pay 80 %	\$43.46
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BCBS pays 80% of the claim up to 100% between the Medicare contracted Amount, not to exceed 100%, until the patient's annual out-of-pocket costs reach \$1,500 (\$8.56); however they use an imaginary bank to give a discount because the co-insurer (Medicare in this case) has saved them money by reducing billing cost.

If there is money in the bank, it is applied to cover the portion the patient would otherwise be responsible for. If the bank is in surplus at the end of the year, BCBS will send that amount to the insured.	\$10.83
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If the patient has not yet accrued a phantom bank balance, he/she will be responsible for the balance of \$2.17.	
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As for the difference between \$70.00 and \$54.33 (\$15.67), the provider has to eat that, and presumably does so in the interest of getting business volume through Medicare. I was assured that I was not respon-

sible for it. When I asked what I should do if I were billed for the unpaid balance, I was told that that usually did not happen (true, in my experience), and that if it did, to refer the provider to them. As for what occurs if one's provider does not accept Medicare, I presume that one is then in the position of submitting the bill to Medicare, and when it is refused, submitting it to BCBS. That has occurred only once to me, when my wife received acupuncture from a licensed acupuncturist. I had to officially be denied payment by Medicare, then submit the bill to BCBS, who paid it without complaint (it is a covered procedure). We did have one M.D. who refused Medicare, but has since decided to accept it, on the theory, I assume, that half a loaf is better than no bread at all. Lisa Kwilas of the MEC R&I suggested that I emphasize that there is no way one can be reimbursed more than the incurred cost for any given procedure. Apparently some insured have tried to regain 100% reimbursement from each insurer. That can't and won't happen! There is a ray of hope in dealing with the billing puzzlement in that BCBS is working on an improved statement, which, hopefully, will be less baffling. I hope that this little explanation has helped create more clarity than confusion. If more explanation is needed, please refer to the folks at BCBS or Medicare..

Report on RAPA Convention

By John X Stefanki

I just returned from the Retired Airline Pilots Association (RAPA) Convention which was held in October at the *Toronto Colony Hotel*, Toronto, Canada.. Air Canada was the host airline, represented by Glen and Jody Cawker, who engineered an outstanding Canadian convention.. There were five United pilots who attended the affair, Ted and Dolores Bochniarz, Scotty Devine, Art and Kate Fields, Ted Larusson and myself.

Inasmuch as the RUPA Board Of Directors withdrew from the RAPA membership, individual annual memberships fees of \$25.00 were paid by 117 individual United retired pilots. *Any RUPA member who has any facet of the excellent RAPA insurance program should be sure to pay their dues to ensure that their insurance is current, otherwise the insurance is null and void. No RAPA membership, no RADA insurance. The specialized RADA travel insurance program covers you in the event that you are flying on a pass.*

RAPA Treasurer Bill Hyatt read the Financial Report and gave an individual copy to all in attendance. RAPA is in great financial shape with \$ 38,737 in the treasury.

Captain Bill Root (BNF) RAPA Insurance Chairman gave an excellent insurance report. RAPA has one of the finest insurance programs for airline pilots, especially serving the gap for pilots of airline companies which are no longer in existence, i.e. BNF, PAA, EAL, NAL. etc. Supplemental Medical Insurance, Dental, Long Term, Air Trip insurance that cover a subscriber when flying on a pass, are some of the more prominent ones.

The social events were many and enjoyable. We attended the Famous People Players Dinner Theater. The next day, a Rief Winery tour in Niagara, where we were introduced to "Ice Wine" which is remarkable to the area. The grapes are individually picked by hand, in the middle of winter, when ice is on the grapes, and processed to ensure a special sweet-liqueur lingering taste. Suffice it to say, this type of wine cannot be made in the famous Napa and Sonoma valleys of California The process is supposedly one, emanating from Germany.

This was followed with a spectacular visit to the famous honeymoon area Niagara Falls.

After the visit to all that water, it was topped with an extremely delicious four-star dinner at the *Oban Inn* in Niagara. There was an excellent choice of entrees, and the food and service could not be surpassed anywhere in the world. It was a dreadful shame that my stomach was too small to sample all the victuals on the menu. To me, this dining spectacular was the highlight of the convention.

The final event was the closing banquet. The camaraderie of pilots from the many airlines in RAPA was reminiscent of the good times we had when we were active in ALPA.. The social activities could not be

equaled. B.S., politics, etc., prevailed in the many conversations.

RAPA has a website WWW.RAPA.ORG which has sundry aviation data and information. Airlines and airplane organizations have contacted the web site offering aviation positions to retired airline pilots. Many young persons who are interested in aviation careers, and persons just interested in aviation, have also contacted RAPA for aviation reference material.

The last agenda item was selection of Las Vegas for the convention in the year 2001, and a hearty invitation for all to attend. Happy landings.

Fratemally, **John**

RAYMOND R. ALVERSON—2624 Boulevard Rd. SE, Olympia, WA 98501

Dear RUPA: Another year, and this one makes two in a row I've remembered. I'm still running, biking, swearing, playing baseball, going to airshows, drinking, building stuff and laughing a lot, so all is well with me.

I'm still looking for a picture of a UAL DC-6 in 1960 colors and a DC-8-71 in 1980 colors.

I just need to borrow the photo long enough to take it to "Kinko's" to make a poster of it for my hanger. I'd just have the photo's for a short time and would return unharmed.

Talk to you again next year. **Ray**

JOHN L. BACZYNSKI— 4 Romero Ct, Novato, CA 94945 FTRJOK@aol.com

Hi Cleve! Sorry to be so late getting August's dues in, been a busy year. Still trying to figure out how I had time to fly the line and still get things done.

The direct flight from SFO to FRA is the greatest thing since sliced bread. We went to Germany in July to pick up our grandkids, trips to Lake Tahoe, Phoenix in August, Reno Air Races in September, back to Thane, Milwaukee for a wedding, QB Governors Convention in October, 29th Fighter Squadron reunion in San Antonio, AWON Convention in San Diego in

November.....time out for the next few months with a few occasional trips up to Mike Tars place in Copperopolis for some therapeutic trout fishing.

Bad news is, my golf game.....oh well.

Eternal thanks to all the folks that keep RUPANEWS coming, it's nice to be able to keep up on what's going on with everyone. **John B.**



REX BALES yobales@aol.com

Another year and no complaints. The Bales family have done a little traveling, some golfing, and a little fishing.

I must admit that the altitude in Colorado is starting to get to me and I have done a little looking around for someplace a little lower.

We are planning on a big Christmas at our house with all the kids and most of our friends that are in driving distance.

Would like to hear from any flying buddies, especially if you know of any good deals on low altitude places to live...

Rex & Ruth

RALPH BARKSDALE 11 Canongate Ln., Highlands Ranch CO 80130

Dear Jock: Happy to renew my subscription to the very interesting and informative RUPANEWS. After 23 years of retirement, I find few names that I remember, but the publication is filled with important and timely articles, and we enjoy the new format.

We are enjoying reasonably good health, eating our fruits and veggies and keeping fit.

Thanks again to all who make the newsletter interesting.

Best regards, **Ralph**

GR. W. "BILL" BAY 1224 Riverside Dr., Reno, NV 89503

775- 322-2988 Fax 322-3573 '44 - '89

bi11bay333@aol.com

Watching the election news this AM I realized that this was the 60th anniversary of that infamous day of my first solo back in 1940. My annual letter is due.

My telephone exchange number was incorrect in the '99 RUPA directory - . should have been 775, as are all Nevada phones except Las Vegas.

The Madam (Lillian) and I are in reasonably good health and traveling around the country visiting

our four kids at JFK, PIT, ABQ & OAK. We had a chance to ride the Concorde to London last Feb. It took 3:15 to over Heathrow, and then 45 minutes to land. They have traffic problems too! Thanks to all of the gang who get this out every month. It sure is appreciated.

Bill

MARTY BERG marty_berg@hotmail.com
Reference the illustration on page 31 of the November issue, *all* of the PBMs that I flew in 1945 had *two* engines.

Did you hear of the captain, returning to the cockpit, asking the copilot if he had told the stewardess that he was a mean SOB? "No sir I did not. She must have found out all by herself."

Marty

Well, Marty, I could say how glad I am that you picked up on my deliberate mistake, but that wouldn't fool you. Actually, I did note that the original caption, which I transferred along with the drawing, said four engines, although there are obviously only two nacelles, but I figured that because the nacelles were so big that each contained two engines. I never bothered to check my World Aircraft Encyclopedia (being in my usual rush) which now informs me that the nacelles were large so that they could hold weapons bays with up to 2,000 lbs of bombs or depth charges. Ed

JAMES R. BERQUIST Crystal Lake IL

Dear Jock & fellow RUPA members, enclosed, Jock, you will find my annual check for my RUPA NEWS subscription, please direct the excess to help the widows of the retired pilots who need it. [Your generous donation will be forwarded to the Retired United Pilots Foundation who do just that. Ed.]

In about two months from now it will be ten years for me since I set the parking brake on the 727 for the last time. I miss that big bird. She sure kept you honest. I often wonder if there lives a pilot who truly learned how to land that machine. I once thought that I did, but, as always, on the very next landing she would readjust the height of the runway by 21/2 feet, or extend the length of her landing gear by the same amount. Always a very humbling experience. But what really used to get my goat was the snicker I used to detect as I set

the parking brake at the gate. What an airplane! Update on the *Richard Bong Heritage Center*. Construction at the location for the Heritage Center in Superior WI has begun. The visitor's center has been removed from the property. I am in constant contact with Joyce Bong and she was good enough to send me a drawing of the floor plan. Three walls are to be built, and then the refurbished P-38 will be moved from Minneapolis to the heritage center and placed inside it in its display position. The fourth wall will then be built and the roof put on. This way, the aircraft will have protection from the weather.

Donations: Joyce Bong sends me lists of names of people who have given to the great cause; I go through my RUPA membership list and ID those who are members. Thank you John Schuster and Jim Enwright, to name a couple who sent checks and did not mention their RUPA membership. Joyce Bong is very grateful to those pilots who are helping out in this cause.

I will be a member of the first group to pass through the doors when they open to the public. It will make me very proud if I can see a plaque on the wall honoring the RUPA pilots for their contributions to the *Bong Heritage Center*. That cannot happen unless we all get in there and help out. So, let's do it! Here is the address: Richard Ira Bong Heritage Center, Box 326, Poplar WI 54864. Let Joyce know that you are a RUPA pilot. Thanks to all.

Jim

JOHN W. BIEGER, Bocabutch@aol.com

Late this year, but some of the excuses are reasonable. Really just more of the same, but it is nice to hear of old buddies. Thanks all for your good efforts.

John

LELAND H. BIERMANN— Federal Way, WA 98003 DEN, PDX, SEA, LAX, SEA '44-'81

Greetings: It's that time again, check enclosed. Nineteen years this month since my last flight on United (except as a passenger). Time certainly has a sense of passing quickly every year.

We have done the usual snowbird travels in the RV. Also trips to the Midwest to visit friends and relatives. Muriel attended her year high school 60th reunion in Iowa. I had mine last year in Mis-

souri. Fun seeing former classmates who were able to attend.

Both Muriel and I have had cataracts removed from both eyes. We now have 20/20 vision again but still need glasses for reading and close up work. My Leukemia is still in remission and we're thankful for that. Muriel's arthritis still keeps her from doing some of the things she would like to do out we both thank God for the blessings in our lives.

Thanks again for the work of keeping us informed in the *RUPANEWS*. It is appreciated.

Should this make the December issue we wish everyone God's blessings as we again celebrate Jesus' birth and the New Year. If it doesn't make December, we hope you all had a great holiday season. Lee

HOWARD BLACK— 112 Cottage Ct, Laurens, SC 29360 hblack@backroads.net

The '99 RUPA Convention at Las Vegas was one of the best, the '01 Convention should be better. The Convention Committee should contact the casinos and ask if they would loosen their slots a wee bit (Ha).

This year we had a big anniversary in our family so I planed a trip to Europe for the family. We flew United 777's round trip first class, IAD to GDG, what a way to go

I appreciate the work you all do to keep RUPA going. Howard

HOWARD BLOMSTROM Sun City West AZ
Jock: At ages 77 & 83, Polly and I try not to creak and groan too much, but in our circle a certain amount is permitted and expected.

In all honesty, our health is good, and we stay as busy as we want to be.

Best regards and happy holidays to all.
Howard

ART AND LORRAINE BOEHMER— 7810 Swarthmore Rd, Woodstock IL 60098 ualart@aol.com

Both of us are in good health, so we keep on traveling.. Been going to college three days a week Keeps me out trouble. Still spending the winters in Florida

Enclosed find my yearly postage check.

Art

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

Hello Jock, Cleve and all – another birthday, number 84. Wow!! One more chance to say Merry Xmas to all of you – as for what is left of that 'ole gang of mine', have the best new year ever and keep the wind at your back!

"Ole Ted"

SUNNY BRAGG 2509 Elmhurst Pl., Longmont, CO 80503

Moved to Longmont last year. The drive to the hangar was just too long. I was spending more time on the road than I was in the airplane. Found a townhouse about five minutes from the airport. (Seven or eight in rush hour traffic.) Gave the lawn mower, and all the garden tools, to my son in Fort Collins, Still unpacking and there is some stuff I don't think I'll ever find again. I guess we've all done that. Replacing the GO 435 in the Navion with a 10 520. It's turning into far more of a project than I thought it would be, but that's a book to itself. Flew the Stearman to Galesburg for the National Stearman Fly-in. Two days of "fresh air" flying each way, but it's supposed to be fun, isn't it? Topped 140 of the critters on the field this year.

Went to my 50th high school reunion. Don't remember the old school being that small. Funny what half a century does to your memories. Other than that, just another year.

Sunny



ERLE BRITTON— 7755 E. Laguna Azul #173, Mesa, AZ 85208 LGA-DEN-ORD-DEN 48'-84' Dear Cleve - With good luck and the help of the US Postal Service, I will get this in before my birthday, and avoiding all of the severe penalties for being late?'

Neva & I have had a very good year. Health remains good for both of us. 56 years married to the same great gal! Sure was a lot of fires in western Montana last summer, but we escaped essentially all of the smoke up in the north end of the Flathead Valley. Most of the severe fires were about 160 miles south of us in the upper Bitterroot Valley. After 11 wonderful summers in the Flathead Valley, we have our Townhouse up for sale. It has to be the greatest place in the world to spend the summer - especially golfers. It just has become too frustrating for a couple of old fogies to keep up with two places, two Assoc. boards, etc. This place in AZ well suited & comfortable for us in our 'later' years. Both places are on golf courses, so we usually had some entertainment out our windows!!

The News Journal is great -our sincere thanks to you people that do all the work. Check enclosed. Sincerely, Erle & Neva

ED AND DOROTHY BURGGRAF P.O. Box 352 Gleneden Beach. OR 97388

Another year, and 25 years past the Age 60 Rule. Between me and Dorothy (she is the "better" half) it would seem we made every effort to break Medicare this year, both A and B, and didn't succeed. 'Nuff said.

Can't resist the chance to submit another interesting point which Capt. Ogg made. At the hearing in "how" he landed Clipper 943, "descending along the ditching heading recommended by the Coast Guard cutter what a nice bunch of guys to have around) I descended to a point where I figured I was just above the water, and I cut the power." Correct procedure - fly low and slow along ditching heading, nose up (like any landing), and when the tail drags the water, cut the power. It is almost impossible for the pilot to judge correctly the distance from the cockpit. You may be 2 ft. or 10 ft. above the water, but when the tail drags you will be sure, and you might not break the airplane in two.

There is some good in everything: the morning of

this ditching, I had my first Recurrent Ditching Class scheduled at SFO. I must say I had a very attentive group. Later we obtained pictures taken by the Cutters cook which we used in training. This was the second ditching of a PAA 377 Clipper. There was an earlier one off the Oregon Coast, also with a runaway prop. The hearing on this one in SEA was attended. by the Flight Managers from LAX and SFO and resulted in the "must prove you can swim" rule (do they still have that?) to fly over water flights.

Ed.

P.S. Third ditching in Nov. 1957 of a Clipper SFO-HNL. see R. E. Lingle, RUPA News 495, Oct. 2000. Check to Cleve.

DICK & JACQUIE BURKE 9534 Lawndale, Evanston,IL.80203 55-89 JFK,ORD,LAX

After all these years of receiving the *AeroMarine Interline Traveler* we finally decided to try a trip or two. We coupled the Chateau Lignan with Capt. UR own Canal boat. We decided to do the Midi Canal in S. France R turned out to be sensational. Seven days of beautiful travel In the wine country, we covered 110 miles and 64 locks. The boat was 34 feet long and looked like a cabin cruiser (and was brand new). It was a pleasure to find France affordable once again, since all currencies tied to the Euro-Dollar are depressed. I am happy to pass on this happy experience and a very *well done* to *Aero Marine* (owned by a UAL Capt.). Have a happy year and, God willing, we will write next Nov.

Dick



KENNETH L. CASE—204 Orchard View Dr,
Chelan, WA 98816 64-94 SEA LAX SFO

Cleve: Greetings from Kauai, where I am spending a month celebrating the successful completion of my sixth year of unemployment, all of which have been great. My only computer is at home so I will keep this handwritten not short.

I have run into Ken Eckley and Clyde Strauss over here and will have dinner with them tomorrow. In fact, if Clyde hadn't provided me with your address I would have had to send this a month late when I returned home. (Do we still have "Stookey letters.")

I really appreciate all you and Jock and all the others do to keep us in touch. I certainly enjoy the editorial style, but had no objection to the previous style either. I feel that anyone willing to take on the job should be able to do it however he/she sees fit!

I too have had some problems with Blue Cross, but by "persevering" have always had them *pleasantly* and properly resolved. The problems have been fewer of late, and I wonder if things have improved on their end or if they have me "marked" in the computer as one who won't give up until he has received every nickel due him. Actually, in a couple of cases, I received more than I thought I had coming, due to the "banking" concept which I don't understand.

Was very sorry to hear that "Rock" Bannister has "Flown West." I enjoyed flying many trips out of SEA with him when I was a B-727 F/O.

Thanks to you all. Keep up the fine work. Ken

CHESTER M. CASSEL—3615 Glenbrook Rd,
Fairfax, VA 22031

Not much to report from this year of 2000. Did some traveling, but find that home is the preferred place for me. I became a great grandfather early in the year.

Enjoy the newsletter and commend you all for your efforts! Chester

BARBARA W. CATLIN—127 N. Garfield,
Hinsdale, IL 60521

Enclosed is a check for the *RUPANEWS*. I enjoy it so much, as does my son, Bill. After I read it I mail it on to him.

Ralph's birthday would be on November 27th. His three sons and I miss him so much. He would

be so upset if he knew that the widows weren't allowed companion passes. We are the ones who really need them. I don't like to travel alone!

Barbara

JIM CHILTON 1635 S.W. Miller Creek Road.
Seattle, WA 98166 SEA SFO (56-88)

Another good year has slipped by and as usual it has been a busy one. Tess is active as a docent laureate at the Seattle Art Museum and I am still a docent at the Seattle Museum of Flight. I enjoy teaching classes in the children's programs and giving tours to the many great people who come to visit. The MOF recently purchased the Champlain collection of fighters that is now displayed at Thunderbird Field in Mesa, Arizona. This is the largest private collection of fighters in the world; more than 30 planes dating from WWI to WWII, all in flyable condition. It will be housed in a new addition to the Great Gallery that we hope to have open for viewing by December, 2003 to celebrate 100 years of powered flight. Last year we purchased the world's first fighter, the Italian built 1914 Caproni Ca20, and now have it displayed in the Red Barn. It has never been restored and is well worth seeing. We are also planning a new building to hold our collection of commercial aircraft. It's an exciting time of expansion and we're going to need many, many more docents if anyone out there is interested.

A highlight of our year was to take our entire family of 14 to the five star all inclusive Moon Palace Resort in Cancun for a week. It was absolutely perfect and was a great bonding for all. A low point was a total knee replacement for me. It's been six months now and is finally beginning to function properly and I'm back to walking the golf course instead of riding a power cart. The Doc said to tell everyone my knee problems were brought about by athletics, that sounds so much better than arthritis and old age. I enjoyed seeing many old friends at the 737 reunion in Sonoma. Thanks to all who make the *RUPANEWS* possible. When it arrives I drop whatever I'm doing and read it from cover to cover.

Jim



JOE CIRRICONE

Starting year eleven of retirement, where did the years go? All is well in the mother lode, very good production from the garden and fig trees this last season, but the peaches left something to be desired, blame it on La Nina. Nothing much to write about, check to Cleve. Happy Holidays to all, Joe

JIM COOK— PO Box 14 Mc Henry, IL 60051
Nothing new or exciting. I am a cancer survivor and we are both in good health. Still flying and instructing a little. Two grandsons are Captains for United Express, two others are on their way to a flying career when they finish school, and our only son is getting to be quite senior on American's list. His wife is an American Captain. I still have a little difficulty adjusting to female pilots but I am getting better as the years go by and things change so much.
Check enclosed. **Jim**

GARY & JANICE CRITTENDEN, ORD 65-93
Season's greetings and Best wishes to all for the coming new year! Seems like....Time really....and all that stuff. Not much change and we are still doing well. The excitement now is who will be the next pres. Of course we are hoping it will be our man. We tried hard by voting twice, hoping that would help. :-) (hopefully by the time you read this we will know!)
News letter crew keep up the fine job! **G&J**

HERB CREES—PO Box 202, Grants Pass, OR 97528

Time flies so fast it's hard to believe I've been retired nineteen years after working 35 years and 7 months. We have enjoyed cruises and traveling with United. The past year, Mary had heart bypass surgery and is recovering nicely. Presently, I have been in the hospital with double pneumonia, which has been a real challenge to recover from. I enjoy playing golf and hope to get back at it soon. We enjoy each and every issue of the RUPANEWS. Thanks for a great job.
My line date is April 22, 1946. **Herb**



VIRGINIA CRANDALL 3100 N. Bangor Ct.
Las Vegas NV 89134

As promised, [to Pres. Bill Smith] I am enclosing "The Reunion" which we found to be very touching. Bill had been attending for many years the reunions of his WWII air group. This enclosure had been included in one of their many Newsletters. I believe it was written by one of the wives of this group. You can probably find the author by contacting Bill's pal from the time they were Naval Air Cadet's together in 1943 (Bill was only 17 years old when the Navy taught him to fly), Al Rappuhn, 10920 Manatee Dr., Pensacola, FL., 32507. His phone is 850-492-1829. Al is one of the movers and shakers at the Naval Air Museum. At the time of his death in January, Bill was looking forward to the first ever reunion of the *Valley Forge* carrier on which he served during the Korean War. It was held, in San Diego last March, and I have since heard from many of these friends. I am sure, many of the RUPA members started their careers in the service and, will be able to relate to this poem.

I was very impressed by the letter in the July, 2000 RUPA newsletter from Dick Munroe, when he told of his "last Flight" festivities and would like to tell you of Bill's final contact with the Flight Office.

Bill was on "sick leave" from Feb., 1985 until his retirement date the following Nov. He was never considered a "striker" because of this. He had had 2 heart attacks, angiograms, fibrillation, and bypass surgery in June. This all left him with only 2/3rds of his heart operational. When he finally regained enough strength to travel, we went from our home in AZ to ORD to sign papers, turn in things, etc.

We entered the Flt. Office where we were directed to the office of a new, young flt. manager that Bill had never seen before. He treated us in a very condescending, arrogant manner. After the paperwork was completed, He said, "As long as you're here, you might as well. have this", his exact words. He then rummaged around in his bottom drawer and then threw across the desk, Bill's retirement pin. Needless to say, after 29 1/2 years of service, we left his office with tears in our eyes. Bill didn't even get a cup of machine coffee.
I also worked for United for 18 years, 11 at the

ORD ticket counter and seven in the ORD Red Carpet Club and loved every minute of it, so this treatment was very surprising to me.
Sincerely, **Ginny**

Unfortunately, Ginny, such treatment would not surprise those "strikers" who risked their jobs for the good of the profession, as it was common in the aftermath of the strike settlement until Ferris was run off the premises, and even after that. Such snotnose flight managers as you mention are still around, if not still in power. However, I hope they have a hard time facing themselves in their shaving mirrors in the morning – although I somehow doubt it, for their lack of self-reflection matches their lack of ethics. Thank you for sending the poem, I'm sure it will be appreciated by many members and used by them at appropriate occasions. Ed

THE REUNION

*Autumn leaves rustling together to the appointed place, the old warriors come.
Pilgrims drifting across the land they fought to preserve.
Where they meet is not so important anymore.
They meet and that's enough for now.
Greetings echo across a lobby.
Hands reach out and arms draw buddies close,
Embraces, that as young men they were too uncomfortable to give, too shy to accept so lovingly.
But deep within these Indian Summer days, they have reached a greater understanding of life and love.
The shells holding their souls are weaker now, but hearts and minds grow vigorous remembering.
On a table someone spreads old photographs; a test of recollection;
And friendly laughter echoes at shocks of hair gone gray or white, or merely gone.
The rugged, slender bodies lost forever.
Yet they no longer need to prove their strength.
Some are now sustained by one of "medicines miracles", and even in this fact they manage to find humor.
The women, all those who waited, all those who love them, have watched the changes take place.*

*Now, they observe and listen, and smile at each other; as glad to be together as the men.
Talk turns to war and planes and foreign lands.
Stories are told, and told again, reweaving the threadbare fabric of the past,
Mending one more time the banner of their youth.
They hear the vibrations, feel the shudder of metal as engines whine and whirl, and planes come to life.
These birds with fractured wings can see beyond the mist of clouds, and they are in the air again, chasing the wind, feeling the exhilaration of flight, close to the heavens.
Dead comrades. hearing their names spoken, wanting to share in this time. If only in spirit, move silently among them.
Their presence is felt and smiles appear beneath misty eyes.
Each in his own way, may wonder who will be absent another year.
The room grows quiet for a time.
Suddenly an ember flames to life. Another memory burns.
The talk may turn to other wars and other men and of futility.
So, this is how it goes. The past is so much the present.
In their ceremonies, the allegiances, the speeches and the prayers, one cannot help but hear the deep eternal love of country they will forever share.
Finally, it is time to leave.
Much too soon to set aside this little piece of yesterday, but the past cannot be held too long, for it is fragile.
They say, "Farewellsee you next year. God willing."
Breathing silent prayers for one another.
Each keeping a little of the others with him forever.*



HERB CREES—PO Box 202, Grants Pass, OR 97528

Time flies so fast it's hard to believe I've been retired nineteen years after working 35 years and 7 months. We have enjoyed cruises and traveling with United. The past year, Mary had heart bypass surgery and is recovering nicely. Presently, I have been in the hospital with double pneumonia, which has been a real challenge to recover from.

I enjoy playing golf and hope to get back at it soon. We enjoy each and every issue of the RUPANEWS Thanks for a great job.

My line date is April 22, 1946.

Herb

ROGER A. CROCKER—0N463 Prescott Dr, Winfield, IL 60190

Cleve: It sure feels strange to be contemplating calling myself "retired" in two weeks!!!

Thanks for sending the complimentary issues! It looks like a great publication. I enjoyed the various articles by those I knew and have flown with. Anyway, here's my check, I don't want to be late!! Ha! Looking forward to future issues.

Roger

CLARENCE CROSS, cross4499@mfi.net PIT, DCA,JFK,EWR,MIA, ORD. We saved the best until last.

There were two scientists, one a Russian, the other a Czech. They studied bears of Europe and now they traveled to Yellowstone, to study the American Grizzly. The Ranger said it was a bad time to be in the wilds as it was the mating season. They prevailed, having traveled so far. He gave them a cell phone and told them to call every day. Not hearing from them, he went to their camp. No sign of life. He saw a female Grizzly and shot it. In the stomach was the Russian. He then shot a male Grizzly, in the stomach was the....are you ready for this? The Czech was in the male. Mine to Cleve.

19 years into retirement, I think I could still pass the physical. Alene and I are both in good health. Thanks for all the effort to put out the News. You will never know how appreciated you are.

Clarence



JIM CROSS

Just passing by my 86th birthday. still able to finish several 9 hole tournaments per month and still trying to keep abreast of the rest of the planet.

Check's in the mail.

Jim Cross

NORMAN J. DE BACK 64/98 15 Saddle Lane, Novato, CA tolipfl6@aol.com

Dear Jock, Had a great year in retirement, translated, cancer operation was a complete success. As a proud graduate of San Ramon Valley Union High School, in Danville, CA, Pat and I attended my 51'st year reunion. Our classes were small so we combined five years' worth. Interesting how we looked the same but every one else looked older. As a good friend in the Air Force, who is retired, told me upon my retirement you have to reset your timetable. If you complete one thing completely during the day, it is a good day. With that as a guide I have had a lot of good days. The family went to Maui in the spring ,except my youngest daughter Tara. She doesn't play golf or spend hours on the beach. Loads were heavy as always, so I bought tickets and we did get on-board.

Tara and I went to London for a week after she finished making a movie with Harrison Ford and Michelle Pfeifer called "What Lies Beneath". It was just being released in England, so we saw pictures of her all over London. No problem getting on UAL with passes either way.

We are both enjoying retirement, our children and grand children. Thanks to you, Jock, and all the other volunteers, for the effort and time you put into producing a great newsletter. I enjoy reading what others are doing in retirement.

Check is the mail. **Norm**

RICHARD K DeVRIES

Dear Jock: We have arrived in Florida for the winter and are located at the Floridian RV Resort southeast of the Orlando airport. It is at the intersection of Boggy Creek Rd. and Narcoossee Rd. We will be doing volunteer work for Wycliff Bible Translators until April. They have just begun building a new headquarters here and I am helping move dirt, dig lakes, etc. We have an excavator, 4 off road trucks, bull dozer, road grader, 3 scrapers, back hoe, and roller to play with.

Back home on the farm in Illinois, I finished a 40 X 72 insulated shop to keep me out of the house.

So, if you happen to be in the Orlando area between now and April first, give us a call. Our Florida number is 407-957-7570. In Illinois we're still at 10606 N Hollywood Rd Forreston 61030, Ph 815-938-3393

Our E-Mail address remains the same.

Rich DeVries@compuserve.com

Check's in the mail.

Rich DeVries

DEL DICKIN—3001 122nd Pl. NE, Bellevue, WA 98005 delmed@aol.com SFO, SEA, LAX Dear Cleve & Jock; Thanks for all your hard work. It's great to get the *RUPANEWS* and keep up on what everyone is doing.

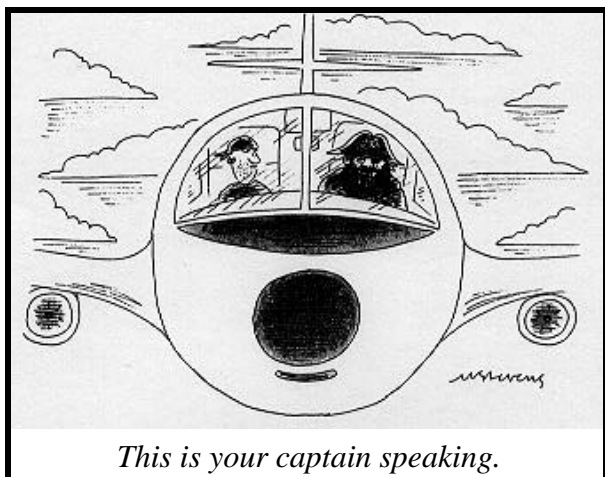
All is well here in the Northwest. I'm enjoying retirement and Kathy continues to work part time at the U of W Cancer Clinic. On her days off we keep busy with travel and visiting our children in California and Illinois. My oldest daughter is a flight instructor at Livermore airport, so I do get a chance to fly with her once in awhile. Regards to all, Del

JAMES J. DONLAN—N6120 Beatons Lake Rd, Watersmeet, MI 49969 jdonlan@portup.com Dear Cleve, Two years since retirement, where did the time go?

Starting to snow again, just in time, deer season starts the 15th. Five friends coming up for hunting season, lots of cards, not much hunting.

Judy and myself put a new addition on our place up here, so we haven't fished as much as we would like this past summer.

Best to all, Jim & Judy



This is your captain speaking.

WILLIAM M. DUTTON— 7760 E. Montebello, Scottsdale, AZ 85250

Dear Cleve, I just got the latest issue of the *RUPANEWS* and noticed the mailing label said I expired on 10/23/00. I am still alive and well and enjoying the great *RUPANEWS* you guys put together each month. Enclosed is my check for two years postage to get me paid up to 10/2002. That way I won't be late next year. Thanks to all the folders and stuffers and people who make the *NEWS* possible. Bill

BARRY EDWARD, PO Box 190 Sedalia CO 80135 bearclaws@uswest.net

They say time goes faster the older you get, and by all accounts I read in the *RUPANEWS*, a lot of us agree. Why, just this morning I got up at my regular time and within 30 minutes two hours had gone by. I can play a game of golf in one hour and forty five minutes, provided I don't hit the windmill. It's already November, and my birth month is October. See what I mean?

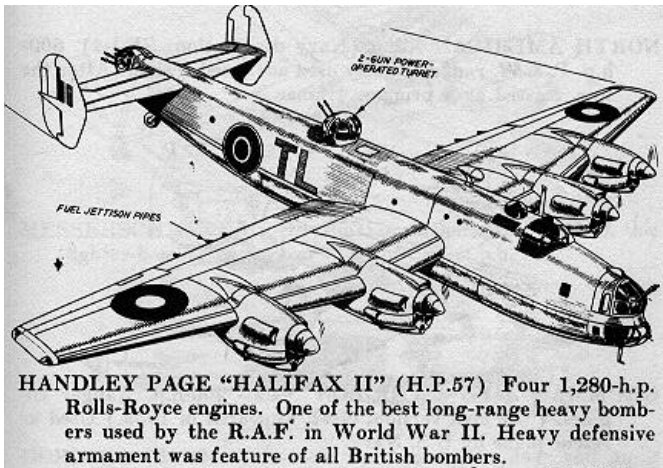
Lots of traveling this year. Sweden for three weeks of rain. Thank God for good friends and relatives. Nothing worse than a cabin in the rain.

Toronto for a family reunion and 100 miles to the east, to my old air force base. All changed of course, but they do have a good museum there. The museum is restoring a Halifax bomber that was recovered from a lake in Norway a few years back. The bomber had been on a night supply drop to the Norwegian underground in 1945 After the drop they were returning and were off course when they crossed over a rail yard and of course the Germans threw everything up but the kitchen sink. One 20 mm anti aircraft round brought them down. It entered the fuel tank between the fuselage and the number three engine and caught on fire. They crashed in the lake and the only one to survive was the tail gunner. The rest drowned when they couldn't get the dingy out. Somehow the tail gunner managed to get back into the bomber and get the dingy out, but it inflated upside down and he couldn't get to the oars. The tail gunner was on hand when they raised the Halifax 50 years later. Unbeknownst to the gunner they found his coffee thermos which he carried with him on every mission. (Must have been a Stanley, Jock) Later, at dinner celebrating the bomber's recovery, they asked the gunner if he would like a cup of coffee and when he replied in

the affirmative they trotted out his old thermos all cleaned up and poured him a fresh cup of coffee.

Pretty neat eh? Remember, all you Rupasses, the only time you have too much fuel is when you're on fire.

Barry.



KEN ERNST—2229 Washington Valley Rd, Martinsville, NJ. EWR, LGA, JFK, CLE, LAX, 65-97 kennancyernst@compuserve

Three years into retirement and everything is good, but would still like to fly my HNL trip a couple times a month on good olde DC10. Happy to read articles from old buddies in this publication, and sad to hear about those who have passed on. Been traveling some, whistler, B.C. to ski, HNL OGG to lay in the sun, South Dakota to hunt birds with Capts. Treager and Haeni, Germany to see my cousin and race my Porsche Speedster. Everyone, agents and F/As are terrific on the trips, even get first class about half the time. But pass travel is a challenge these days because of high loads. I strongly recommend ORD Capt. Dave Leewood's easy Apollo program to aid travel plans.

Have one son still sailing competitively, he took a second in the lake Hopatcong Yacht Club racing class, and was fifth in class till the second day of state championships, then his boat broke. Apple crop on the farm was lousy due to weather on the

east coast. N.Y. retirement party gets better every year.

The new kids on the line really do know how to party and fly, must have been the instructors, and how about the new contract, terrific, Dubinsky does it again!!!!!!!

Thanks for all your efforts, the newsletter gets better all the time. Fraternally, **Ken**

CHARLES C. FELLOWS—8101 E. Dartmouth Ave #35, Denver, CO 80231

Thank you for all of the hard work necessary to produce our fine newsletter.

Two years ago, Ralph Dillon and I attended a reunion at Bainbridge Air Base, Georgia, where we both began our aviation careers as members of Class 58-K. I was shocked to read of his recent death. Ralph was a fine man, and, as Ken Corbin wrote, I will miss him.

Sincerely, **Charles**

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

Cleve, Now for the joke of the day...The Check's In the Mail. Really, it is. Life goes on in Lamoille, but then it always does. Barb and I have been busy this summer putting the final touches on the new house. Barb has done more landscaping than any other ten people and it looks beautiful. We've hauled several tons of lava rock down from Twin Falls ourselves to make flower and bush beds. So much that I've given serious consideration to buying our own volcano. Thirty six yards of leach rock and another thirty six yards of smaller gravel were needed to finish the driveway, the area in front of the barn and where the dogs run. Dogs- we have five now after our closest neighbor died and left us one of his. Winter is on the way with a couple light snow falls and night temps in the high teens. Haven't done much traveling this year but we'll go to ABQ for a big Thanksgiving dinner after I come back from SLC where I'll take the Masonic Scottish Rite. I stay busy with the VFW, several Masonic groups and working on the Elko Airport Board. For those of you who remember flying in to Elko and Ely, you wouldn't recognize us now. By next year we will have completed a beautiful new terminal building and a major airport expansion. Best to all of you. **Judge & Barb**

FOR THE SCAM WHAT AM
CHECK

WWW.RUPA.ORG

DAVE FULLER, P.O. Box 1335, Hermitage, PA 16148 / 724-9812520 WARNING – The new “Earnings Statement” with the November 1, 2000 pension checks gives the States and Feds an opportunity to make costly mischief. In law, especially tax law, there is a world of difference between EARNINGS and a BENEFIT. This name change, at least in Pennsylvania, makes the benefit (earnings) taxable. It has enormous implications with the feds (IRS), and it is possible that someone has taken the IRS down in court on the taxability of benefits. ALPA should be requested to research the reason that Northern Trust made this name change. I tried, and met a stone wall. If anyone knows retired pilots from other airlines, ask them if they are now receiving “earnings.” Retirees in Pennsylvania are caught in a potentially costly “term of art”. Time will tell. Best wishes, **Dave**

Well, Dave, sometimes, as Freud said, a cigar is just a cigar. One can sometimes read too much into simple phraseology. Ed

RICHARD GOUDEY , [73761,2242]

Dear Jock: Another busy and enjoyable year! Celebrated the arrival of the year 2000 in Key West with most of our family aboard CHLOE. Liked the place so much we stayed through February before returning to St. Petersburg to the marina. At the dock in St.Pete I happened to call Glen Devore in Washington state, and while looking across the street to the hotel of which the marina is a part, noticed Beau Ferguson who runs a limo business.....mentioned that another former NY pilot, Dave Hoyt was visiting the area aboard his boat, also docked at the hotel....it is indeed a small world!

Our youngest son Ryan graduated from the University of Colorado in the spring as will our daughter Paige in the spring of 2001.

Returned to CT in June to finally complete the 6- year restoration of the infamous Lester, my 55 MG TF. It was great to finally drive the car and enjoy the fall foliage with the top down after all that time in the shop.

In December we will meet our daughter in New Orleans as she returns from an around-the-world voyage sponsored by the Univ. of Pittsburgh called, Semester at Sea. If anyone has

college age children who might be interested in this program please email me for details....it is also available to about 40 or so seniors who can audit the classes taught on the ship, while stopping at various ports worldwide.

Congratulations to the working pilots of UAL who have obtained an industry-leading contract under the leadership of Rick Dubinsky! Long overdue in my opinion...

My best regards to all and many thanks to the folks who produce this very enjoyable publication.

Dick Goudey

AL HAYNES—4410 S 182nd St, Seatac, WA 98188

Dear Cleve, Nothing to report just wanted to send in my very late check. I am still traveling more than I did when I was working, giving my presentations on Flight 232, so I am not home much. Sorry for the delay, and thanks for keeping me on the mailing list. **Al**

ROBERT M. HEYDON ORD 65/92 103 Lukesport Dr. Quincy, MI 49082.

The October 18, 2000 issue of United "Our Times" listed under obituaries (pg 15) Captain Jim Hotchkiss HNLFO.

Jim and I were neighbors and fellow Naval Aviators in a squadron based at Naha, Okinawa back in the early '60s. Our careers followed similar patterns except Jim hired on with Pan American and was later "acquired" by United with their Pacific Division.

I last saw Jim and his wife, Carole, at TK when we just happened to be there at the same time for "retraining/upgrade"...just a few years ago. (I retired 7/1/92.) Jim must have been right close to retirement this year. His last known address in my "Rolodex" was in Russell, New Zealand - commuted to LAX to fly his schedules - a really dedicated commuter!

Having written his (preliminary) Officer's Fitness Reports for three years, I remember Jim as a dedicated and highly competent Naval Officer and pilot. During those years he was also a good friend and neighbor. However, we lost touch after my retirement. Since Jim was somewhat younger than I, notice of his death came as quite a shock.

To the best of my knowledge there was only ONE Jim Hotchkiss! Any further information, for closure, would be appreciated.

"Bob"

E.E. "BUCK" HILBERT :buck7ac@mc.net
ORD 52 - 84.

16 years, guess I've beat the odds. Postage check on the way to Cleve.

Still active, flying the Fleet, Champ and various other crates here at the Funny Farm Airstrip. We have five airplanes based here, none of which have electrical systems or any of them inventions called radios or

electrics. Our "Pluggie" Glass panel, is the soft drink container that gets left on the dash.

The United Historical Foundation will meet on Tuesday, Nov. 14th., Maybe we'll have some joy, but it seems the firmly entrenched inept UA management types are still a long way from recognizing a good thing. It takes them 6 months to decide who has the authority to make a decision. By that time there is another management shakeup, or another airline has thought of something to imitate and it starts all over again, if it isn't shelved. In any event, Our new president is a go getter and I'm sure will breathe new life into our efforts.

There was some talk, by management, of resurrecting the "Swallow" bi-plane to celebrate the 75th anniversary, (April 6th, 2001), but it's already too late for that. The Airplane, consigned to the Museum of Flight at Boeing Field, Seattle, is unairworthy and needs an extensive restoration unless used for a static display.

There was also some discussion of getting the Museum to bring the B-247 to EAA's Airventure at Oshkosh this summer, but that too is among the undecided decision makers shelved agenda. EAA has also, in an offhanded way, withdrawn the invitation to display it at the event. The unflattering and damaging press releases during the pilot contract negotiations has had a far-reaching effect that will be felt for years to come. The Mechanic and Flight attendant contracts being dragged into the mud won't help either.

I am still involved with EAA's Government affairs and working towards easing the Pilot/Owner maintenance load. We are trying to get increased time limits between annual inspections for aircraft that don't fly that much, and also with the new

"Sport Pilot" category, allowing people to fly the less than complex airplanes with a current driver's license rather than an FAA physical.

I was recently Honored by the National Aeronautic Association (the Aero Club of America) with the "Elder Statesman of Aviation" award. Quite a kick, but at the same time comes the bitter realization that I am getting old. Another thought is that somehow, Fortune doesn't seem to follow along with Fame.

Just one more comment. I have attended several local RUPA meetings with Milt Jensen hosting, and I must say he makes them quite enjoyable. He is a real "Spark Plug" and does a tremendous job. Meanwhile, until next time, "Keep the Dirty Side down!"

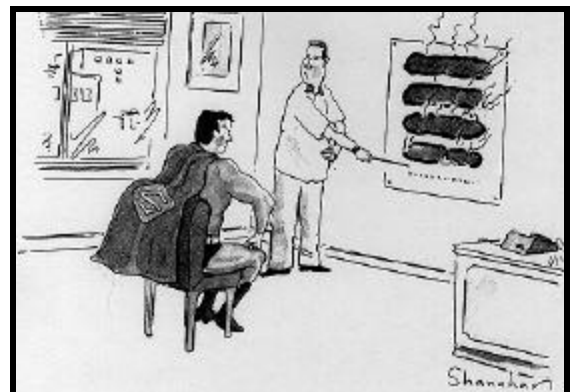
Over to you, and all the rest of the RUPA tribe..
"Buck"

CLYDE HOUSE— 8742 Crest Basin Ct, Las Vegas, NV. 89123

clydie@concentric.net

Dear Cleve, Almost let this month slip away from me without sending annual greetings. Has been an uneventful year for travel except for a few trips to the condo in Maui. All international travel put on hold due to Marie's mother being in the final stages of Parkinson's disease. She is still alive with 24/7 nursing care but no quality of life. We moved her to a two bedroom apartment with the nurse and sold the house to cut down on our expenses.

Marie is still flying and only has two more years until she will be eligible for retirement. Still hosting the HIGH-ROLLERS luncheons and looking for new members living in the LV area. Thanks to all the people that get the news out each month, they are to be praised for the good work. Check's in the mail...Clyde



LAMAR HUNT— 2035 Thicket Trail Dr, San Antonio, TX 78248 hlamarblye@aol.com
Thanks to all of the RUPA Staff for your help with retired UAL pilot activities. My mailing fee is in the mail. Also thanks to fellow pilots who share useful information. We enjoy hearing from numerous pilot friends through the RUPANEWS. Blye and I settled into to our old hometown to retire five years ago. This year we celebrated our 50th high school reunion, my Texas A. & M. 45th, and my Navy Preflight 45th. We stay busy with our family, friends, church, home, flying, tennis, golf, biking, etc. I am active in flight training at KSAT in light singles and twins for Wright Flyers Aviation. We enjoyed a refreshing vacation in August to beautiful British Columbia. My seven children and nine grandchildren are a special delight in life.
May God bless each of you!

HOWARD P. HUNTER— 14180 N. Lobelia Way, Tucson, AZ 85737
Dear Cleve: Sorry to be so late my birth month is August, but that month came and went so fast I Just lost it !!! We're finally settled back in Tucson and I'm beginning to catch up a little.
I got a kick out of Bill Dunkle's report on his flight in 1991 below the rim of Crater Lake. Reminded me when Ed Keisig was my flight manager he gave me an o.k. to fly at 1,000 above on a ferry of a DC 3 over to Kanab, Utah to pick up a movie group. I was flying "a little lower" as we approached Grand Canyon, and all of a sudden, I was directly over the observation patio of *El Tovar Hotel*. All I could think to do was to dive down into the canyon and proceeded on to the Northeast and over to Kanab. Obviously, no one ever reported me, cause I never heard about it. Sure glad Bill wasn't my flight manager !!!!
Katie and I are both well and happy. Thanks for all the work of the folders and stuffers.
Best regards, **Howard**

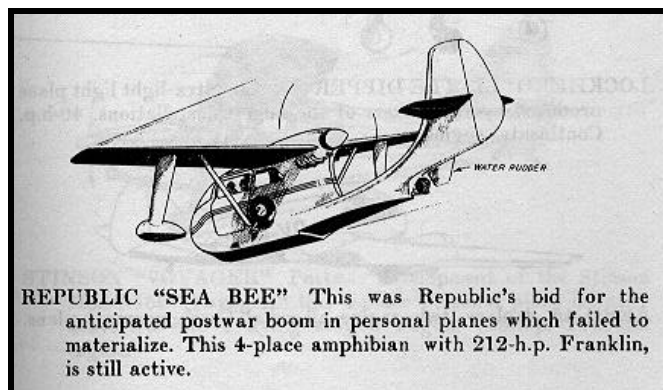
GAYLAN E. KESSEL—12140 Candy Ln, Saratoga, CA 95070 1kessl@gateway.com
Dear Cleve: Kay and I stay busy. We made two land trips and a cruise. There are so many places

to see, and some you want to come back to again. Merry Xmas and Happy New Year to all. **Gaylan**

DON KYTE, LAX, SEA,ORD,SFO
DVKYTE@aol.com
After 33 years I no longer own a Seabee. A lot of marriages don't last that long (including my last two). Thanks to a mention in my annual birthday letter to RUPA last year that I was putting my Seabee up for sale, fellow retiree, Walt McNamara contacted me and said that he had always wanted one.
We met in Idaho in May to work out the details and concluded the sale in FLL in October after an event- filled spring, summer, and fall bringing the Seabee to the East Coast. I know I will miss it but after all those years, I had done everything with it that I ever wanted to do. It was time to move on and give someone else the "joy of Seabee ownership".

Downsizing is the name of the game these days, especially as one gets older. My new bird is a two-place experimental amphibian called a SeaRey. It is being built now. Jean and I have a couple of Harley's so I have told her the SeaRey with it's sliding canopies will be just like a motorcycle in the sky.
Since we terminated our summer business in Alaska, Glacier View Airways, with the sale of the Seabee, we spent it at home in Florida. My first. I found it very pleasant in spite of the heat and humidity. I guess I am now a true Floridian since I wear a sweater when the temperature drops below 80 like my neighbors. I love the new format for the *RUPANEWS*. The publication just gets better and better. We certainly have a terrific crew putting all these good things together. My heartfelt thanks to all of you.

Don Kyte



CHARLES F. "RED" LAPPLE, [71322,545]

Jock: Time for the annual RUPA note. I hit the big 70 this month. We are leaving next week for a cruise, from ATH to FLL. Among other places, it is scheduled to stop in Israel and Egypt. Thought I had better get this off, in case it becomes a one-way trip. Actually, this was booked before the war started. Although there has been no word from Holland America, I suspect we will bypass Israel. That was, of course, the primary objective, of the trip. Timing is everything.

Red

JEAN A. LARKIN SJL '52 – '83

I couldn't write last year, having physically collapsed in October. By December 29th I was well enough to move into this retirement home, with rented furniture, and Barb was going mad getting me out of Illinois. I had to sell the bookstore property – two auctions to get rid of the contents of the shop, and an auction of everything that couldn't be shoe-horned into two rooms here.

At first it was a terrible shock to find myself here with all these old people, and an entirely different lifestyle. I came here with a diabetic ulcer on my foot, which took six months to heal, and due to Medicare rules, I was under house arrest for the whole time; but it healed, and I'm free to run around again as long as I show up for dialysis twice a week – and life is good.

I miss my friends, but I live in this beautiful valley, with the fabulous restaurants, gorgeous scenery, lots of flowers and foliage – and very grateful. Incidentally, the three or four days that they didn't know if I would live, I did not have an out-of-body experience – no tunnel, no bright light, no sightings of people who had gone before.

[Apparently you weren't near enough to death, Jean, as, regardless of how one interprets these phenomena, they are not reported to occur until one is losing one's vital signs, "flatlining" as the term goes. Ed].

I have to smile at the people who don't enjoy the newsletter because they recognize so few names. I recognize almost no names, but the letters are all interesting to me.

Right now I don't have parties or travels to report, but as I said, life is good, and I'm happy. I hope everyone has a great holiday season, and we all

stay as healthy as possible. If nothing else, it's cheaper.

Jean A Larkin.

P.S. Typewriter got sick too, I can't make capital letters anymore. Maybe e.e. cummings typewriter was sick too.

If I recall correctly, Jean, it was because eitherarchie or mehitabel (I forget which) couldn't reach the shift key. However a new ribbon for your ailing machine wouldn't go amiss in aiding its scannability. Ed

ALLEN H. LOCHER Kerrville Texas

Dear Jock: In the October, 2000 *RUPANEWS*, Jim Irwin reported, the good news that video movies of Ernie Gann's books *Island In The Sky* and *The High And Mighty* are commercially available*. I had the great good fortune to spend a few hours with Gann in Reno once, in about 1989. I asked Gann why one never found either of those two movies in TV reruns, and was informed that the John Wayne estate (Wayne starred in both movies) had withheld them from distribution.

I'm certain that few *RUPANEWS* subscribers are unfamiliar with the story related in 'Island'. What may be less known is the real story which inspired that tale. "Island" is a fictionalized account of an actual event, one in which Gann played a vital role.

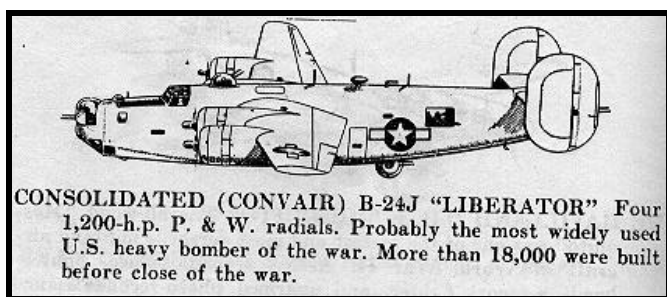
The book tale finds a US Army Air Transport Command transport plane, inbound to the northeast US following an Atlantic crossing.. The ship was part of the air fleet supporting the US military presence in WWII Europe. The crew were all pre-war airline personnel, detached for wartime duty with the American military.

Somewhere between Greenland and North America, probably approaching Labrador, airframe icing forced the ship lower in search of warmer air, and into solid cloud. Atmospheric had rendered comm and radio bearing information unattainable, and an hour old sunline/DR yielded only a position doubtful". Dwindling fuel supply finally forced a decision; turn south toward the open Atlantic and hope for clear weather, or turn northwest toward land and hope for an adequate landing site.

Opting for the latter, the ship finally came to rest on a frozen lake somewhere in Northern Quebec. The story then unfolds around the air search of

uncharted territory for the downed plane. The plane is ultimately found, and rescue is effected in the face of severe snowstorms and only weak signals from the marooned crew.

That's the book scenario. The actual event is even more extraordinary. The plane was a C-87, passenger version of the Consolidated B-24 Liberator bomber. Bound for Presque Isle, Maine, she departed Thule, Greenland with a crew of five, and seventeen U. S. servicemen, seven of whom were medical cases. Headwinds and severe icing forced the craft down from 18000 feet to 3000, where fuel consumption rate was enormously increased. The crew put the ship down on the frozen lake at dusk, dangerously short of fuel. The plane was not scratched, and all aboard were uninjured. They were probably somewhere in northern Quebec. The search and rescue story is incredible of itself: severe snowstorms and repeated search flights into uncharted territory and unpredictable weather. The marooned crew and passengers were brought out piecemeal, some after thirty two days on the ice. All survived with only minor frostbite complaints. The worst medical consequence was the Captain's sunburn. A few weeks after the rescue was completed, the C-87 was flown out unscathed, and went into service flying the Hump.



Ernie Gann was intimately involved in the successful air search, and wrote extensively of the fascinating details in his autobiography, *Fate Is The Hunter*. There is also a brief write-up in Robert Serling's "Eagle, The Story of American Airlines".

"Island in the Sky" was published in 1944, and was a best seller, Gann's first literary success. I believe the actual event to be one of the great stories of aviation history, only a notch below the Schneider cup races and their bearing on the WWII ETO air war.

John Wayne and Director William Wellman insisted on technical accuracy in the movie. Gann was Tech Director, and Wayne intentionally underplayed the lead role. Also in major roles were a very young James Arness and Andy Devine. "The High and Mighty" also stars Wayne, and is based on another suspenseful event in Gann's flight career. The two books are fascinating and suspenseful. Both flicks are real pilot's movies, and should be required viewing for airline new hires.

†Videos of *Island In The Sky* and *The High and Mighty* available from B. P. McCrea, 536 10" Avenue, Irwin, PA 15642. \$36.00 for the pair includes S & H.

Alan Locher

JOHN A. LOVETT—168 San Juan Dr, Sequim, WA., 98382

Dear Cleve, While strolling through the Golden Years with the Grace of God, I reached 82. I'm in pretty good shape for the shape I'm in. I guess the big event since my last writing was the necessity of my wife Gerry to endure heart surgery. All is well and she is recovering nicely.

Enclosed is my annual newsletter contribution. Thanks to all who help to put it out. **John**

CLYDE LUTHER 9732 Burke View Ct. Burke, Va. 22015 Oct 27, 2000

Dear Jock: Another year gone by as evidenced by the big 71. Continue to be lucky with good health and a busy successful year officiating at the great game of golf. Had a tremendous year that took me to all parts of the country, doing the U.S. Open, Senior Open, U.S. Amateur, Mid Amateur Senior Amateur, Junior Amateur, the U.S. Women's Open, and to top it off, I was invited to work my first PGA Championship at Valhalla in Louisville. Great experience. I guess the icing on the cake was being invited to work my third President's Cup. Also worked the NCAA Championship and have been appointed by the NCAA to be their new Head Rules Official and to be their liaison between the three national regional Championships, beginning in 2001. Needless to say it keeps one busy. I guess the biggest thrill out of doing all this is to see your young friends go from the junior and college ranks to become great golfers, i.e.; Tiger Woods, David Duvall, Charles Howell, Notah Begay etc.

Probably the best and biggest news at the Luther's is the birth of twin girls to our son Mark and wife during the President's Cup.

Wife, Claudette is also doing well and travels to the tournaments when she gets the urge. Never misses the U.S. Junior wherever that might be, but does the rest on a very selective basis, i.e. little travel.

Thanks to all of the folders and stuffers. Without you guys it probably wouldn't happen.

Regards, Clyde

J. B. MC CLURE, JR—135 Landon Ln, Orange, VA 22960 jb77@ns.gemlink.com

Dear Cleve, Here are my dues. The first year of retirement has been great. It is good to read about friends in the *RUPANEWS*. In fact, I've been in contact with several, thanks to e-mail.

Cheryl and I are enjoying our grandson and taking life easy. She has opened a gift shop. Probably to get out of the house since I'm home.

I've been looking for an airplane to play with, but no luck.

Thanks to all for the *RUPANEWS*. **JB**

CHARLES W. MC COY—641 Pueblo Ln, Prescott, AZ 86303

Dear Cleve, One year since setting the parking brake on one of UAL's 777. Where does all the time go? Thanks for spending so much of your time keeping the association going. My time is spent on the T-28 and my new project an L-39 that arrived last month in a shipping container. It should fly before my due date for postage comes around again. Tell me: does the time keep passing faster and faster or am I just slowing down?

"YES" Chuck LAX ORD LAX

GEORGE MENDONCA—119 Elm St Apt 1, San Mateo, CA 94401
george737ual@juno.com

Cleve, I am later than ever this year, I guess it is a sign of old age.

The year hasn't been much different from the last 5 years. The P-51 is going, but at a very slow pace. (So what else is new ?) I have flown around the country to look at Piper Arrows for the UAL Flying Club. Four so far, Florida, Kentucky, Arizona and Minnesota. They haven't picked a plane yet. I have also been flying airplanes from

place to place for an aircraft broker here at San Carlos Airport. It gives me experience in different types of airplanes and has been fun so far.

On September 30th Leon Scarborough had the second " Guppy Group " picnic at Sonoma. I flew to the Sonoma Sky Park Airport again for the get together. There wasn't as large a group as last year but we had a very good time. Lee Woods and Pat Carnohan were the notables in attendance this time. **George**

RICHARD C. MOEN—536 S. 1st St, West Dundee, IL 60118

Thanks for all you guys' devotion, we really appreciate it!

I was a lucky guy, as I started January 6, 1964 in SFO Overhaul as an A&P Mechanic. I had F/E in 1649 Connie and a private license. A great guy in personnel, Stew Johnson, said he was pretty sure, if I got the commercial, UAL would consider me for flight training. I passed the rigorous all-day tests in DENTK, rode over on the then new 727, and was in training for Mech. Inspector when they started my flight training on Labor Day '64. I had almost 200 hours in my log, made all checkouts with no requals. They just had to give me a company check ride for DC-6/7 engineer since I already had the Connie. I was later asked (1975-76), as a mechanic, to help Ol Buck Hilbert on restoring the Swallow for the 50th anniversary, recreation. (4/6/26-76)

The Team: Buck, and old retired mech, Mike Drabick, you may remember Mike (now deceased), he used to curtesy after giving the cut till some SOB wrote him up. Mike Brennand (I think still flying) was a furloughed S/O who worked ORD Crew Desk for awhile, then worked turbine shop overhaul until Buck requested him. And of course, the owner of the shop in Seneca, IL, Mac McConnell, who was A&P and A.I. Mac was the foreman, more or less. You ought to get Buck to write up his version of that episode. The guys would probably find it pretty interesting.

The Swallow, one of the first aircraft to use welded chrommoly steel tube fuselage by a great, self-styled engineer, Matty Laird, at the age of 20. Walter Beech, Clyde Cessna, and I think Lloyd Stearman as well, and a few other big guys worked for him at times. (Chicago ORD 4R, if

you miss you hold at the "Laird" Intersection. It was a ruggedly designed aircraft which could be rebuilt after forced landing, which happened a lot, as told to me by several of the "Old Timers" at the awards dinner at Pasco. I had the distinct honor of shaking their hands, as well as that of Leon D. Cuddeback, who piloted the first airmail flight, Pasco, Walla Walla to Boise with Varney Airlines, 4/6/26.

Mike Drabick actually had Swallow time and worked on them. He was an invaluable source of knowledge on rigging and other important facts. He had a log book entry from Lindbergh. They had "Courtesy Flew" with each other, as was customary in those days. Mike was working on his plane, southwest of ORD, when Lindbergh was visiting his sister and stopped by the airport, so they took a hop.

I was that screwball you heard of who was actually based in ORD and flew out of there, Ha, Ha, except for three years I commuted to JFK for the 400. Just missed ORD by one number, then LAX 747 flying changed and I couldn't get ORD for three years. Finally got last year at ORD.

I do run on!! Thanks again, Rich

DICK MURRAY csmurrays@juno.com

Jock, I certainly enjoyed reading "The Gimli Glider" in the October issue of the *RUPANEWS*, since I was the First Officer on United's own 767 glider flight which occurred a few months after Air Canada's flight. Here are the particulars as best I can remember them:

I had been flying all month with Capt. Jim Keller who had previously won fame on UAL as the Capt. that had the "Big Mac attack" and landed a 727 at SFO to have the flight attendants removed after they gave away the crew meals to the passengers. This was unknown to me at the time, however, but I do remember it being a very "cool" month, with the flight attendants not stepping foot in the cockpit except when absolutely necessary. Anyway, on the evening of August 19, 1983, we were enroute to Denver from Los Angeles on the final leg of a three-day trip. We had started down from 37,000' over Gunnison to make our crossing at Byson.

Numerous thunderstorms lay ahead of us and we had the seat belt sign ON and the flight attendants

seated. We had turned on the engine heat prior to the descent and soon saw that the panel lights indicated they had not come on. I suggested to Jim that he push the throttles up a little to get the valves to open and when he did, nothing happened. This definitely got our attention and he really gave them a push this time. Still no reaction from the engine instruments or accompanying engine noise. About now, we were descending through 31,000' and avoiding thunderstorms in moderate turbulence. There had been no "quiet time" to indicate the engines had flamed out and indeed the EICAS panel still showed them to be in idle but just not responding to our throttle inputs. About now, however, the cockpit lights went out and we lost all the CRT panels leaving nothing but the Standby flight and engine instruments, which, as I recall, were beginning to go red, indicating a fire or overheat. Jim and I had a short discussion about whether it was better to be a glider or a glider on fire, and he convinced me that the "glider" option was by far the preferable choice so we shut both engines down. By now we realized we had a *serious* problem and I declared an emergency with Denver Center and told them we had lost both engines. The friendly FAA promptly came back with "Roger, maintain FL 310!" Right then, Jim and I looked at each other and smiled, which in retrospect, really eased the tension and helped us to concentrate on the problem. It was only a few seconds later that a new, more authoritative voice came over the headset, and after the usual query of souls on board, fuel remaining, etc., cleared us to land on any airport or any highway we could make. They'd have the Colorado State Highway Patrol clear any road we thought we could land on.

Jim was flying the plane all this time while I did the troubleshooting and alerted the flight attendants to the emergency, and they'd have to do their briefing while seated because of the turbulence. (Naturally we had lost our radar along with everything else electrical and were plowing through some pretty big jolts.) Seventy seconds after the generators kicked out due to low rpm (we later found out) the RAT (ram air turbine) came on line and we recovered most of our instruments and controls. After much discussion as to the best course of action (There was no procedure for a

questionable double flameout or fire.) we decided to try a relight and I finally got them both restarted, although one remained in a hung condition for the remainder of the flight. We had reached 13,000' by now, cleared the cumulo-granite along the Front Range, and had broken out under the thunderstorms. Stapleton was dead ahead and they cleared us to land on any runway, as they had previously cleared them all, as well as the taxiways. Jim made an uneventful landing which was followed by a long and loud cheer from the cabin. I called for a gate as we were taxiing back on our one good engine (actually, Jim had not used any thrust since we made a straight in landing and we didn't even know it was hung until he put them into reverse on roll out.) and was told we'd have a 30 minute gate hold. That was the only time the Captain came "unglued". He promptly informed the gate controller to find us a gate at United *now* or we'd be parking at Continental. Immediately we got a new voice who cleared us into the gate. TV crews were inside the terminal taking pictures through the windows, but a Denver Flight Manager met the plane, locked the cockpit door behind him, and escorted us down the jet way stairs to a waiting car and to the DENFO the moment the cabin had emptied. There we were met, debriefed, and treated royally until late in the night.

Shortly after reaching the Flight Office, Capt. Keller had gotten a phone call from the "A" flight attendant asking him to do something to stop the crew desk from making the cabin attendants continue their sequence, which Jim quickly accomplished. (This all happened shortly after the Air Canada glider and everyone from the FAA to United to Boeing to Pratt & Whitney were scared stiff that the two incidents might be related and would give a bad name to their new "baby" ,from which it might never recover in the public's eye.)

To make a long story short, they finally let us out of the Flight Office to go home, but to report back by 1300 the next day for a debriefing. (Jim and I had both prepared written statements which we did not release to anyone, and, on the advice of ALPA's lawyer who we roused out of bed, would not make any verbal statement, either, which did not improve our popularity with the officials.) The next afternoon we reappeared in the DENFO

conference room which was overflowing with "brass" from the FAA, Boeing, Pratt & Whitney, NTSB, and UAL. Everyone was "running scared" and by now the finger of blame was swinging around to the pilots.

According to the Flight Data Recorder which had been flown to Washington DC to be analyzed overnight, we had not turned on the engine heat until we had entered the clouds--a fact we were able to refute when the Cockpit Voice Recorder was tied into the FDR time wise and proved we had indeed turned the heat on prior to the descent. United ended up in the "hot seat", as we had been dispatched with the "electronic engine control" heat inop and no note was made in the log book that the flight was to be made in VMC only.

To his credit, Bob Schwab, Mgr. of the DENFO did an outstanding job of keeping the inquiry cool and nondiscriminatory toward us. The media was not allowed in, and somehow were never even given our names. The cabin crew all received accolades from the passengers except for one Denver Nuggets player who really tore into them for being "unprofessional". We later learned that he had urinated on himself and they would not let him up after landing to use the "Blue Room". Nothing definitive came from the inquiry, and we were both pulled out of schedule with pay for the "duration", (which, to me was the worst part of the ordeal.) while we were waiting to be cleared. Capt. Schwab finally informed me that United just could not afford to let us back in a cockpit until we were completely cleared in the incident.

Finally, several weeks later, it was determined that the fuel injector nozzles were coking up, causing an uneven flame pattern in the burner section, and when we pulled them back to idle, the engines just hung-up. According to SFOEG, we had "lucked out", and by shutting them down had rearmed the computers to allow us to restart the engines and bring the flight to a successful conclusion. United increased the frequency of their inspections on all 767's, and for a long time, the flight crews were not allowed to use idle thrust on descent. Capt. Keller and I were eventually honored as UAL's Flight Crew of the Year and I was called by ALPA to receive ALPA's same award. Inasmuch as Jim was not an ALPA member and

could not, therefore, receive the award, I declined. We both received many "thank yous" from the passengers, which were forwarded by United. I got one "Thank You" card from a flight attendant which I still cherish. It stated, "Thanks For Looking Up When Things Were Looking Down". and I still do.

Respectfully, **Dick Murray**

Dick, thanks for your most interesting recounting of your "incident". Ed

ED & LILLIAN NIBUR 1060 E. Spruce Ave.
#101, Fresno CA 93720

Dear Jock: I will be 91 years old on the 26th November. Will send an Email later. Have enclosed check to continue my *RUPANEWS* subscription. Merry Xmas, **Ed Nibur**

WILLIAM P. NOLAN—15271 Williamsport Pike, Greencastle, PA 17225

It's birthday time again. Don't tell people I'm 67, but rather 20 (centigrade). Still enjoy living in the country with my wife of 48 years, and her dogs, and family; and flying the Navion.

See ya! **Bill**

ALVIN G. ORR— P.O. Box 305, Deerwood, MN 56444

Greetings Cleve, Another year has gone by; I'm in good health and even though, on November 9th, I'll be 87 years old. I still enjoy all the activities, fishing, hunting and traveling that I enjoyed prior to retirement. **Al**

PATTY SUE STANTON—7 Spinnaker Pl, Redwood Shores, CA 94065

Don't think Mary Clark would mind my forwarding this letter to RUPA. Shows how times have changed. (Girdles are now known as "body shapers" and I know no F/A's wearing them.) Finally realize I'm getting old when someone asks me if I know a certain F/A, Stew, and I don't know them if they're under 50! Here tell we do have an 80 year old stew flying out of SFOI. There's hope for us all!! **Patty Sue**

Copy of Letter sent by Patty Sue Stanton:

Denver, Colorado July 5, 1947

Dear Miss Maloney
Chief stewardess
United Air Lines Inc
Salt lake city, Utah

Dear Mary:

Again I come forth with startling information. This concerns miss Betty Gilchrest, a new stewardess, on trips 120-5 and 127-5 was found to be wearing no girdle. She admitted that she only used a garter belt and furthermore her left stocking was found to be crooked. I explained that garter belts twist whereas girdles do not. After all of this discussion, my talk to her was of no avail. I am sure if you talked to her things could be shaped up in no time at all.

Hoping this matter will merit your prompt attention, I remain,

Yours Truly,

Captain Carl A. Peternell
Salt lake City, Utah

Such dedication to duty. One wonders how he ascertained the discrepancy—um, well, never mind, better the mind stay boggled! Ed.

H. KENNARD PERKINS—100 Mill RD, No. Hampton, NH 03862 icarusaero@aol.com

Dear Cleve, We have had an uneventful year so far except I became a grandfather for the first time, that I know of.

I blew a jug on my 1931 Stinson back in July, which grounded me for two months. Only 90 hours on that 300 Lycoming.

We spent August in Norway and I got to fly a friend's Cessna 172 around the big mountain in Western Norway. It is impossible to describe the scenery. In over two hours of flying, I only heard two people on the Unicom frequency.

Very pleasant. Regards to one and all, **Ken**

ALPA/LAXFO Annual Dinner Dance

This year's event honoring the year 2000 retirees, a list of 52, will take place January 20th with Social Hour starting at 6 pm. It will be held at the *Sheraton Gateway Hotel* by LA Int'l Airport. 6101 W. Century Blvd, Los Angeles, Ca 90045 Ph, 310 642-1111

Unfortunately last year's event, due to reasons beyond the committee's control wiped out our Financial reserves, so this year we are obligated to raise the price to \$60.00 a person. Honorees \$45.00. First-year pilots \$50.00

The hotel offers all attendees a S/D room rate of \$69.00, identify yourself as such and call the Sheraton Res. The 310 641-1111 number is fine. For reservations call Jeanne Sampson at LAXFO 310-342-8747 or Arvid von Nordenflycht at 310 541-1093 email arvidvn@aol.com.

AVIATION SHORTS

LAWSUITS CLAIM NEGLIGENCE IN PAYNE STEWART DEATH...

One year after golfer Payne Stewart died in a Learjet, lawsuits have been filed by his family and the families of three friends killed when the plane went on its Flying Dutchman-like trek. On October 25, 1999, N47BA, the 1976 Learjet Model 35 carrying Stewart, took off from Orlando, Fla., but instead of turning on course for Dallas, Texas, flew north on autopilot until it ran out of fuel and crashed. Speculation has long been that the cabin pressurization system malfunctioned, and that all aboard passed out from lack of oxygen.

AS SUNJET DISSOLVES, LAWSUITS MOVE FORWARD Attorneys say Learjet owners Sunjet Aviation Inc. and Jet Shares One Inc. did not properly inspect and maintain the cabin pressurization system and that the crew failed to take proper emergency measures.

According to the suit, the "defendants knew or should have known from the maintenance history of the aircraft that it was unairworthy and unsafe by reason of a dangerously defective cabin pressure system."

Sunjet sold its assets to Orlando Jet Center in June

and has dissolved, but that won't matter to the attorneys or to the long arm of the law.

SOME ANSWERS, MORE QUESTIONS IN CARNAHAN CRASH PROBE...

The NTSB is still involved in the laborious detective work of piecing together clues in the crash of Missouri Governor Mel Carnahan's plane.

Investigators now know two things: There is no evidence of an in-flight breakup, and the engines were producing power on impact. The Cessna 335, carrying Carnahan, his aide Chris Sifford and his PIC son, "Randy" Carnahan, crashed just south of St. Louis, Mo., on October 16, killing all three. Just before the plane went down, Randy Carnahan radioed ATC that he was having trouble with his primary attitude indicator and requested clearance to find VFR conditions. The weather in the vicinity at the time of the crash was IMC rain and fog.

...AND CRASH FALLOUT COULD AFFECT CESSNA TWIN PROCEDURES

Cessna twin owners are steeling themselves for repercussions from the Carnahan crash. The FAA is said to be working on an order mandating compliance with the Cessna Multi-Engine Service Bulletin MEB99-19. MEB99-19 calls for an aircraft manual supplement that requires the pilot to check the vacuum gauges on the engines at start-up and shutdown.

SILK AIR CRASH PROBE FEARED TAINTED...

On December 19, 1997, a Silk Air Boeing 737 abruptly left its cruising altitude, and with no warning that anything was amiss, slammed into the Musi River in Sumatra, killing all 97 passengers and seven crewmembers on board. Since the crash, speculation has been rampant that the captain, Tsu Way Ming, killed his co-pilot before committing suicide and taking everyone on the plane with him.

...AS CHIEF INVESTIGATOR'S RELIGIOUS BELIEFS QUESTIONED

Now, the Sydney (Australia) Morning Herald is reporting the chief investigator in the case, Professor Oetaro Diran, could compromise the entire in-

vestigation. Diran, of the Indonesian National Transportation Safety Committee, is a devout Muslim. Sources tell the *Morning Herald* that Diran has admitted he does not want relatives of the victims receiving insurance monies from an event that was the will of Allah.

However, there is likely nothing Diran can do to prevent litigation. Lawyers for some of the victims' families have already filed claims against Boeing and Silk Air.

EGYPTAIR FLIGHT 990 REMEMBERED...

In yet another case in which a crew member is believed to have downed his own plane, family members of some of the victims of EgyptAir Flight 990 will come to Newport, R.I., this week for a ceremony of remembrance. All 217 on board the Boeing 767 were lost when the plane crashed into the water off Nantucket Island on October 31, 1999. NTSB Chairman James Hall has testified before Congress that the movements of the plane before breaking up were "consistent with a deliberate action on the part of one of the crew members." EgyptAir and other Egyptian officials have absolved the pilot, blaming the crash on mechanical problems.

...AS CONCORDE INVESTIGATING TEAM IDENTIFIES METAL STRIP

The head of a French team investigating the crash of an Air France Concorde on July 25 says a metal strip the supersonic plane is believed to have struck on takeoff "definitely" came from a Continental DC-10 that had taken off a few moments before. Air France plans to sue Continental on a claim that an airline is responsible for damage caused by objects that fall from its planes. "Runway debris is a minor player in this context," Continental spokesman David Messing told the *New York Times*. "A burst tire should not cause a crash. This explains why the Concorde is not flying today."

HUBBLE'S HIGH FLYING COMPETITION: A Boeing 747 that used to ply the skies for Pan Am is being reincarnated as the bed for the largest airborne telescope ever built. Once installed, the telescope will be able to peer deep into space to study distant galaxies. The program is called the

Stratospheric Observatory for Infrared Astronomy (SOPHIA), and is a joint project between NASA and the German Aerospace Center.

LOUISE THADEN'S TRAVEL AIR FINDS A HOME: It is the best museum you've never heard of, and now it is the new home of a rare piece of aviation history, the 1929 Travel Air built for racer Louise Thaden for that year's All Women's Transcontinental Air Race. To see it, set your GPS for the Will Rogers World Airport (OKC) in Oklahoma City, Okla., home to the 99s Museum of Women Pilots. The museum is a treasure trove of items, many of them belonging to Amelia Earhart, the 99s' founder.

A PIG IN A POKE ON A NONSTOP TO SEA: Finally, the no-kidding winner of 'when pigs fly' award. All was normal on USAirways Flight 107 from Philadelphia to Seattle recently until a 300-pound pig was brought on board and given the first row of first class. During taxi at SEA, the porker ran squealing through the cabin and then jammed itself into the galley, where it refused to budge until given food (bacon bits?) The owners managed to drag the porcine pax onto the jetway where it left a calling card for the other deplaning passengers, one of whom got a shoeful. A USAirways spokesman admits that the airline is humiliated about the whole thing and promises that pigs will never fly again.

AVflash Vol. 6, Issue 44a Monday, Oct. 30, 2000

KENNETH G. POH—11190 SW 71st Ct, Ocala, FL 34476

The leaves are changing, so I know my yearly buck's to pay postage on my RUPANEWS are due, keep up the good work.

Lucy and my health are good. The grand and great grandchildren are growing up too fast. Traveled three times up and down the coast, two college graduations, Boston, Boca Raton and Penna for a wedding, plus son moving from Connecticut to Pennsylvania.

January will be 16 years of retirement, 77 years old, 57 years of marriage. Must be doing something right. Sincerely, Ken



BRUCE POTTORFF CaptnBruce@email.msn.com

Dear Jock: Edit this as you wish. (Of course! You are the editor after all!)

First, thank you for keeping political views out of the RUPA Newsletter. A few years ago I nearly dropped out because of the previous policy.

My wife subscribes to the Mayo Clinic Health Letter. (\$24.00/yr. 800-688-0939) In October we received a Medical Essay about prostate cancer as a supplement to the Health Letter. The essay covers much of the same information about prostate cancer as the article in the *RUPANEWS*. In addition, it has illustrations, sidebars, and more detail. I believe it to be more informative. Copies may be obtained for \$4.00 + \$1.20 shipping and handling from: 800-291-1128, or Mayo Health Clinic Information, 5505 36th Street SE, Grand Rapids, MI 49512.

The following is from one of those sidebars. Contact these resources for more information on prostate cancer:

The American Cancer Society, 1599 Clifton Road NE, Atlanta GA 30329; 800-ACS-2345; www.cancer.org

The American Foundation for Urologic Disease, 1128 North Charles Street, Baltimore, MD 21201-5559; 410-468-1800; www.afud.org .

MayoClinic.com, Mayo's health information web site, www.MayoClinic.com .

American Urological Association, 1120 North Charles St., Baltimore, MD 21201; 410-727-1100
Mayo Clinic on Prostate Health, a new soft-cover book published by Mayo Clinic Health information, is available at bookstores and libraries, or order direct by calling 800-291-1128, order code # 720. (I called, the book is \$14.95 + \$3.95 shipping and handling.)

Stay healthy,
Bruce R. Pottorff

Thanks for the info, Bruce. Ed



A.L. "ED" PROSE 8400 Vamo Rd 0732 Sarasota, FL 34231 40 76 CG ORD

Starting 25th year of retirement Made our last living move Aug 1 to a retirement facility called Bay Village ; a twelve story high-rise independent, assisted living and nursing care available if needed. All , including parking and dining room in same building. Swimming pool, two bowling alleys, pool table and plenty of activity. Moving from a fairly large home to a 2 BR 2 B apartment is not easy. Different style of living .So far we like it.

Wishing all Happy Holidays and Good Health. Pardon the Errors , Macular Degeneration getting to me. Thank all of you for *RUPANEWS*.

Good Luck, **Al**

NEAL RIDENOUR ORD, MDW 1951-1987

Everything OK with Gerry and I here in Downers Grove. Don't have a ocean or mountain to look out on but do enjoy looking out on the airport in the back yard. I made three trips to Canada in the Seaplane this year. Moved one of my boats to a new lake about 800 miles North of Chicago. Good fishing and camping and very remote. I have to keep moving farther north to stay ahead of the logging and roads being built. I have two 12 foot boats and a 15 foot canoe that I move around the bush as required. I also have a 12 foot inflatable boat that works great for exploring new places and taking extended trips. Still doing a lot of cross country racing in gliders. That's another exciting sport.

Gerry and I still do a lot of square dancing in the winter. At least two or three nights a week. The nice thing about Square Dancing is the club doesn't own any equipment that has to be maintained and if you screw up you don't die.

Enjoy reading the newsletter and am amazed at how much really useful information is in there. Thanks to all of you that do all of the work of getting it together. **Neal**

In the words of Tom Lehrer's immortal song, I "Plagiarize, plagiarize, let no one else's work evade your eyes." or rationalize by using the saying that "stealing from one person is plagiarism, stealing from many is 'research'." Just as well RUPANEWS is an educational non-profit. Ed.

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

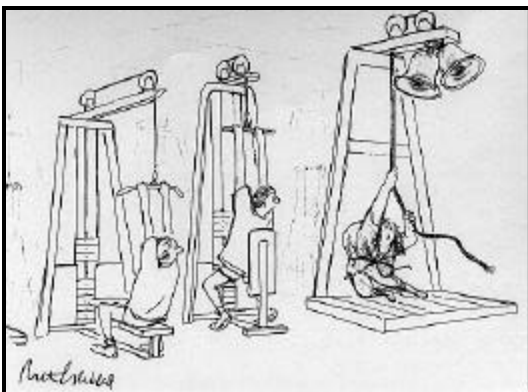
Writing this a few days early, as I am packing up for the annual migration to Fort Myers, FL. In just under three weeks I will be joining the ranks of our Octogenarians. Both Ruth and I have been blessed with good health, and Ruth got a new knee on Valentines Day--one down, one to go in late November. Hopes to be back on her feet by Christmas.

Flew to SFO in late May for a family reunion--with all the trip cancellations, this was a far different experience than our trip to Europe last September. And, drove to LAS in early October for the reunion of the 38th Bomb Gp. Took three days traveling each way, enjoying the scenery at the most pleasant time of year--the fall colors, in addition to the colorful geological displays, were beautiful beyond description. It was an enjoyable gathering, but the troops are dwindling. And it renewed my distaste for that city, leaving me with no desire to ever go there again.

Have spent far more than a desirable amount of time attending funerals and memorial services for relatives, friends and neighbors this year, and missed several that I should have attended.

Did find time for a few fishing day-trips, and a four-day trailering trip exploring a bit more of this beautiful Colorado. Had a few visitors, with stays up to three weeks, and hosted the annual picnic of the Denver Flight Wives group in early August--what a great group of people we have had the privilege of being associated with.

Thanks to all, you Jock, and all your helpers for so faithfully getting the *RUPANEWS* to the rest of us. And, since this may be early enough to be published before the holidays, a VERY MERRY CHRISTMAS AND HAPPY NEW YEAR to all. Check to Cleve. Ed



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

Dear Jock: Please forgive me for having overlooked sending my postage check on time. This was one of the loose ends that did not receive the proper attention. Please find same within.

Gayle and I have been so busy this year that we did not manage a real vacation. There are some who would speculate that we are on six months paid vacation, twice a year! I guess that is true to some extent. Certainly there are not many who are enjoying their retirement any more than I.

More improvements to the Cessna 195 have kept me busy. Gayle and I just returned from Montreal, where we spent a few days enjoying the delights of the city and then flew the 195 home to Virginia after it had its new leather interior installed. It is too gorgeous for words.

I am still flying some part 135 charter trips, but seems that the PC's are coming too close together. Also flying a Lockheed C- 60 Lodestar for the Confederate Air Force, having given up on the C-46. Too far to travel to get to Midland. The C-60 is based here in Virginia.

When I have a few spare minutes, the little machine shop continues to have metal chips flying and some antique engine work does reach completion. Still enjoy that.

There are no changes to my home address, phone number, or email address.

Kindest regards,
Bill

HENRY M. SHELDON—689 Duane St, Glen Ellyn, IL 60137

Dear Cleve, Enclosed is my check for another year plus a little extra for postage. Sorry it's late, I'll do better next year. This first year went by very fast. Time flies when you really are having fun. We still have a son at home (high school) and a daughter in her first year at Indiana U, so we haven't really retired yet.

Thanks to Jock and everyone else responsible for this fine publication. Hank

JIM SHIPMAN PO Box 299, Rush Springs, OK 73082 JESYES@email.msn.com

Just returned from Hot Springs, Arkansas where I took a bath. Thinking about making it an annual event. Many of my friends & neighbors have en-

couraged me to do so.
Thanks to all the worker bees.
Jim

E. M. "CURLY" SLOBODIAN— 4501 Red Bridge Rd, Cle Elum, WA 98922

Dear Cleve, Another year has whizzed by making me at least a month late with my dues. Will try harder next year!

Having survived the predicted catastrophe of the arriving New Year, 2000 started out and continues to be very busy. We spent ten days in Arizona in late February, nearly froze our butts while ORD was 82o! Then came three trips to Canada for birthdays, a 50th anniversary and a RCAF reunion, all very enjoyable.

In our spare time we are having a new house built. Have not had to make so many decisions since bidding around some of our more illustrious leaders. We should be moving in shortly after the Holiday Season, all going well.

For some R & R, we took a neat trip to Larry McQuarrie's fishing lodge in Alaska. Great retirement party, Larry and Gaile!

I also had a quick trip to Montana for bear and Oregon for deer. Our fishing success was much better than the hunting, at least we don't have to move an extra freezer.

Enclosed is my annual membership plus some extra for the folks that work in the trenches. Keep up the good job. Best regards, **Curly**

BOB SOERGEL, Saratoga, CA DCA,SFO, LAX,SFO.....1950-1987. Rwspsds@aol.com
I still miss making stick clouds, as the late Tom Whitworth claimed the Indians called contrails, enroute to my favorite haunt @ the 2nd ashcan in front of the *Royal Hawaiian Hotel!*

The year 2000 started with a positive note, when Phyllis, with the luck of the draw, won a 12-day cruise on The *Grand Princess* thru the Mediterranean, with business class on Swiss Air to Istanbul and cruising to Barcelona. This was all through the courtesy of KQED, the PBS TV outlet in the Bay Area. The drawing was in February & the cruise was in September.

In June I finally got my 1946 Cessna 140 out of the shop after a hand propping incident by a fellow club member who was propping his 140 with

his unqualified girl friend in the cockpit. Fortunately no one was injured (except his pride) & I did not have the pleasure of seeing the whole operation because I was videoing the beautiful classic aircraft @ Pine Mountain Lake, CA. With half throttle & full left rudder, his airplane did what it was told to do.....180 degree turn into my airplane's left wing, chewing it to small bits up to the strut! The damage: \$12,667.13.....not bad considering the airplane *new* in 1946 was \$2995 ! My annual January to April 15th depression ended after the tax accountant told me how many gallons of fuel I had to supply for Air Force One for the year !

In October we had a family reunion at a City park in Los Gatos, CA, which was a huge success until Phyllis fell, due to a sunken wood expansion joint jumped up and tripped her! Damage: both bones in her left arm just above the wrist were broken ! That will slow down the holiday season!

Hope all of you out thereHave a Happy Holiday Season!

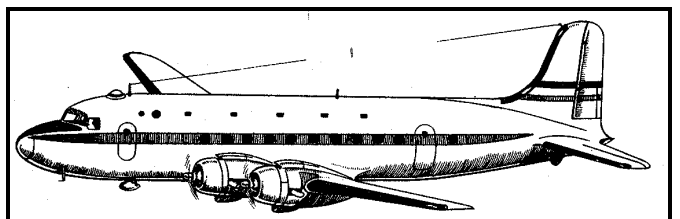
Bob

DONALD J. SORENSON 1188 N.E. 27th St #25 Bend OR 97701

Dear Jock: Thanks to you and the rest of your crew for a fine bulletin. The *RUPANEWS* is a lot better without the tedious political rhetoric.

I just passed my 80th birthday this month, and it was a time for nostalgia. That National Geographic-style picture of Capt. Virge Vaughan and crew that Jack Hanson found somewhere was real nostalgia! I looked in my log book and found we made Guadalcanal in May of 1944, the first time, and in June also. Then, Jack, as you remember, we flew a special mission to Washington D.C. to transport the secret service to Long Beach ahead of President Roosevelt going there. I think he made his acceptance speech to the Democratic Convention from there. Well, then back to Guadalcanal in July, August, September, October and November. That was enough!

Don



CHARLIE STEWARD, Melbourne Bch, FL 32951

How do you like this, two more years' postage ahead of time. Not much new except a hip replacement is probably going to take place soon after the first of the year. Keep in touch with a lot of the gang at the Spruce Creek, Stuart, and Pompano luncheons. Still enjoy the newsletter even though more and more of the contributors' are unknown to me. As most everyone says, keep up the good work. **Charlie**

EDWARD L. STICKELS—1615 E. Miner St, Arlington Hts, IL 60004

Hello Captain Cleve, I hope you know how much a whole lot of people appreciate all the effort you put forth. What can I say, but Thank You. Very much.

Thank you for the phone call. That was clearly going beyond the call of duty. Don't know what happened

a short circuit of some sort in the local post office, I'd guess. Explanations were easier when we could blame everything on "gremlins." (Whatever happened to gremlins, anyhow?)

Hope the enclosed check will cover the postage and phone call. Best Wishes, **Ed**

MARY LOU STONER Rt. 5 – Box 187, Siloam Springs AR 72761

Dear Jock: After reading numerous letters submitted to *RUPANEWS* by pilots, regarding difficulties with the Blue Cross Blue Shield medical plan, I now wish to submit mine.

After surgery in July of this year, nothing had been paid by October. None of my prescription drugs have been reimbursed, but have been charged off to my deductible.

The hospital bill and doctor bills have not enough in my credit bank with BCBS to cover them.

What is that? My premiums for 35 years have been deducted through the United pension department, for major medical, 100%.

Finally, I sent all my medical bills to the State of Illinois Insurance Board. I received a call from a Group representative of BCBS who stated that she works in cooperation with United. She had numerous excuses as to why my claims had not been paid [boiling down to the fact] that I had not filed

a timely notice that I was co-insured with Medicare. On checking with Medicare, they had paid their part of all claims on August 23rd and so notified BCBS.

Enclosed is a form I received from BCBS stating that a failure to respond in 14 days, with personal information, is a basis for non-payment of claims. This all leaves me with a feeling of inexpressible shock.

Sincerely, **Mary Lou Stoner**

Since the form you enclose is dated 10/26/00, Mary Lou, and your letter is dated 11/7/00, I assume that you returned the form within the requisite 14 days. I guess either they didn't originally send you a form earlier, or you might have overlooked it. At any rate, it seems that reimbursement is in process. You shouldn't expect anything to happen in a hurry in such matters. If a provider starts dunning you for payment, just direct them to BCBS, and they seem to be able to straighten things out.

As to the credit bank, it is a puzzlement to most of us. I have attempted to clarify the BCBS statements in a short article elsewhere in this issue. I hope it helps. Ed

HAL STOREY, 2 Hulda Ln. Ridgefield, Ct 06877(hstoreyual@aol.com)10-30-00

Another reasonably good year. Still doing the snow bird thing. While in FL last winter I did have a hernia operation and arthroscopic surgery on my L knee. Minor surgery, but the recovery period was a little longer than planned, keeping us in FL longer and causing us to miss the May luncheon in NJ. The knee is still a problem, making it difficult to enjoy walking and bike riding. So if no improvement soon, will start thinking about trading it in for a new one.

We did manage a few short S.A. trips but nothing spectacular. We do enjoy reading about others. It's already time to start planning for the move south.

The news letter is still required reading around here. Many thanks to you, Jock, and all who make it possible.

The check is in the mail to Cleve. Also, will E mail Cleve our winter address change.

Hal

ERNIE THOMAS ethomas@islc.net

Owing to a bout of procrastination, this is a little late, but heartfelt, nevertheless. I am alive and well and still living in SC, the golf capital of the US. For a month recently, I was in Canada, studying the Quebec version of the French language, eh? Next year I hope to spend some time in Provence, trying it out.

Right now, our local barbershop chorus is working hard on our first annual (hopefully) show next April. Singing with that group is the most fun I've had since I retired. Best wishes to everyone, and a special thanks to the RUPANEWS staff. Check to Cleve.....ET

JOSEPH UDOVCH, jjudovch@yahoo.com

Dear Jock, "Check's in the mail" to Cleve for another year of great reading and wonderful source material which keeps us retirees somewhat in the loop on a whole lot of subjects. I sure like and appreciate all the people who share esoteric information which they have been able to dig up so that the rest of us can benefit from their work without having to repeat all the tedious research ourselves. Makes great conversation openers at our monthly luncheons, for which I would like to put in a plug at this point. Our group meets in Dana Point, in Orange County, and we have had a steadily growing group of attendees who eschew the one- to-two-hour drives necessary to attend the other LAX area luncheons. I'd like to suggest this alternative to any others who live in the Orange County/North San Diego County areas. I've found it fun and rewarding to get together for the kibitzing which only pilots understand (and the jokes and stories are great as well).

Luncheons are 3rd Thursday at noon at the Wind and Sea restaurant, in the harbor at Dana Point. Beautiful setting.

Joe Udovch

Glad to read of the growing success of the Dana Point group. RUPA is as effective as its membership makes it. Any group interested in passing the word of its existence can obtain a set of labels with the addresses of members in their and adjacent zip codes from S/T Cleve Spring. Ed



BOB VAN HOUSEN RVanho9106@cs.com 54-88 MDW LGA EWR IDL DCA ORD

Dear Jock - This past year has been a tough and fast one. The year got off to a good start when my son Jim was promoted to Colonel (full bull) in March. Family reunion at his promotion party in his hanger in Milwaukee. He is the Logistics Commander for the C-130 reserve unit there. February, Lam had bone spurs removed from her left shoulder and that meant months of rehab. She is doing well. I had a tooth extracted in April and bled profusely. Forget the reason, but I must have swallowed 5 units of blood because when Lam got me to the emer. rm. they gave me 6 units and a shot of vit. K which was an instant cure.

Much commuting: TPA-MKE-TPA, then Auto train to Bethany Beach then PHL-MKE-PHL. Lam spent August in Mobile baby sitting her grandson, and again for two weeks in Sept. Sold the house in one day. Packed up made the drive to FL, unloaded, Autotrain back, loaded up again and Autotrain back to FL with two cars. A few days later, mover showed up and we put things into a self-store. Now we are working on adding a second floor above the garage for much needed storage.

Went to Branson MO a couple weeks ago for a reunion of sorts and saw several shows. The place is worth going to, fly into Springfield MO and drive 55 Miles south. Lots to see, and fun. Monday we drive to Mobile then drive back 2 Dec. for Dr. appointments.

Somehow I have managed to get this letter out on time, as I hit 72 next month. Now that I have vented my spleen it's time to quit. Faxed a check to Cleve early Oct.

Regards - **Van**

"Faxed a check to Cleve?" He must be getting mellow in his old age, he usually likes cash. Ed

WALT WARNER, Gilroy, Cal. CHI BUR DEN LAX SFO

Jock and Cleve, It seems the longer I live the behinder I get. At the rate I am going I might miss my last flight West I hope. Anyway I have been busy, but not accomplishing a lot.

Have been showing the ranch a lot, as it is for sale and I have sold a few parcels, but many to go. My good friend, Jerry Saul (UAL retired) has been extra nice to me in taking me flying in his Cessna

182 and J-3 Cub. He even lets me fly (horrors) which I appreciate very much. He kindly took my brother, his wife and myself for a greatly appreciated hop shortly before my brother made his final trip West.

Still active in the cattlemen's assn. and a couple of other groups as well as campaigning for the elimination of the so-called death tax. you know Pig and turkey hunting has been good - a lot of hunting but not much shooting. Have been lucky on passes to Kauai, HNL, LAS, PHX and a few other short jaunts. Have the usual aches and pains that 82 years present, but sure is better than the alternative.

Greatly enjoyed the LAS convention, where I had a nice visit with my old friend, Oak Porter as well as many others.

Jock, your dissertations on medical problems as well as many other subjects are much appreciated, and the old photos of the Tracy Aces brought back many memories, Scotty Devine was a member of class one, and as many of you know, he did a great job of representing our UAL pilots both with ALPA and the publishing of the RUPA news upon the retirement of the honorable Capt. George Howson. We are all deeply indebted to Scotty. *[Indeed we are, although I hope that all subsequent editors will not be required to equal his yeoman eight years at the helm. Ed]*

Although my cattle herd has decreased I am happy to see the rain to help with my neighbors feed.

These companion passes have worked well for my friends and family They call me more often now. Two of my old buddies, Stan Locke and John Campbell are hospitalized after suffering strokes. John is doing well at Sequoia hospital in the SFO area ,and Stan is in his new home in Albany, Oregon his phone (541) 967-3142.

My son and daughter as well as grand kids are still here in the Bay area, so we visit quite often. I know many of you have had amusing and some not so amusing incidents while flying the line. I remember one on a DC-6 flight MDW to SFO with an OAK stop. After off loading baggage and cargo at OAK, they were unable to lock the belly cargo compartment so my flight engineer volunteered to close the door from the inside and come up through a trap door in the blue room.

Everything went fine until he tried to raise the trap door. It seems a woman was in need of the blue room while on the ground so when she saw those fingers raising the trap door she screamed and tramped down on the door. The engineer finally escaped with a couple of crushed fingers and a very bruised ego.

Jock and Cleve, my sincere apologies for being so tardy, I hope I catch up with myself soon. Many thanks to both of you for your tremendous sacrifices on our behalf.

PS How's my typing? *[Keep your day job, Walt. Ed.]*

TED WILKINSON—14204 E. Baltic Circle, Aurora, CO 65/00 DCA/DEN/ORD

Birthday month, and am feeling expansive. Flew my Cessna almost 65 hours last year. Mostly local, but a trip or three to Texas, where most of the sibling family live. Made a trip to IL where the distaff half lived. Attended 45th H.S. reunion last year, and that was fun. Had almost half the (surviving) class there.

Enjoy the "News" and like you, Cleve, my recollection of the events reported in *Flying the Line II* is somewhat different from that of the author. Possibly not as much difference as with Pettinger's *Hard Landing*. Good read, anyway. Always enjoy the vignettes you come up with. such as the story about the Link trainer in the Oct. issue.

Thanks Ted, but Jock Savage, our Editor, is the one who read "Flying the Line II", and puts all the vignettes and other interesting things in the RUPANEWS. I just try and keep the addresses straight and get it mailed out.

As an aside, I just heard this week from a friend who spent most of his career at TK, that UAL now has pilots in the left seat of the 747 with under 12 years seniority. My how things change!
Ted W.

RUSSELL J. WRIGHT 2695 Alkire St. Golden, CO 80401-1620

Jock, Cleve and Group:

Twenty five years on the beach come Nov. 23rd. I'm still kicking but not quite so high. Arthritis is more noticeable ...I need a taller rock to stand on to help me get on my horse... and a few skin cancers, easily controlled by modern medicine.

To all the great folks who publish the

RUPANEWS thanks a whole bunch.
Check to Cleve.
Stay healthy,
Russ

NOT SO FAST — DON'T ABANDON CARBOHYDRATES

Margo Denke, MD University of Texas Southwestern Medical Center

High Protein Diets Trigger Weight Loss _ But At a Cost

Many health professionals fear that we are mortgaging our health to pay for slimmer waistlines today, for a growing number of overweight Americans, carbohydrates are out and protein is in.

Diet gurus, such as Robert Atkins, MD (author of Dr Atkins' New Diet Revolution), Barry Sears, PhD (The Zone), and Rachael Heller, PhD, MPH, and Richard Heller, PhD (Carbohydrate Addict's Diet), promote dietary regimens that stress beef, pork, poultry and other protein sources and downplay carbs. That goes not only for bread, pasta and whole grains, but also fruits and vegetables.

Millions of people claim that high protein diets have helped them lose weight. But these diets fly in the face of widely accepted nutritional guidelines.

WHY SO POPULAR?

The Atkins diet is popular in part because it lets people eat what they crave --bacon, eggs, etc. And since protein and fat are more satisfying than carbohydrates, people don't have to put up with hunger pangs.

Of course, the diets are also popular because they can bring significant weight loss. The only question is why.

Atkins insists that by eliminating carbohydrates, the body must mobilize body fat for energy. So fat melts away. But no research supports his theory. The real reason that high-protein diets bring weight loss is that they reduce overall calorie consumption. If you eliminate such foods as bread, pasta, cookies, cakes and pastries, as well as most vegetables and fruits, it's almost impossible not to consume fewer calories on a daily basis.

Recent finding: People who switch to the Atkins diet consume, on average, 500 fewer calories per day than they did before going on the diet. That's all it takes to lose weight successfully.

During the first week on a high protein diet, people often lose eight pounds or so. But these eight pounds are mostly water not fat. That's because loading up on protein promotes water excretion. And since 70% of the body consists of water and salt, losing even a small proportion of that means substantial weight loss.

RISKS TO THE HEART

It's well established that saturated fat and dietary cholesterol raise levels of cholesterol in the blood. Since high cholesterol is clearly linked to heart disease, any diet that promotes consumption of eggs, fatty meat and whole-fat dairy products raises heart attack risk.

It's possible to eat a diet high in protein that's low in saturated fat. The Zone and Carbohydrate Addict's Diet, for example, emphasize consumption of lean meats and good fats, such as olive oil which can help improve your cholesterol profile.

Yet people on high-protein diets inevitably fall short on other critical elements of a heart-smart diet—fruits a, vegetables and grains.

Plant-based foods deliver fiber, which can control blood sugar levels and lower cholesterol levels. Fiber may also reduce the risk of certain cancers.

These foods also deliver essential vitamins, minerals and disease-preventing phytonutrients—which are not found in animal foods.

Atkins says that this nutritional deficit can be offset by taking vitamin, mineral and fiber supplements. But there's simply no way to get all of your nutrients from pills.

Paradoxical response

One in four people on high-protein diets reports that his/her cholesterol level falls instead of rises. But this is because cholesterol levels tend to fall anytime there is a weight loss—no matter what is eaten.

Once you go from weight *loss* to weight maintenance, cholesterol levels typically bounce back to a level consistent with what's being eaten. And if what's being eaten is fatty meats, odds are good that cholesterol levels will be high.

KIDNEY DANGERS

High-protein diets pose a special risk to overweight people with high blood pressure and/ or diabetes. These conditions are risk factors for renal insufficiency, a condition in which the kidneys lose much of their ability to filter toxins from the blood—a potentially fatal condition.

PRUDENT WEIGHT LOSS

For the majority of people, the best bet for lasting weight loss is a low-fat, high-carbohydrate, mostly vegetarian diet, such as the ones recommended by Dean Ornish, MD, and the Pritikin Longevity Center.

In addition to whole grains, vegetables and fruits, the diet should include low-fat or non-fat dairy products, with no more than four eggs a week and four to six ounces of lean meat, skinless chicken or fish daily.

For successful weight control...

- Practice portion control. Eat less. The biggest problem facing Americans is that we're simply consuming too many calories.
- Keep a written log of all the foods you eat. Writing down what you eat may help you reconsider eating it in the first place.
- Identify eating triggers. Be on the lookout for psychological stress, boredom or anything else that triggers your desire to eat. "Reprogram" yourself to take a walk or listen to music whenever these circumstances arise.
- Exercise is indispensable for maintaining weight loss. Aim to burn about 1,000 calories a week—equal to walking briskly for one hour five days a week.

Bottom Line Health. November, 2000



Bolster Your Brain

Want to stay sharp even in your golden years? Then make sure you don't skimp on your daily supply of vitamins C and E.

Findings from a long-term study on aging revealed that people who took both vitamin E and C supplements had a significantly lower incidence of the kind of mental decline caused by clogged or hardened arteries. In fact, the participants who had taken the vitamins regularly performed better on cognitive tests than the people who had not taken the supplements.

To help preserve your mental abilities, get 400 IU of vitamin E and about 1,200 milligrams of vitamin C daily.

To learn more about this tip, go to:

<http://kcsd.realage.com/RealAgeHealthBytes>

Fruits of longevity

Baby girls born this year are expected to live an average of about 79 years, and baby boys about 73. But for those who reach age 65 this year, life expectancy is significantly longer - 84 years for women and nearly 81 for men.

Among the impacts of this increasing longevity is that adult children now tend to have their parents around longer. In 1960, for example, 14 percent of Americans age 50 had both parents living. Today, that number has nearly doubled to 27 percent.

As the chart shows, the proportion of 60-year-old people with at least one living parent has also risen dramatically this past century.

Adults staying 'children' longer

YEAR PERCENTAGE OF 60-YEAR-OLDS WITH ONE OR TWO LIVING PARENTS

1900	7%
1920	9
1940	13
1960	24
1980	37
2000	44

Sources: The National Council on the Aging and The Gerontologist, 1996.

Consumer Reports on Health November 2000

THE AIRMAN'S GRACE

(Before An Evening Meal)

by Father John MacGillivray, RCAF, 1975

*Lord of thunderhead and sky,
Who placed in man the will to fly,
You taught his hand speed, skill and grace,
To soar above man's dwelling place.
You shared with him the eagle's view,
The right to fly as eagles do,
The right to call the clouds his home,
And grateful through your Heavens roam.
May we assembled here tonight,
And all who love the thrill of flight,
Recall with twofold gratitude
Your gift of Wings, Your gift of food.*

OBITUARIES

ORVILLE "BUCK" BREWER

Orville H. "Buck" Brewer, 81, of Sheridan, passed away Saturday, October 28, 2000, at the VA Nursing Home Care Unit after a lengthy illness. Mr. Brewer was born September 27, 1919, in Beaver Ohio, to Orville and Edith (Foster) Brewer. He grew up in Ohio and graduated from Waverly High School. In 1941, he enlisted in the United States Air force, entered the Cadet program, received his wings and was assigned to fly B-24 bombers.

On December 24, 1943, he married in El Paso participated in Belgium in He became a oner of War months, until when Gen- erated his camp.

As a teenager, Buck started his career in the transportation industry, he and his brother would break a team of oxen to yoke and in the summer would



ber 24, 1943, he Leloie Gabriel Texas. He par- the D Day inva- shot down over June of 1944. German Pris- for the next ten April of 1945, eral Patton lib-

pull timber from the forest for the local paper mill. Upon his discharge from the Air Force, he was hired by United Airlines as a pilot and flew 33 years until retiring in 1979, with his last plane being a DC-10. Thus completing his transportation career. Buck was a member of the Aircraft Owners and Pilots Association, Experimental Aircraft Association, Retired United Pilots Association, Wyoming Senior Golf Association and a life member of the VFW He enjoyed many activities such as golfing, bowling, traveling, gardening, woodcarving, hunting and creative welding. He was a devoted father and husband.

Survivors include his wife, Leloie of Sheridan; two daughters, Sue Crivello and her husband Tony of San Rafael, California, Nancy Jones and her husband Randall of Rockville, Missouri; four grandchildren, Michael and Allison Crivello, and Holly and Scott Jones; two sisters, Mary Story and Dolly Hughes; a niece, Shirley Shields a nephew, Dale Glassburn and several great nieces and nephews, all of Ohio. His parents and one brother preceded him in death.

His widow, LeLoi adds in a note to the editor: "He thoroughly enjoyed his 33 1/2 years flying for United. It was a great life for us.

He battled prostate cancer since 1977 – keeping it under control until the past two years.

Buck was an exceptional man, one of God's very best, and I am so grateful to have been his wife for 57 years. LeLois Brewer

CLYDE BUTLER

Clyde Butler, a retired dispatcher (SFO & ORD), passed away Nov. 15, 00. Clyde's funeral services were at Faith Presbyterian Church-16000 Del Webb Blvd.-Sun City, AZ. Monday Nov. 16th

Roy Scroggs LRScroggs@cs.com.

WILLIAM B "BILL" CRANDALL

Nov 24, 1925 – Jan. 24 2000

Born in Monrovia, Ca. Upon High School graduation, Bill was accepted into the Navy Aviation Cadet program (1943-45) after which he was assigned to Navy Air Group #153/15 until 1950. Bill was then assigned to Moffet Field, where he was trained to fly blimps. Shortly thereafter, Bill joined the Navy Reserves and was then recalled to serve in Korea where he flew over 60 combat

missions while serving with Fighter Squadron VF92. During his service in WWII and Korea, Bill served aboard the aircraft carriers Antietam, Boxer, and Valley Forge.

On completion of Navy service in 1954, Bill attended helicopter school in Rhode Island. On 2/13/56, Bill was accepted as a pilot for United Airlines, serving until retirement (11/24/85) as a DC-10 captain. Bill had the distinction of being one of the very few who was licensed to fly not only fixed wing aircraft, but also blimps and helicopters.

He was a seven-year resident of Las Vegas and a member of the Tailhook Association, Air Line Pilots Association, and Retired United Pilots Association.

Bill is survived by his wife, Virginia (Ginny) of Las Vegas, son, Stig, of Tucson AZ, step-daughters Linda Hancin and Debra Golia of Illinois, and sisters Leola Braithwaite and Cynthia Wechler of California, five step-grandsons and one step-granddaughter.

Donations in his name can be made to the American Heart Association or American Cancer Society.

STELLA FREGULIA

Stella Fregulia, a pioneer United stewardess of the 1930's, mother of three, and devoted wife of retired United pilot Richard Fregulia for 64 years, died Friday, October 20, after a long period of dementia and declining health. She was 88.

Stella grew up on the farmlands of northeastern Nebraska, the youngest of three children of her Swedish/Norwegian immigrant parents. Her active mind and restless spirit led her to Wesleyan University in Lincoln, Nebraska, where she completed nursing school and then moved boldly on to a job as a stewardess for United in 1935.

Her career ended two years later when, one stormy night on a flight from Cheyenne to Omaha, Captain Fregulia proposed marriage. Stella went back to the cabin to resume her duties and think about it, but returned soon afterwards with the reply, "O.K., flyboy!"

They soon settled in Palo Alto and turned their attentions to raising a family and designing and building by hand a magnificent 2-story, 4-

bedroom Colonial Cape Cod style house in which they lived for over 45 years.

Stella was active in the Clipped Wings stewardess alumnae and the P.E.O. women's organization, as well as many parent and community activities.

Her favorite pastimes included sewing, gardening, and travel. She also loved music and played violin and piano.

She is survived by her husband Richard Fregulia of Woodside Terrace Retirement Center in Redwood City, CA, sons Richard, Jr. of Mill Valley, CA, and Paul of Woodside, CA, daughter Gail Stepp of San Jose, CA, along with six grandchildren and four great grandchildren.

Note:Dad (Dick Fregulia, Sr.) is still alive and well at Woodside Terrace, looking forward to next summer's potluck picnic. *Dick Fregulia, jr.*

MARVIN BOGGS STOLLEY

This is to inform you of the passing of my best friend, Captain Marvin Stolley. Marv died on Friday, October 27 after a battle with lung cancer.

Typical of Marv, after a few treatments of chemotherapy, he said- "enough is enough" !

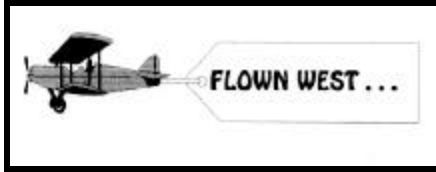
In the early 40's, Marv was a control tower operator at Omaha airport. He learned to fly in his home state of Iowa, paying for his flying – all the way.

He came with UAL in 1944 at the tender age of 32 and retired in 1972. His career spanned DC-3's, Convair 240's, B-720's and DC-8's.

Marv was very well thought of by everyone and was a principal factor in pilot pension benefit negotiations in the early 70's. Ironically, his own retirement time arrived before his hard work went into effect and he was unable to reap the awards of his efforts !

Marv flew for a feeder line in Washington State for a year or two but then decided that playing golf and the stock market was the way to go ! He was active in the Lion's Club of Port Angeles and was well known and respected by all with whom he came into contact. He leaves his wife Jean, (63 wedded years), two daughters- Judy and Carol and a son- Donald, 9 grandchildren and 9 great grandchildren !

Marv certainly left his mark on UAL and will be greatly missed by many, many people. God speed- Marvin Boggs Stolley. (1912 to 2000) *C.F. "Hank" Henderson.*



WILLIAM "BILL" CRANDALL	ORD	24 JAN 2000
MARVIN STOLLEY	SEA	27 OCT 2000
ORVILLE "BUCK" BREWER	SFO	28 OCT 2000
CLYDE BUTLER	ORDFO	15 NOV 2000



HIGH FLIGHT

By John Gillespie Magee, Jr.

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

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 – *Location to be advised* – 702-658-6168
2nd Thu. SE FL Gold Coast – *Resuming 12 Oct* – 561-272-1860
2nd Fri. PHX Roadrunners – *No December Meeting. See notices*– 480-948-1612
3rd Tue. DEN Good Ole Boys – *Country Buffet (Dec is ladies day)*- 303-279-4348
3rd Tue NE FL—*Resuming 18 Oct* - 904-760-9736
3rd Thu Dana Point — *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283
N.B. Xmas Lunch on 14th Dec. See notices section
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

- 9 JAN McHenry Lunch– *Warsaw Inn*– 815-459-5314
17 JAN DCA Eddie O'Donnell Lunch
20 JAN LAX Retirement Party— 310-342-8747
24 FEB Boy's Night Out - *Clarion Hotel SFO*– 800-223-7111
31 MAR SFO Retirement Party
RUPA Biennial Convention, *Hurrah's Hotel, Las Vegas*, 24—27 Sep, 2001

Deadline: Always the second last Wednesday of the month.

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

Feb. Deadline – 24 Jan.

Folder's & Stuffer's – 7 Feb.



PERIODICALS

RUPANEWS

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