



# RUPANEWS

Journal of the Retired United Pilots Association

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March, 2001



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# RUPANEWS

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**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**

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

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

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**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**

**ABOUT THE COVER**

*Lockheed Constellation* Designed to airline requirements outlined by TWA's Howard Hughes in 1939, the first Constellation took off in January 1943. Various model Connies were flown by dozens of airlines throughout the world. More than 500 Constellations/ Super Connies/ Starliners saw commercial use, with additional hundreds utilized by the armed forces.

Capital Airlines purchased a number of Connies in 1950 and introduced them on Chicago-New York/ Chicago-Washington, D.C. routed. Although they were still active at the time of the United-Capital merger in 1961, the Connies were retired, never to fly the United colors.

Technical data: type, model 049, 4-engine, all-metal airliner; powerplants, 4-2,200 h.p. Wright R 3350s; top speed 347 m.p.h.; cruise 315 m.p.h.; range 2,260 miles; span 123 ft; length 95'2".

*ERRATUM:* February's "about the cover" stated that the Lodestar was powered by Wright R-2800 engines, that should have read Wright R- 1820 engines.



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## WIDOWS COORDINATOR

Jackie Pancoast Abel, Huntington Beach, CA 92649-3024

Thank you to all the widows for the cards, notes and calls I received during the holidays. They "made my day(s)".

Some changes have come to my attention with Caremark:

1. They are now charging \$10.00 for generic drugs and \$20.00 for brand names.
2. Caremark no longer processes claims when your medicine is purchased at the local drugstore. Caremark tells you to place your claims with your provider.

Important News ----- At the January meeting of the UAL/MEC, the MEC directed its member of the Pass Travel Task Team to seek a change in pass travel policy that would provide companion passes to the widows and widowers of deceased UAL retirees and employees. I was one of the people given the opportunity to speak to this issue. I have responded and I hope when a decision is reached it will be to the satisfaction of all concerned.

Marty Morehead has been continuing the luncheons in her FL area. Now, I have been advised that Eleanor Forsythe has "whipped the DCA/IAD widows into shape" and they have had two luncheons since the November RUPA cruise. The attendance is not large, however, they have fun and they are able to do some networking. How about all the other areas? Let's go!

It is a pleasure to pick up the *RUPANEWS* and see so many widow letters. The February issue has several.

'Til the next time, Jackie

## AVIATION MUSEUMS

By DAN HENNESSY dshennndm@earthlink.net

Regarding Jim Biestek's letter in Feb 2001's *RUPANEWS*, he asked about where to find a directory of Aviation Museums. Last fall, I visited the *Planes of Fame Air Museum* (7000 Merrill Ave, Box 17, Chino CA 91710-9084) and was wandering through their gift shop when I spotted such a directory.

While I didn't buy it, I can recommend it. To get the particulars call Deborah J. Manning, office manager/buyer at 909-597-3722. I recommend the museum for anyone interested in seeing an excellent collection of a wide variety of aircraft and related info.

Also, while I am at it, Smithsonian's *Aerospace Magazine* (the best single aviation periodical available in my opinion) occasionally runs pieces on U.S. museums. Dan

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## CHICAGO AREA LUNCHEON

Bernie Sterner 839 S. Euclid, Villa Park, 11. 60181

Our Feb. 7, 2001 lunch was held at the Itasca C.C. and had 59 people in attendance.

Those in attendance:

Don & Joan Anderson,	Louise Bernier,	Jim & Lonnie Bone,	Ted & Dolores Bochniarz,
Bob Blackwell,	Joe Bozlinski,	Duane Bucksath,	Joe Carnes,
James Chernich,	Ernie & Lorraine Burmeister,	Bill Cher	Al Ciciora,
Mel Charlier,	Norm & Sandie Clementsen	Bill & Bert Depner,	
Dale & Pam Dopkins,	Millie McDaniel,	Tom Fasing,	Jerry Drommerhausen,
Phil Fisher,	George Foxe,	Janice Gawenda,	Ray Gilliland,
Ed Gunderson,	Lou & Mary Gust,	Joe Hart,	Bob Johnson,
Buck & Dorothy Hilbert,	Vicky Keith,	Dick Kuhn,	George Mathis,
Zelda Misket,	Carol Moore,	Steen Munter,	Claude Nichols,
Dick Nicholson,	Jim Noble,	Jim O'Donnell,	Bob Olson,
Ray & Phyllis Potsic,	Dorothy Ratcliff,	Jim Richardson,	Hank Sheldon,
Tom Stowe,	Sid Tieman,	Bernie & Rachel Sterner	Jerry Westfall,
Frank Zackary.			

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### **ALPA CO 34 RETIREMENT PARTY**

The 2001 ALPA 'Hail and Farewell' retirement party will be held on March 31 at the  
*SFO Airport-Westin Hotel*, with cocktails beginning at 6:30 pm.

Reservations can be made by sending a check for \$50.00 apiece (price reduced this year) to:

Mr. Alan Cirino  
240 Turnberry Rd.  
Half Moon Bay, CA 94019  
email: [alancirino@aol.com](mailto:alancirino@aol.com)  
Phone: (650) 726-0747

Retirees and their guests are most certainly invited and appreciated. Come and spend an enjoyable evening with so many of the people who have already shared decades of your life! As always, the party will be preceded by financial planning seminars, open to any and all interested parties. The dates are:

Thursday afternoon, March 29 1:00pm - 4:00 pm

All day Friday, March 30 9:00 am - 4:00 pm

Saturday morning, March 31 9:00 am - noon

See you there!



### **SPORTING CLAYS SHOOTERS**

The RUPA convention is coming up this September and we are starting to think about some of the activities. The last convention we had a sporting clays shoot at Nellis AFB we would like to do this again and would like your input.

The last time, we had both men and women shoot 100 rounds. This year I think it would be better if the men shot 100 and the women shot 50 rounds. If the women would like to shoot 100 rounds that will be no problem. The scoring will be done by the Lewis class method. It was suggested the last time that we have some kind of a competition between domiciles or East Coast versus West Coast. Anything can be arranged just give me your ideas. The date for the shoot will be September 26. Guns and ammo will be available but if you want to bring your own that will be great. Any ideas you have, please let me know.

Hugh Mattern, 5618 Oak St., Las Vegas, NV 89120

702-458-7265 e-mail [hkb7ld@anv.net](mailto:hkb7ld@anv.net)

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### **Dana Point RUPA Lunch**

Third Thursday 1200 hrs. 01/18/01

Had a great meeting of the local Pilots. Twenty guys showed up. Quite a spirited group of strong personalities!!

All seemed to enjoy the sunshine, water and great service by some pretty waitresses.

I missed a couple of names, those I got were: Carlos Bernard, Bill Meyer, ED Judd, Ken Dey, Bruce Dunkle, Pete Hansen, Jerry Meyer, Park Ames, Tony Testa, Bill Rollins, George Hardie, Bill Herrin, Rick Hoefler, Jim Keeshen, Don Trunick, Bob Bowman, Ted Simmons, and John Grady

Bob Bowman showed up hoping to see Lowell Heacock, who he used to fly with. Bob retired 20 years ago. Lowell 31 years ago...Unfortunately Lowell could not make the Lunch due to health problems I

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called Lowell's residence and his wife said he is planning to make another Lunch as soon as his health permits. She did confirm a story about a passenger that exited a Valley Queen some where "over" Avenal. That Passenger must of really disliked the service or...?

Carlos Bernard, brought a large photo album that included much of his personal aircraft that he had flown over the years. Included within was a map of the route he took to fly from Los Angeles to Buenos Aires, January 1968. This was right after Carlos got off Probation with UAL. He bought a Cessna 182, called his mother in Buenos Aires and asked her if she would like to go for an aircraft ride. It took him 11 days of 5-6 hours flying to get to B.A. and another 11 days back.. Some 135 hours of flying. Those mountains between Chile and Argentina get up to 22,000 feet.. Only aid to navigation south of the US border was ADF. Quite a TRIP! I wonder if he would make it now..? Carlos has the time now, but how did he get the time off then?

Bob Bowman is looking to start a Group in the Fallbrook area.. Anyone interested contact him at 760 723 9008

Ted

### **Dana Point RUPA Lunch**

Third Thursday February 21, 1200 *Wind and Sea*

Ted Simmons tsimmons5@home.com

The "Harbor Pilots" had another sunny day for a lunch outside This in the face of the rains!! Present were Carlos Bernard, Bill Meyer, Ken Dey, Bruce Dunkle, Jerry Meyer, Park Ames, Bob Dusoier, John Grady, Ted Simmons, Bill Rollins, Rick Hoefler, Bob Fuhrmann and Bill Pauling. Bill Pauling from San Diego joined us. Bill retired in 79. Some talk of Lowell Heacock. A few of us were able to attend the Celebration of Life that Lowell's wife Dorothy put together. ...A comment was made if you ever had a choice on your Flight Manager Lowell was the one you would have wanted. He was well remembered! Ken Dey thought that we should plan another Picnic for the 17 of May. 1600 Doheny State Park This is the park that is just to your left as you come into the Harbor at Dana Point. This will be a picnic for all.

More next month

Ted

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### **Denver "Good Ole Boys"**

Dick Wagner, Golden, CO

2-20-01

We had 24 "Good Ole Boys" in attendance today and discussed a new meeting place that will be a little quieter. We will still meet at the Country Buffet, 7200 West Alameda (Villa Italia Shopping Center), 1130 hrs on March 20th, BUT, BUT, BUT: plan on Meeting April 17th at: The American Legion, Le yden Chiles Wickersham Post #1, 5400 East Yale Avenue, about one (1) block east of I-25 on the south side of Yale; 1130 hrs, lunch 1200 hrs.

Attending:

Bill Pearce,  
Tom Hess,  
Ted Wilkinson,  
R.O. Stewart,  
H.W. Reid,  
Curly Baker,  
Bill Meston,  
Dick Wagner,

Bill Hoygaard,  
Casey Walker,  
Hal Meyer,  
G.M. Zimmerman,  
Bob Clipson,  
Jack Turner,  
Howard Morgan,  
Jim Reid.

Bob Ashworth,  
Ray Bowman,  
Stan Rudeen,  
J.A.Felds,  
Tom Hudgens,  
Jerry Kennedy,  
Babe James,

Useful Websites: For our online members, the following medical/pharmacy sites may be useful. Ed  
[www.bcbsil/united](http://www.bcbsil/united) (Blue Cross Blue Shield)  
[www.rxrequest.com](http://www.rxrequest.com) (Caremark)

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## ALPA Co 52 ANNUAL COUNCIL PARTY

This year's annual Council Party and Retirement Banquet will take place on March 23, 2001 at the Sheraton Newark Airport. The Open Bar Cocktail Party will start at 5:30 pm and last until approximately 7:20 pm when the melodious Highland Bagpipes of Captain Rick Morley will lure us into the main ballroom for the Display of the Colors and the Star Spangled Banner at 7:30. At 7:35 sharp, Reverend Dave Baratelli, Chaplain of Newark Airport, will lead the Invocation Service and provide his usual Lenten thoughts, comments, and humor. The price is once again \$75.00 per person (New Hires: \$40.00). The room rate at the Sheraton is \$82.00 plus tax. The deadline for room reservations, dinner reservations, and ads for the Program Journal is March 14, 2001.

### *You May Be Noticing Something Different*

Most of you have been to at least one Annual Council Party. You may have noticed that we have changed the focus a little. Originally, the event was called the Annual Retirement Party and that's exactly what it was. The past year's retirees and their friends showed up plus the council officers and that was about it. We have tried several new things to increase participation. It is now the Annual Council Party and we do four things: Besides honoring the recent retirees (which is still the most important function) we also congratulate our new captains, welcome all new hire pilots to the domicile, and lastly we enjoy a visit with our great JFK Pilot Alumni (and they get to see people who are still working and don't go to RUPA affairs). This year, we have sent individual invitations to all new captains and all new hires, as well as our entire Alumni mailing list. In the two years since we began inviting all these different groups we have gotten more and more each year. We think it is great for the whole council, young and old, active and retired, to get out and socialize in a comfortable casual atmosphere. We will recognize individually any new captains or new hires who attend, plus we have a special reduced rate for new hires.

### *We Need You To Show up and Spread The Word*

Three years ago there were 180 people at the party. Two years ago there were 280, and last year we served 340 dinners. We're not sure where it will end, but we can tell you that the room can hold up to 600. So help us spread the word that the party is getting bigger and better all the time. We guarantee you will enjoy yourself and we guarantee that you will see at least 10 people that you thought you would never see again.

### *We Also Need Your Input*

This is where you come in. Not only do we need you to spread the word and encourage attendance, we also are soliciting your comments and ideas. What do you like and what don't you like? Please snail mail, e-mail or call any of the party committee members and give us some feedback. No idea is too insignificant!

### *What's New This Year --- We Need Your Pictures and Stories*

This year the whole program will be conducted with the benefit of the latest technology in the multimedia arts. PowerPoint presentations and continuous slide shows of past parties, past pilots, past layovers, and just about anything else that comes in over the transom. We are asking everyone reading this to send us any United/ALPA related pictures (with stories if applicable) you may have. We guarantee the safe return of all pictures. We intend to turn them into digitized images by scanning them. We will then crop, combine, add captions, etc., and use them in our multimedia presentations. So dig through those old photo albums and send them in. We are especially looking for anything you have on any of the honorees, new Captains, or new hires listed below. Send all pictures to: Frank Lyons, 817 Stark Circle, Yardley, PA 19067. If you have any digital pictures, just e-mail them to Frank at [F.Lyons@att.net](mailto:F.Lyons@att.net). Don't forget to provide a return address. We hope to set up a photo website after the event so everyone can enjoy the party online.



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*This Year's Honorees*

Here is a list of those recent Retirees being honored this year:

Henry Bassett	Pat Breen	Murray Connell	Jan Conover
Rich Del Vecchio	Jack Duda	Frank Ernst	Ray Furlan
Paul Graffeo	Ed Groel	Fred Harris	Dan Hennessy
Al Horrocks	Jack Marsden	Ellis Laitala	Tom Libuda
Hank Lopez Ceperos	Dale Lutz	Brent Revert	Bill Rossiter
Pete Saeger	Zahik Rizvi	Craig Roebuck	Paul Sainsbury
George Saulnier	Ed Schloeman	Russ Seff	Don Shank
Michael Shenk	Wendel Smith	Yarko Sos	Steve Spooner
Ken Thompson	Darcey Thureson	Tony Tillman	Jim Tripoli
Jeff Tuning	Nate Ward	Scott Wardle	Dave Wrede

*Requiascat in Pacem and Get Well Wishes*

It is always sad to report of our brothers who have flown west. We do this in the Program Journal. So far this year we know of the passing of two JFK Alumni, Jim Beckwith and Pat Guilfoyle. If anyone knows of others, please contact us. We would also like to know of anyone suffering from any serious ailments so we can wish them good cheer.

*Door Prizes*

We are constantly trying to improve the quality and quantity of our door prizes. If anyone would like to donate a door prize or knows where we can purchase a good item for a door prize at a nice discount let us know. Also let us know if you have any ideas for door prizes that you would like to see. Besides the usual we are offering some new and different prizes this year.

*E-Mail and Snail Mail Addresses*

If you are receiving this newsletter by regular U.S Snail Mail, then please send me your e-mail address. As a matter of fact send your whole e-mail address book so we can build a complete e-mail list of all retirees and active pilots. Send it to F.Lyons@att.net .

*Add Folks To The List*

If you know of anyone who is not on our mailing list please send us their address or have them contact one of the committee.

*New Committee Emeritus Nominees*

If anyone has any ideas on people we should appoint to the Committee Emeritus please let us know. This year we will be adding Joe Vitelli and Larry Gardner. The duties of the Committee Emeritus are singular: to be ambassadors of good will and spread the word on the Annual Party. There is no pay, no benefits, and most of all no work to do.

Two years ago, we also got back to the ancient tradition of dancing after dinner. This year we welcome back "Petie" from Federal Express for your listening and dancing pleasure. Petie promises some special treats to make this year unique!

*And of Course, the Hospitality Suite*

Last but not least, we will have our usual Hospitality Suite on the same floor where most of us will be staying. It will be open before and after the affair, and will stay open until the last person is standing (which was 0800 last year - must have been a commuter on reserve who didn't want to buy a hotel room).

*And Finally.*

Please be there and encourage your friends to attend as we go for a new attendance record this year, because in the final analysis, it is you, and not all the special programs, which make this affair the very special event that it is -- truly the social event of the year.





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*The following backlog of reports was occasioned by transmission difficulties from Jerry to RUPANEWS. With help from our webmeister and in-house computer guru, Bruce McLeod, we think that the problem is solved, and future reports will be timely. Ed*

### **SOUTHEAST FLORIDA GROUP**

The Gold Coast group met on December 14, 2000, for the second time this season. I did not attend as I was at the Disney Parks with my son, daughter in law, 5 ½-month-old grandson, mother who can't hear, father who can't walk, (neither one can see well), and Pat. But enough about all the fun I was having. Twenty-one people showed up for the lunch and had a great time. Ham Wilson let it be known that he is now 83 years old. In his case young. Anyone that hasn't met Ham, hasn't been there, done that, yet. A true character, and a joy to be around. I have never heard a bad thing said about that man in the nearly 40 years I have known him. We should all be so fortunate. Our senior man, Carl McQuigg, did not attend. He is 91, and it's rumored the meeting conflicted with his dance lessons.

In attendance last Thursday were:

Jimmy Carter,	Ham Wilson,	Stan Blaschke	Paul Livingway,
Jamie Krapf,	Burt Olson,	Dave Henry,	Wes Page,
Ed Wheeler,	Dave Peat,	Ned Rankin,	Lyn Wordell,
Will Lambert,	Walt Kimmey,	Sid Sigwald,	Ed Petrovich,
Tom Sheeran,	Terry Lewis,	Warren Hepler,	Jim Ralph,
Hank Fischer,			

Next meeting will be on January 11 th. *The Flaming Pit Restaurant* in Pompano Beach is still the place and 11:30 AM the time. Jim Carter, at 561 272• 1860 and Stan Blaschke, at 954 581 -0145, are still in charge and if you would like to be on our mailing list, call me, Jerry Bradley at 561 994-6103. Jerry, for Jimmy and Stan

### **SOUTHEAST FLORIDA GROUP**

The Goldcoast gang got together on Thursday, the 11th of January, for the first meeting in 2001. We had a good crowd and a great time was had by all. Jimmy Carter announced the good news that we have nearly \$300.00 in the kitty. The bad news is, no one knows who is holding it, Two, very rich, active duty pilots showed up, Dick Wiley and Bob Lang. Dick says that he is the poster boy for prostate surgery at the union meetings. He refers to me as semi-colon, after my problem a year ago. Thank the Lord we are both here to joke about it. Bob Lang was off on a Sydney trip the next day. Whenever I hear Sydney mentioned I think of the time I was on the bus going to town in Narita and I overheard a conversation about a Sydney layover a captain had. He went to the beach and came onto a volleyball game with all topless young ladies. He used many superlative adjectives to describe his emotions and finally said "It was sort of like an out of body experience." If I ever get to Sydney, you will know where to find me. Ham Wilson got up and told a joke that made sport of the frugality of flight crews on layovers. Everyone in the room represented it, I mean resented it,

Present on Thursday were:

Ham Wilson,	Jimmy Carter,	Will Lambert,	Butt Olson,
Jerry Bradley,	Guy O'Rear,	Bob Lang,	Charlie Steward,
Warren Hepler,	Paul Livingway,	Ed Petrovich,	Ham Oldham,
Terry Lewis,	J.T. Palmer,	Paul Andes,	Dave Peat,
Pete Gallant,	Jack Wink,	Lyn Wordell,	Jame Krapf,
Pete Granata,	Dick Wiley,	Walt Kimmey	Sid Sigwald,
Bob Hein			

.Next lunch will be on February 8th at the Flaming Pit restaurant in Pompano Beach at 11:30 AM. If you have a question or request for transportation, call Jimmy Canter at 561 272-1860 or Stan Blaschke at 954 581-4145. if you would like to be on our mail list, call me at 561 994-6103. Jerry Bradley for Jimmy and Stan

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## SOUTHEAST FLORIDA GROUP

The South Florida group met on the 8th of February at the usual place. We had a good number attend and a lot of interesting stories were exchanged. We discussed cruises a great deal, and sure enough when I got back home I had gained three pounds. Can't even talk about it.

Dick Wiley sat across from me. He retires in August. He could be the first person to be ejected from the group before he is qualified to be there. Stan Blaschke was there with his brand new hip. He said that he is already playing ten holes. I don't know where he found that course. Charlie Steward is in Cleveland Clinic in Ft. Lauderdale also getting a new hip. Hope to see you next month Charlie. Bill Lancaster came up from Miami. He left relatively early because he said he couldn't stand being around so many English-speaking people.

Attending on Thursday were:

Russ Burleigh,	Burt Olson,	Jimmy Carter,	Peter Gallant,
Ham Wilson,	Dick Wiley,	Bob Hein,	Bill Lancaster,
Guy O'Rear,	Freddy Nichols,	Dave Henry,	J.T. Palmer,
Ed Wheeler,	Hank Fischer,	Lyn Wordell,	Ned Rankin,
Will Lambert,	Jerry Bradley,	Stan Blaschke,	Warren Hepler,
Earl Harned,	Bill Henderson.		

Next meeting will be on March 8th at the *Flaming Pit Restaurant* in Pompano 'Beach at 11:30 A.M. For questions or transportation, call Jimmy Carter at 561 272-1860 or Stan Blaschke at 954 581-0145. To get on our mailing list, call me at 561994-6193.

Jerry Bradley for Jimmy and Stan

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## RAY KELLY HONORED

*Aviation Pioneer and Long-Time United Airlines Employee Honored At Annual History of Aviation Banquet*

The American Institute of Aeronautics and Astronautics honored aviation pioneer and former United Airlines' employee Raymond (Ray) D. Kelly, retired Director of Technical Development at United's San Francisco Maintenance Center, as he celebrated his 100th birthday.

The annual History of Aviation Banquet at the *Hiller Aviation Museum* featured comments from Ray and a showing of film footage Ray captured during his career, including early testing of aircraft from the early Trimotor to the supersonic transport.

Ray, whose career at United started in 1930, was involved in the technical development of new aircraft from the Boeing 80 to the B747. He was also instrumental in the development of C-band radar introduced by United in 1955 and participated in Supersonic Air Transport Studies from 1960 until his retirement in 1966.

Speakers at the event included: -- John Boyd-NASA AMES -- Dr. Doug Kelly, (Ray's son) -- Lou Mancini-Vice President Engineering and Technical Support, United Airlines -- Ray Kelly

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## LAX Lunch

Nineteen members and guests met for the regular luncheon meeting held at Hacienda on Sepulveda Blvd. near LAX on the 3rd Thursday of February, the 15th.

Margaret Barnard	Charlie Barnard	Joyann Moore	Jack Moore
Ken Williams	Gene Gawenda	Ruth Nordhagen	Nordy Nordhagen
Ken Kuecker	Herb Goodrich	Mike Kendel	Don Krueger
Rex May	Bob Mosher	Jim Turner	Jim Matheson
Dave Tank	Jack Hanson	Shirley Hanson	

Herb Goodrich brought a Clay Lacy calendar which Clay had autographed to him, not just on the cover, but on each page. Herb said that Clay had refurbished his DC-3, and it sports the authentic UAL paint

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job of the era. Clay may invite RUPA members and guests over to his hangars after the March meeting at *Billingsley's Restaurant* on Thursday, March 15. Don't let the date slip up on you--the 15th is the third Thursday.

Some RUPA members attended a birthday celebration at Torrance Airport for long-time airplane expert Roger Keeney, including Mel and Dottie Heflinger, scheduled for the same day as the luncheon. Dave Tank encouraged everyone's attendance and gave news of some members' current status.

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### **THE NORTH COASTERS----** Feb. 15, 2001

The hearty members of the RUPA North Coasters gathered Thursday for the usual lunch and fellowship. An even dozen attended in *TJ's Restaurant* in beautiful down-town Wooster, Ohio. Our faithful waitress, Vickie, provided her usual fine drink and food service, even though she was tired from the previous busy evening---- serving for Valentines day. A letter from Jim Tight was read, telling that he and Betsy have dropped out of the group---and relocated to Las Vegas. We will miss you, Jim! A note from John and JoAnn Pinter told that TJ's will get some relief from the group, since they are hosting the North Coasters for a beach party in place of the August luncheon. And on top of that, they have scheduled a Christmas party for us as well--- December 1st at 4:30 PM. Mark your calendars!

There was cause for celebration. Dick Orr was celebrating 4's---his 4th anniversary of his by-pass surgery, plus his 44th anniversary coming in two days.

Ken Wheeler was celebrating another award for his singing talents with his barber -shop quartet.

Richard McMakin was celebrating the great success that came from his organizing skills in arranging the best Fantasy Flight ever! This took place last Saturday at Cleveland Hopkins Airport. The Make-A-Wish Foundation gathered a number of the children and families for the flight, the North Coasters provided the uniformed pilots and many United workers were on hand as well. United's ticket counter and gates were festive with balloons, decorations, and banners. Every child was provided a camera to record the event, and they enjoyed the activities at the gate: games, face painting, magicians, clowns, airport fire fighters, a police dog, live penguins and exotic animals. United provided a 767 for the occasion, and the F.A.A. provided special handling of the flight. All communities along Lake Erie were alerted to turn on their lights. The Cedar Point Amusement Park was fully illuminated as was Jacob's field (home of the Cleveland Indians).

Others in attendance were: Dick Sanders, Gene White, Harrv and Pat Morris, Dave and Kris Suits, Jack Heiszek, Evan Miller, and Jerry Cox. Next lunch date: March 15th, same place, 1 PM.

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### **Gooney Bird Luncheon** February 15, 2001

The Seattle Gooney Birds met today as scheduled. It was a good meeting except for some sad news.

Two of our own have been diagnosed with cancer: Ralph Stevens, with pancreatic cancer, and Reg Froom, with non-Hodgkin's lymphoma cancer. The word "cancer" is always scary.

Charles Renn, a retired Seattle Flight Manager, died yesterday after a long illness. He had had a heart valve transplant last June and contracted an infection, which he battled until; yesterday. Tom Bergbower, formerly of Seattle, died yesterday also. He had been ill for a long period of time, and had spent the last year or so getting dialysis treatments several times a week, along with other treatments. It is sad to see them go, but obviously, a relief from their suffering.

In attendance today were:

Fred Hope,	Jeff Roberts,	John Cordell,	Vince Wormser,
Bob Howard,	Dick Wiesner,	Tom Smith,	Chuck Westpfahl,
Philo Lund,	Fred Sindlinger,	John Bley,	Howard Holder,
Bill Stoneman,	Ed Duclos,	Chuck Podhasky,	Al Teel,
Bob Berkey,	Bill Brett,	Jack Brown,	Harrv Beery,
Ron Locken,	Bob Wulff,	Gus Tuit,	Ray Hull,
Vince Evans,	Don Anderson.		

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## SUNDOWNERS' LUNCHEON

Jim Feneley, 3246 Hyde Park Drive, Clearwater, Florida, 33761-1813, 727-785-5971.

Ten showed for the January stag luncheon at the Countryside Country Club in Clearwater. Those making the scene were: Bob Van Housen, Paul Fidler, Stan Crosier, Jim Irwin and his guest Jack Hagins, Lars Warn, Jim Wilson, Jack Moran, Ken Vanderhyde and me.

Bob VanHousen called our attention to the fact that those of us who reside in Pinellas County had failed to provide RUPA with the new area code prior to the publishing of the recent Directory. If you read this and are unable to make phone contact with someone in Pinellas County with an 813 area code, TRY 727. Anyway, it was an enjoyable occasion with much pilot talk and the admonishment from Bob was well deserved.

Next month is Co-Ed, see ya there, Jim .JF/RS/JI

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## SUNDOWNERS' LUNCH

Jim Feneley, 3246 Hyde Park Drive, Clearwater, Florida, 33761, 727-785-5971

Nineteen Sundowners gathered in the Oasis Room of the Countryside Country Club for the February 15th cold buffet luncheon. Enjoying this were:

Paul & Nell Fidler,

John & Edna Papadakis,

Jim & Hilda Feneley,

Ken Vanderhyde ,

Ray & Twila White,

Ballard & Mary Leins,

Jim & Ellie Irwin,

Matt Middlebrook

Ruth Kurtz,

Chan & Matti Sloughton,

Jim & Susan Goodson,

Submitted by Ray Schlage for Jim Feneley.

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## Need to Verify Employment or Wages? Use New Procedure

Reduced interest rates and an increase in the number of employees applying for loans has sent employment verification call volumes soaring. The Payroll Department reminds employees that it no longer handles those calls.

United has contracted with the *Verifacts Employment Verification Service* to respond to employment and wage verification inquiries for employees on the U.S. payroll.

Employees who need to have their employment or wages verified for any reason can obtain a Personal Identification Number (PIN) within minutes by calling *Verifacts* toll-free at 1-800-221-6626, 24 hours a day. Employees simply follow the prompts and provide the United company code of 10209. Employees receive a PIN from *Verifacts* to provide to their lender. Lenders then obtain the information they need by calling 1-900-26-FACTS (1-900-263-2287), or, if they cannot dial a 900 number, 1-800-458-8360. The service is available to lenders Monday through Friday, from 7 a.m. to 7 p.m., Chicago time.

Employees who have questions about the process can contact *Verifacts* Customer Service department at 1-800-458-8360, Monday through Friday, from 7:00 a.m. to 7:00 p.m., Chicago time.

Since I was doing a little refinancing with the UAL Employees Credit Union I called *Verifacts* to see if the new procedure applied to retirees. I was told it did not and given a number to call at WHQ. Fortunately, a very pleasant lady answered immediately and told me that was incorrect information. She called her contact at *Verifacts* and got back to me quickly.

In short - the service *does* apply to retirees. I used it, and it seems to work as advertised. I had to punch in my SS number and birth date and a personal PIN. I was then given an authorization number that the lender could use that was good for 72 hours.

*George Mathes*

*Thanks for sending this information, George. Readers are reminded to clip and save this for future reference, as the RUPANEWS editorial staff - me, does not have the time to answer queries by readers whose "dog ate their copy". Ed*

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## **ALPA PASS TRAVEL COMMITTEE**

Air Line Pilots Association UAL-MEC

Report to the MEC January 2001

Members of the MEC;

I have been pleased with the improvements in pass policy since my last briefing to you.

A long-sought goal of the unions here at United was to bring about a change in the company's philosophy regarding pass benefits. We felt that in an employee-owned company, pass benefits should be paid for by the company, just like any other benefits. Additionally, if we are to be one of "The Best 100 Companies to Work For", then our pass benefits should be head and shoulders above all other carriers, not merely "competitive," as management liked to refer to them before.

With the elimination of all pass charges, except International First Class on a three-cabin aircraft, this change in thinking appears to have taken place with regard to our pass travel benefits.

There are more issues ahead and more improvements ahead. Here is a summary:

### *ON-LINE PASS TRAVEL ISSUES:*

Last year United employees and their eligibles (not counting companions) used about 2.3 million coupons for S/A travel. That's over 6,300 coupons per day. The average service charge paid (prior to elimination) was \$6.64. On many days 5% of the passengers at O'Hare are non-revenue.

E-Tickets for Employees and eligibles is on the way. The new procedures will eliminate paper ticketing for on-line pass travel. An employee or eligible would simply list for travel in the same way they do today, check-in at the airport and only show a photo-ID. Then just stand-by as they do today. The only charges would be for International First Class on three cabin aircraft, and those would be automatically charged to the employee's pay check.

The goal is to eventually have e-ticketing for companion travel and off-line employee and eligible travel. Companion e-ticketing is at least a year away, and off-line e-ticketing is even longer.

The Domestic Partner Benefit is working out quite well. In the first month, 557 domestic partner coupons were used and that amount has grown and leveled-off at about 1,200 to 1,300 coupons per month, or about

6/10ths of 1% of our total pass travel usage. There have been no reported problems with the implementation of this new program, and I see it as a positive development for our fellow pilots and employees. One common misconception about the domestic partner benefits: They are not limited to same sex couples.

While no statistics are available, the People Division believes less than half, but "a significant number" of

United's domestic partners are opposite sex couples. Many of these are from overseas, especially in South America and other countries where views of marriage are different than in this country.

The Enrolled Friend benefit is still under financial review by the company. I suspect that because other carriers have it and because UAL wants to have the best pass benefits, they will soon implement the program.

Under the Enrolled Friend Travel Benefit, any employee – married or single – would be allowed to designate one person per year – related or unrelated to the employee – to receive pass benefits. However, employees would be able to elect to receive only one of the following benefits per year:

1. Spouse travel benefits,
2. Domestic Partner travel benefits, or
3. Enrolled Friend travel benefits.

Just like with Domestic Partner travel benefits, the IRS requires that Enrolled Friend travel benefits be taxed on their imputed income. The IRS allows tax free travel benefits only for an employee and his immediate family (which the IRS has defined to include parents). The Company is already placing on employees' mid-month paychecks all pertinent information about imputed income from pass travel for the previous month.

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Appropriate taxes are being itemized and withheld so there are no nasty surprises for the employee at the end of the year.

An employee discount for UAL Freight is also being considered. Cargo V.P. Jim Hartigan Jr. has strongly endorsed this. However, after he brought it up at a meeting of senior management earlier in 2000, it was shot down in flames. Hartigan and the People Division both believe, however, that in time this benefit will happen, once the concept can be retooled to satisfy certain concerns.

The unions have been working with the company to establish more realistic age restrictions for S/As in International First and Business. The company is now leaning toward reducing the 18 year age limit in International First Class to 12. The Business Class limit of 8 years old for eligibles is expected to remain the same. And the age limit in Business Class for unaccompanied companions is expected to remain at 12 years old.

#### *COMPANION PASS ISSUES:*

In 1999 only about 30% of the companion coupons issued to employees were used. In 2000 that number has decreased a little.

The companion improvements that appear to be moving ahead include the elimination of the two-companions-per-employee-per-flight restriction. All the unions and SRT supported this change. If this happens, any companions over two, including any accompanying employee, will travel as BP-8C.

Additionally the company now has a target date for allowing UAL companions to use United Express flights by this summer. The only hold up now is programming. Any companion travel on UAX would come from an employee's current allotment of 24 per year, and the cost would be the same as on United.

There are two problem areas with regard to Companion Travel. The first is that there remains a widespread problem of companions causing serious difficulties for CSRs, and flight crews.

More precisely there continues to be a serious problem with employees not educating or briefing companions sufficiently about their responsibilities and limitations. As a result there has been somewhat of a backlash against this benefit from various quarters within the company. I do not believe it has gotten to the point where the benefit is threatened. But I do expect that shortly, the company will not permit companion benefits until after an employee has been with the company for one year. The reasoning is that it may take this long for employees to become sufficiently familiar with their own pass travel benefits and responsibilities before they can be expected to properly educate their companions. Other carriers have recently imposed this restriction after encountering similar problems with their employees and companions. American now has a two-year waiting period and this new change was proposed by their employee pass travel team – not by their management.

Pilots have not been immune to this problem. In fact, I have been told by the People Division it is a pilot's companion who is currently suing United because she did not get into First Class as a result of not adhering to the dress code.

While this is an extreme example, more typically, problems involve companions not understanding that their coupon is space available only, and causing a scene at the gate when they are denied boarding; Companions causing problems for flight attendants when they don't get the seat or meal they desire. And companions becoming disruptive after being denied boarding or class of service due to not adhering to the dress code. Some companions actually think they are supposed to get better priority than paying customers because they are an employee's companion.

#### *OFF LINE EMPLOYEE TRAVEL ISSUES:*

Beginning sometime by summer the company will slowly convert from "ID" reduced rate tickets to ZED tickets. This will initially be done with Lufthansa, then other interested Alliance carriers, then, perhaps in our lifetime, other carriers.

*ZED, or Zonal Employee Discounts*, is a type of employee reduced-rate travel that has been around the industry for a number of years. With our history of being on the trailing edge of innovation, United is

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just now embracing this concept.

There are presently about 200 ZED carriers. However, United intends to participate only with those ZED carriers who permit fares to be electronically filed in Apollo and that are point to point only – not based on origin to final destination. Therefore the number of carriers who will have reciprocal ZED agreements with UAL will be relatively small – especially at first. For those carriers who will not be ZED participants with UAL, the traditional ID tickets can still be purchased and used as they are now. ZED fares have advantages for both the company and the employees. Under the ZED concept, traditional ID75, 90 and 95 reduced rate fares are replaced by mileage based ZED High, Medium, and Low, fixed zone fares.

The advantages of ZED fares for the employee are:

1. The ZED ticket is interchangeable between participating ZED carriers, and interchangeable between any routes within a zone -- thus reducing the need for back-up tickets when traveling.
2. The ZED fares are, with a few exceptions, cheaper than the corresponding ID ticket. Generally, the longer routes will be considerably cheaper with ZED fares.

The examples from the chart on the last page [not included here] show that an ID95 from ORD to Vienna (4,714 miles, or Zone 6) will drop from \$88 + tax to \$45 + tax with the Low ZED fare (ZL). An ID75 drops from \$441 to \$117 with the High ZED fare (HZ)!!!

Rio to Sao Paulo is a Zone 1 fare (237 miles) The Low ZED fare (ZL) is the same as the ID95. The Medium ZED fare (ZM) is \$7 more than an ID90. And the High ZED fare (ZH) is \$4 less than an ID75.

3. Employees will no longer be playing roulette with CSRs by paying different fares for the same ticket, depending on the agent you happen to draw at the ticket counter. All ZED fares are predetermined by mileage zone and will be listed in Apollo with all other fares for that airline. CSRs will not have to do any calculating or interpreting poorly written Apollo instructions for various carriers. There will be no surprises because there are only 24 possible ZED fares: High, Medium and Low ZED fares for 8 different mileage zones.

The advantages for the company are:

1. Since tickets are interchangeable, the company will have to write and refund fewer tickets.
2. Writing ZED tickets will be easier and quicker to write for CSRs.

Here's an example of how an employee would use a ZED ticket. Say an employee wants to fly from JFK to Nairobi. The employee's plan is to fly to London on UA, then connect on British to Nairobi. The employee purchases a back-up ZED ticket on British from JFK-London, then another ZED ticket on BA from London to Nairobi.

Sure enough, on the day of departure, he can't get on United, so he goes over to British to use his ZED ticket. As luck would have it, he doesn't get on BA either. So our intrepid employee goes over to Air France and turns in his ZED ticket and uses it from JFK to Paris (or if he wants, he can use it from any east coast city to any European city on any participating ZED carrier, since the distances are all within the same zone).

Our employee finally gets on Air France and flies to Paris. Rather than use the next ZED coupon from London to Nairobi as originally planned, he now uses it from Paris to Nairobi on Air France, or Kenya Airways or any other participating ZED carrier, since they are interchangeable.

If an employee has say, a Zone 5 ticket, but wants to use it on a Zone 6 route, he can go to the participating carrier's ticket counter, pay the difference and be issued a ticket for the longer distance zone. This is how ZED tickets work in theory.

OK, that's the hype for ZED fares. Now here's the reality of the ZED fares:

1. The Company hopes to have reciprocal agreements for only Lufthansa by summer. More Alliance carriers will start trickling in after that (and it probably will be at just a trickle).
2. Not all Alliance carriers will want to participate under United's terms. The same will be true for non-Alliance ZED carriers.
3. Because the number of carriers participating with ZED under United's conditions will be smaller than

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the current universe of over 200 ZED carriers, the interchangeability of ZED tickets for United's employees will therefore be limited until enough carriers enter reciprocal agreements with United.

Other Off-Line issues are not being resolved.

There are a number of problems and areas for improvement with off-line travel that we have been trying to obtain for a number of years. Unfortunately, the progress on our list has literally been zero. This has been in stark contrast to the screaming successes the company and unions have been able to achieve with on-line travel issues.

I believe there are a couple of reasons for this. First, on-line travel issues are addressed by the People Division. Off line travel issues are dealt with by another area within the Company. While the People Division is used to dealing in a participative manner with the union groups, the folks in the Marketing department have never had to deal with employees before. I have come to conclude that perhaps they find our contacts with them to be more of an intrusion and interference than as participative problem-solving in the spirit of the ESOP. Believe it or not, the last e-mail I got from them basically told me not to call them, they'd call me. That was over three months ago.

At ALPA's urging, all six unions on the property have prepared and signed a letter to the company urging that discussions begin as soon as possible and that the company and unions commit to a timeline to resolve these outstanding issues.

Additionally, at my request, the Master Chair has agreed to use his influence to prod this department off of top dead center and get them to at least meet with us to begin discussing these long-festering problems with off line travel.

These issues include:

1. Reciprocal ID95s with Star Alliance partners are not being established and available for employees in a timely manner.
2. Inability of UAL and other Star Alliance employees to upgrade to premium classes on Star Alliance carriers while traveling on ID95 or equivalent ZED fares.
3. Wildly divergent fares for different employees purchasing the same reduced rate travel.
4. Unwillingness by UAL to consult with employee groups when another carrier requests changes to our reciprocal agreements. And a lack of satisfaction with UAL's responses to requests by other carriers to make changes to their reduced rate fares that are unfavorable to United employees.
5. Unilateral Imposition of fuel and other surcharges on reduced rate tickets without reciprocal agreement by UAL to do so.
6. Unacceptably high minimum fares for reduced rate travel on certain other carriers.
7. Lack of any progress in solving off-line travel problems.

That's it for now folks.

**Fraternally,**

**Patrick Palazzolo**

**Pass Travel Committee**

*Members should be aware that the foregoing was a briefing to the MEC by Capt .Palazzolo – i.e. to active pilot employees, and that not all of it, present or planned, may be applicable to retirees. When in doubt, check with the Benefits Service Center at 1-800-482-5236. Ed*

### **Carty commits to TWA retiree passes on AA**

WASHINGTON - 01FEB2001 (AirlineBiz.Com) During testimony at the Commerce, Science and Transportation Senate Committee hearings regarding the American Airlines-TWA Merger, Don Carty of American Airlines committed to honoring TWA retiree passes on American Airlines.

During the live CSPAN broadcast, Senator John S. McCain III of Arizona commented on the number of emails and letters he had received addressing this issue. Congratulations to all who contacted their elected representatives.



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## MORE ON SHINGLES (Herpes Zoster)

By Dwight Lubich (SFO) Los Altos, CA.

It is interesting that I should have read the article on this malady in the February issue, when earlier that same day I began participation in a trial program for a new vaccine to comb at it.

That was an informative article by Dan Jessup, and I would like to add information on the subject.

I recently received literature about this medical condition and a test program conducted by the Department of Veterans Affairs Cooperative Studies Program. It is partially funded by a grant from Merck Co., Inc.

For the past six years, this pharmaceutical company has provided an anti-chicken-pox vaccine for children in the United states, and for over twenty years has done so in Japan.

Starting in July of this year, the vaccine will be mandatory for all children entering kindergarten in the US.

There are a total of 22 VA study facilities throughout the country conducting this study on both sexes, including Palo Alto, CA. The program is in the third and final test phase and when completed will have involved 37,200 "test pilots" over age 60 who have not yet contracted shingles. The PA facility is enrolling 1800 but still needs about 700 volunteers.

This is how it works. After the usual data taking and question answering, you are shown a "drive safe" type video (with all those awful pictures) about the malady. You then are injected with either a live-attenuated varicella-zoster vaccine (about 150% of children's dosage) or a placebo. You then check in monthly with a telephone response system for from three to five years (just like monthly bidding). Following that, if you were not given the vaccine in the beginning, it is offered free of charge at this time. The injection WILL NOT CAUSE SHINGLES but if you do develop them during the test period and VA is notified within 72 hours of symptoms occurring, you will be cared for at no cost to you. Additionally, two facts should be mentioned: First, even though you may have never had chicken pox, living in this country more than 30 years places you in the same risk category. Secondly, even though there may be multiple rashes on your body, they must all be on the same side of the body to be shingles. Finally, shingles can recur, but the chances of that occurring are less than one percent. *[Now, that's very good news !!!Ed.]*

Any members interested in this very worthwhile project, contact your nearest VA facility to see if it is in the study. For Bay Area retirees, contact: Ms. Kerry Moynihan, R.N., B.S.N., Study Nurse @ (650) 493-5000, x 66763.

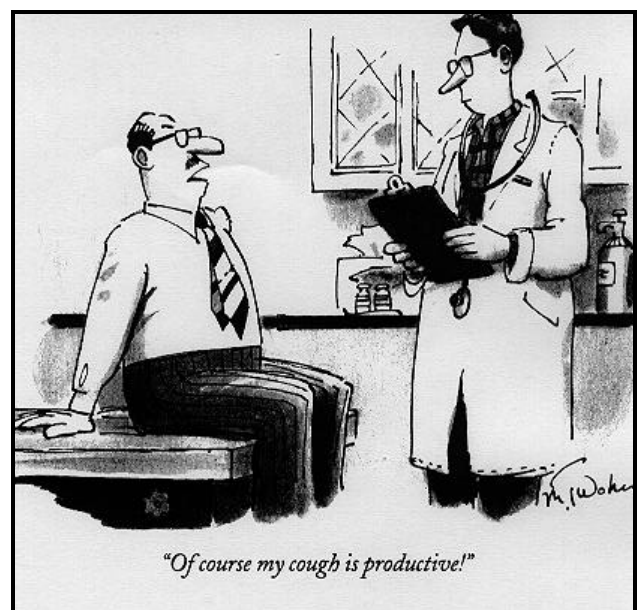
NOTE: Although the studies are being conducted at VA Hospitals, one does not have to be a Veteran to Participate.

**MARTIN BERG** : marty\_berg@hotmail.com

Greetings Jock, our best trip of the year was to Sweden in June, and then cruise to St. Petersburg to see the "hidden treasures" at the Hermitage. They had been "liberated" by the Russians during WWII ,and after 50 years in storage, were put on public view. We liked Holland America but the slot machines were tighter than the ones at Reno terminal.

Passed my third class px and BFR so still flying the anglewing 182.

Marty



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**DAN BARGAR**—1731 Escalero Rd, Santa Rosa, CA 95409

Only a month past my Feb. birthday. But 2000 was a good year if you forget the market. We spent some great ski days at our Incline place and it was a great season. Then a week at Sun 'n Fun in April. But the big news was my 34-year-old son marrying a Houston gal that he met on a cruise when they were 17. It was a garden wedding in March with the azaleas in full bloom in Houston.

Summer found Chris and I back at the Chautauqua Institution near my old home town of Jamestown for a wonderful week of symphonies, lectures and great music programs. The RUPA cruise was great and it was good talking with everyone about those old guys we used to fly with and now we are one. The Statendam was really a wonderful ship. Now, if I have any funds left after the \$400 a month PG&E bills, will sign up for the May cruise.

Sure look forward to receiving my RUPANEWS every month.

Thank you all. Dan

**JOHN C. BLACK**—1510 Ariana St. #75, Lakeland, FL 33803

Dear Cleve, Just like all the rest of us first-year retirees time has flown by. I miss the layovers but not the schedule. Like a famous person said "I am free at last" and using the time to do what I want. We divide our time between Florida in the winter and Winchester Virginia in the summer. Still fly my Cessna 414 and drive the antique cars to shows.

So much to do I can't even remember how I did it while still working. Enclosed is my dues for the next year. If any one gets to Sun 'n Fun look me up in the book tent in the mornings as I will be playing around working for the museum.

Thanks, JC

**LARRY BLACK**, 804 Chris Haven Dr. N., Seymour, TN 37865 kailari@compuserve.com

A little bit late this year, but my wife's surgery was just a few days before my birthday and a lot of things were neglected about that time. The check is in the mail to Cleve, and here is my write-up.

Year 2000 was a very memorable year. My wife,

Kay, and I took a two-and-a-half-month motor home trip to Alaska. What a spectacular state! Alaska can be viewed as a wide open zoo. Boon docking in the many public parks enabled us to get close to the scenery and wildlife. The fishing was great, too. Summer 2001 we are going back to Alaska for a more extensive back-country exploration and wild-life viewing.

Returning from the trip, Kay's yearly mammogram revealed a malignant lump. Thanks to the early detection, the procedures were simpler and radiation is now completed, and she feels great. I'm enclosing a poem I received by E-mail called "Flying the Line" with a credit to a Capt. Jim Skog. Perhaps it has already been printed in this publication, but if so, it deserves repeating.

Larry

### **FLYING THE LINE**

*Yesterday, when I was young, before the spring in my step got sprung*

*I was a co-pilot flying the line, when I was young and in my prime lean of flank and steely of eye, happy and heedless of years going by*

*I wore a grommet in the rim of my hat, to make it look sharp, not let it go flat.*

*We'd put a quarter on the rudder trim to bet on a grease job landing.*

*And one would gain a quarter, and one gain understanding.*

*I tried to help the Captains when the crosswind was bad.*

*Skip - are you gonna use a wing low or utilize a crab?*

*Tuned in the ATIS early if the weather wasn't good.*

*Asked them about a Cat II. or if they thought we should?*

*I'd look up the approach and study hard the plate, Because I didn't want reporters to refer to us as "the late".*

*I flew with them all, the short and the tall, from Anderson to Zalatoris*

*And all in between, including extremes, including Marines, including Al Voras.*

*Some were jokers, some were smokers, but somehow over time*

*All shared their hard-won knowledge and showed me how to fly the line.*

*The time went by as I waited for my turn.*

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*Anticipating eagerly the money I would earn.  
Then I checked out with the passage of time  
And slid over to the left seat, a Captain of the  
line.  
I took the silly grommet out and let the hat look  
crushed.  
New guys signed in and sought me out with  
voices loud - or hushed  
And I affected confidence while on the con-  
course floors  
When I sauntered past the people to open jet-  
way doors.  
Oh! there may have been a time or two when I  
forgot the combination  
But an agent always showed up then to save the  
situation  
And faithful to tradition, I'd find a pre-owned  
New York Times  
And scenes like these I'd file away to someday  
put in rhymes  
I'd deadhead south with pleasure to play "you  
bet your job".  
I knew that all would be just fine under Uncle  
Bob.  
I saved some time for the Candlelight and  
sometimes went to jog  
And wore the ID with a straight face to get past  
"Deppity Dog".  
I was mostly glad to go there, I'm not saying it  
was heaven.  
They made me sweat a little when I hit the 767.  
I complained of programmed learning and  
navigation automatic.  
The sympathetic answer was "education can't  
stay static".  
Things come around; co-pilots young and in  
their prime  
Would tell me just how great it was to be there  
on the line.  
I knew I wasn't getting younger but it wasn't all  
that bad  
Except when you'd ring for coffee and the girl  
would call you "Dad"  
I appreciated hitters when they went into a  
slump  
When I had successive landings that would flat-  
ten out your rump.  
The bags kept getting heavier but it wasn't a big  
deal*

*I went along like others and got some with a  
wheel.  
The day finally came as I always knew it would  
I finished up the final trip and hung it up for  
good.  
I'm getting old and wearing out - they say I'm  
past my prime.  
But often yet my thoughts return to when I flew  
the line  
And then come flooding in the memories of the  
past  
As all the while the sands are trickling through  
the hourglass  
Sometimes the candle flickers, though the light's  
still burning bright  
As we face into the west and see approaching  
night  
The day will come when all of us will finally Go  
West  
And stand before the judgment seat to take the  
final test  
They say sometimes St. Peter will treat you mighty  
fine  
And if that's true, then what he'll do is send me  
back to fly the line  
Captain Jim Skog*

**PAT BOLING**—2074 Hwy 1, Pescadero, CA  
94060

Dear Cleve, All the usual apologies for being late, and forgive the lack of email and all the modern conveniences but here it is, and if you can't decipher it just throw it away – but cash the check. The latest RUPANEWS report of those “Flown West” brought many tears to my eyes. I dread each issue. So many great men checking out. The only consolation is that they are going to a better world. Things are routine at Rancho Ano Nuevo. We've had a good winter with adequate rain. Sixteen inches so far. I expect another ten for the year. We don't grow anything except 100' Redwoods, 100' Monterey Pines, 100' Oaks, and 100' Madrones. What do I do with these monsters? I pray that none of them fall down. When one does, I get my Patron (foreman) to cut it up. Sarah and I couldn't live out here without our Patron. It costs me \$300 to cut up a cord and if I sell it I can get \$300. But we have a lot of friends and they frequently fill their back seats with firewood. Hav-

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ing lifted hundreds of stumps, my back gave out and I can no longer lift a log.

We have a wonderful display of Humming Bird pasturage with many Humming Birds staging beautiful displays of bird warfare. We're so glad to be alive and living on the western edge of the nation with our friends; four cats, eight goats, many hawks, buzzards, one eagle, 1000 blue jays, a mountain lion, dozens of ranging coyotes, wild hogs, foxes, and two human friends about a mile away.

I'm going to *Boy's Night Out* and am anxious to see the dwindling few of the old timers. I invited Bill Dunkle to go with me, but he assured me that all of San Mateo slid into the Bay while they were digging those big holes for the new runways. So I may not see you. **Pat**

*Well, Bill's tongue-in-cheek prognostications did not eventuate. Good to see you looking so well at last Saturday's BNO, Pat. Ed*

#### **KEN AND MARIAN BREITSCHOPF**

Kjb2mjb@aol.com

With the arrival of the Feb. issue of the RUPA News I realized that I'm overdue for postage which is herewith enclosed. As I go thru the publication there are fewer and fewer names that "ring a bell". I can recall when I thought "Brownie" Gray, Doug Wilson, Pinky Stainback and others were the old timers. Now, with them gone I guess I too have become an old timer. The bad thing is that it's like being in a boat on the Niagara River. You keep going then one day it's Kaput, you're over the falls.

We had a relatively quiet year; Alaska cruise and some time in HNL while Marian attended the Clipped Wings Convention. I can bore you with other stuff like getting the house painted and having three decks rebuilt in a synthetic wood product, but I won't. Just hope to see a lot of old friends at BNO. **Ken**

#### **RICHARD BROMWICH**

flyup@worldnet.att.net

Hi Jock, well late again! Check is in the mail to Cleve. Never enough time to do the things that need to be done. Sent my better half to Italy with her sister, so didn't have to travel last year. I spend the summers in the Adirondacks, can't take the heat in NJ, and its a great spot to ride my

BMW. Thanks to all the people for their time and effort putting out the *RUPANEWS*. Its great to read that some of the fellows you flew with, are still alive and kicking, but I always feel a little depressed after reading the medical reports and the obits, the golden years are highly overrated.

**Dick**

Thought you might enjoy this.

*Dick, one or other version of what you sent has been going the rounds for a couple of years. It is, frankly, pretty self-regarding stuff, calculated to offend. Since all our members know what they did, I presume your purpose was for them to be able to educate friends and acquaintances – and one catches more bears with honey than vinegar. So I have taken the liberty of replacing it with an ALPA feature which gives "just the facts" as Sgt Friday used to say. We all know that most people are given the impression by the press that pilots are overpaid for doing what any Walter Mitty just knows he could do. In case the public had forgotten, some of our honorable Senators have recently reminded them that we are (were) way overpaid. Thanks for the incentive to provide the following piece. Ed*

#### **What's a Pilot Worth?**

We are all familiar with the common perception of the "overpaid airline pilot": he or she makes \$120,000 + a year and gets almost as many days off as he or she works. The media and the public have developed and maintained this image of pilots. However, even though the facts and figures commonly attributed to pilots' jobs are not always incorrect, they may mislead by failing to show the entire picture.

For example, these facts and figures are rarely accompanied by any mention of the tremendous responsibility that a pilot takes on every time he gets on the airplane. Unlike most occupations, a pilot's job imposes the responsibility to safeguard others' lives. If a pilot makes a mistake on the job not only does he suffer the consequences, but also his crew and his passengers might suffer them. The responsibility for human lives alone should entitle a pilot to be paid well. However, if the responsibility factor is not enough for some to justify a pilot's salary, one need only look at exactly what it takes, in terms of time, dedication and

costs (for all of those number crunchers out there), to become a commercial airline pilot.

To get started on the long road to becoming a well-paid pilot you would [usually] need to earn a four-year college degree. Depending on the college of choice, scholarships, etc. this cost could range between \$30,000 and \$100,000. In addition to obtaining an undergraduate degree that took at least four years of your life and a good deal of money, to be a pilot you must spend more time and more money to get license after license.

The first of these is Student Pilot-Solo. This takes about two weeks and the average cost is about around \$1,100. Now you move on to the Private Pilot's License, which can take anywhere from four weeks to four months and costs, on average, about \$2,000 (going as high as \$3,000). The Cross Country Phase requires about two weeks to two months and costs around \$2,250. Next is the instrument rating. Depending on the intensity level of the training, this can take four weeks, if it is fulltime training, or up to five months if there is a more relaxed training schedule. This costs about \$3,500.

Let's take a break from the extensive list of licenses and check out the bill so far. If we add everything up, excluding the college degree, you have amassed a grand total of \$8,850--and you're not even halfway through.

After building the necessary number of hours of flight time, which will cost an additional \$6,460 you move on to the \$2,000 Commercial Pilot Certificate. Next you will incur these additional costs of becoming properly qualified: Multiengine Rating--\$1,500; Certified Flight Instructor--\$1,600; Certified Flight Instructor, Instrumental--\$1,200; Air Line Transport Pilot--\$1,000; and, finally, Type Rating--\$7,000. Now, if you add all of these up, your total comes to \$29,610, not including the \$30,000-\$100,000 you invested toward your college education. Many years of your life have also passed by as you were spending all of this money to become a pilot.[What the accountants call costs of foregone income.]

You would think that finally it is time to reap the rewards of those years of hard work. Well, the reward is probably not going to be exactly what you had in mind. Instead of that nice six-figure salary from that major airline, you will more likely be

making around \$20,000-\$28,000. Ten more years of flying duty will pass before that six-figure paycheck finds its way into your pocket.

So, after those ten years have passed, the big money has finally come, but it will only keep coming until you reach age 60, when federal law requires you to retire. Most other professionals can work well past that age. Before this time comes, however, you will get to enjoy medical checkups every six months, periodic check rides, and random drug testing. If the results for any of these tests are abnormal, all of the time and money you spent to get there will have been wasted, because you will no longer have a job. Assuming that you pass everything and continue to fly, you will also get to work on weekends and holidays and spend hundreds of days and nights away from home, family, and friends.

After looking at exactly what investment of time and money is required to become a professional airline pilot, not to mention the huge responsibility that comes along with the job, that \$120,000 + salary doesn't seem so unreasonable at all. Before the media and the public complain about these so-called pampered pilots, maybe they should look at the big picture, rather than focusing only on the top salary, which comes only after a very expensive, very long road of education and certification, and then leads to a relatively short career. After all of these facts have come to light, the public and media may begin to reevaluate--and further appreciate--what exactly a pilot is worth.

Note: Time and cost estimates based on national averages [as of date of publishing] and are corroborated by Air, Inc. Costs may be higher depending on region. Costs may also vary significantly depending on training aircraft/instruments used.

ALPA 03/11/2000



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**JAMES F. BUEHNER** buehner@sandpoint.net  
Hi Jock; Just a short note to thank you for your steadfast toil on the newsletter. Being up here in north Idaho puts one somewhat out of the loop. The newsletter, however, helps bring me back in. Keep up the good work!

My wife, Donna, and I spent two months on the road visiting our nuclear ( as in explosion since they are scattered all over the U.S.) family. United passes being what they are, we went by car. Very enjoyable.

Please note my new E-Mail address.

Thanks again.

Sincerely, **Jim**

**JOHN J. CHYLE** SFO/ ORD/ JFK/ LHR/  
GVA/ SFO '67 - '97

Dear Jock: My thanks to you for putting out a wonderful newsletter. Like many, I read it cover to cover, not knowing too many, but finding the diverse letters a source of education and humor. Just into year three and almost able to say the required home addition is about over. Yes, it was worth it, but it wasn't easy. Our home is on the mouth of the Russian River of f California Highway 1 in Jenner.

My health has been good, monitoring a small prostate cancer, a few arthritic aches. Gave up tennis but still like the non-twisting forms of hiking, rollerblading, etc.

Lena and I are starting to roll, i.e. see the continent with our recently acquired truck & camper, which replaces a much loved and used '74 VW camper. We have traveled to many destinations by air but now want to see more of the "back yard". Our goal is to use the camper for about a month at a time, then store it and return home by UAL. Then repeat the process, rather than always returning it home. Right now it is in Tucson where we will start exploring northern Arizona and New Mexico in April.

Regards,

**John**

**RICHARD W. COOPER**—4392 Grove St, Sonoma, CA 95476

Dear Cleve, Enclosed is the annual stipend for the newsletter. My sincere thanks to everyone who puts in the work to keep the mail coming. Year 2000 was a success in virtually every way.

We made two trips to Denver as both our daughter and our son were hired as pilots at United. Most everything else was just frosting on the cake.

Keep up the good work. **Rich**

**GERALD W. COX**—28220 Quarry Rd, Wellington, OH 44090

Dear Cleve, Looks like I will survive my first year of retirement, so have enclosed my postage check for year two. Many thanks to you and the staff for providing the *RUPANEWS*. It is an enjoyable publication.

I knew I would miss flying the line, but have been too busy getting the farm squared away to think much about it. I also seem to have developed a fear of great heights and great speed so do not go very high or very fast in the Aeronca Sedan. It has been a joy to reacquaint myself with low and slow again. Keep your head down.

Regards, **Jerry**

### **Super Jape**

Have you ever been on a plane and seen pilots sitting in the passenger cabin? Well, this is not that uncommon. Most airlines at one time or another need pilots at an airport other than the one they're based at to cover a flight. This is known in the industry as "deadheading." In some cases, due to weather, mechanical problems or crew flight time legalities, crews are called out at the last moment to catch a "deadheading" flight.

This leads us into our story.

During taxi out for takeoff on a Boeing 727, the plane suddenly stopped.

While still on the taxiway, the flight attendant in the back began to lower the aft stairway. Behind the plane was a van with flashing lights.

The van came to a screeching halt and out jumped three pilots. They grabbed their bags and started to run for the plane. As they ran up the stairs, the pilot in front continued running up the aisle shouting "I can't believe the stewardess got the plane this far. I didn't even know she knew how to start the engines!"

You can't believe the startled look on the passengers' faces. Led to believe that these were their pilots, the passengers were left sitting there in total shock. To think that your flight is preparing for takeoff and there aren't any pilots on board! Of

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course, unbeknown to them, these pilots were just deadheading and the regular flight crew was actually driving the plane.....

*I wonder how amused their den mother was when he got word of this humorous ploy? Ed.*

**PETER DULKEN**, Evergreen; CO.

Greetings to the membership, and kudos to all the staff for getting out the *RUPANEWS* every month. Some great information which I don't know how we'd get otherwise.

I noticed that recently a couple of members wrote in and remarked about dizziness during certain activities. Well, I'm no doctor and I certainly don't play one on TV, but sometimes these symptoms are the result of a condition known as BPV, or benign positional vertigo. This can be caused by aging or trauma (injury). There is a way to treat this that works for many people. I know, 'cause I've been there, done that! I've enclosed some information on this phenomenon that might be of interest to the membership. A visit to one's favorite ENT doctor might provide some more updated information.

As for us, well, Joanne was diagnosed with lung cancer last May, and she's been doing chemotherapy ever since. At first the chemo worked, but now the tumor is again showing signs of growth, and so the chemo formula has been changed. We remain hopeful of finding something that will fight this ugly disease.

Our regards to all. **Peter**

*Thanks for the following info, Peter. Ed*

**BPV** is probably caused by a tiny crystal in the inner ear which is dislocated with head trauma or excess vibrational energy. Some patients do not have an identifiable cause. The crystal is part of a tiny structure in the inner ear which senses acceleration and deceleration. When knocked loose, it tends to drift to the bottom of the inner ear where it causes its trouble. At the bottom of the inner ear is a delicate structure with a microscopic hair cell which senses movement of fluid much like sea grass moves with currents. This structure normally senses rotation of the head forward or backward as in bending forward, looking up or lying back. Instead of the normal movement of fluid and gentle stimulation of the nerve, the crystal rolls over the hair cell like a boulder and causes exces-

sive stimulation. Moments after making the characteristic head movement, the patient experiences violent room spinning and nausea. The symptom usually passes in seconds and would be dangerous if one were in a precarious position like standing on a ladder. Although each episode lasts only seconds, many patients have several episodes per day for several weeks or months before having a prolonged symptom free interval. The symptom free intervals may range from months to many years. In my view, medications have little to offer, and the best treatment is vestibular exercises. This entails sit-ups or some other movement which intentionally provokes the sensation. Often the BPV can be "fatigued" each day and the duration of the symptoms shortened by vestibular exercises.

*Brian Spofford M.D. Denver*

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

Dear Cleve: The only thing I have to report is that I am one year older. Betty and I do very little traveling. Manage a trip to Reno now and then to make a deposit. Still enjoy reading the news even though I don't recognize most of the names. Sincerely, **Fred**

**P.J. (JAY) FRIDDELL**

Hi Cleve, Just realized this week that I have never sent my annual check. I apologize for not being more diligent. You and the other dedicated members do such a fantastic job preparing and mailing the newsletter each month and the retired pilot roster at the end of the year.

This has been a quiet year for me. Did a little flying around in the little airplanes, spent some time at EAA's Pioneer Airport in Oshkosh in addition to the annual fly-in convention. Also my usual activities with the Illinois CAP.

Abbie was the busy one this year. My old friend, Steve Fusco managed to recommend her to a small group of ladies planning a first time all-women group fly-in to EAA's Air Venture in July. Abbie and the gals in Medford, OR that she worked with had their plates full for about six months working that one out. Their rewards were to meet new friends, have fun, and be the first of many annual "Chicks" fly-in's. They were successful and are already busy preparing for 2001.

**Jay**

**RAYMOND E. GILLILAND**—618 Dalton Pl,  
Northbrook, IL 60062

Dear Cleve, It is getting more difficult to stop and smell the roses when everything is moving at WARP SPEED. I did manage to attend the Capital picnic at Fort Hunt. Also went to the reunion in San Diego of the China Pilots who flew the Hump in WW II. There was a 70 -minute showing of a Documentary on the operations of CNAC during World War II over the Hump between India and China. After the final editing we will each receive a copy for our personal library.

In November we had our third reunion convention in San Antonio Texas of The Distinguished Flying Cross Society. This is a relative new Society, as it was formed in 1994, however we have members from WW II, Viet Nam, Korean War, Gulf War and Kosovo Operations. Our speaker at the banquet was a Commander in charge of the Kosovo operations and showed us a Video of the raids. One of our side trips was to Lackland Air Force Base to view the graduation of over 2000 personnel. We had reserved seats for our Society and had recognition over the P.A. system. It was interesting to note during the parade that it appeared some squads were almost all women. After the ceremony we had a beautiful lunch on the base. The next reunion will be in Washington D. C.. Kudos to all who keep RUPA alive by volunteering their time. Ray



**JIM & YVONNE GLENDENNING**--- 167 Vista  
Del Mar, Camano Island, WA 98282 LAX, DEN,  
SFO, ORD, DEN, SFO 1968-1993

Check in the mail to Cleve. We finally left the snow country. Spent the summer and fall building the new digs overlooking Stuart Strait. Got the certificate of occupancy in October and have been slowly unpacking boxes and trying to get settled. It's been a very nice winter Not much rain and just a skiff of snow. Yvonne says this is it. The next move is either to the nursing home or the cemetery.

We did our usual trips this year. Kauai in April, Arkansas in July, and Estes Park, CO. in September for my 50th high school reunion. We had 30 graduate . Four have passed on and 22 showed up at the reunion-- not bad! A good time was had by all, and it was generally agreed that being a teenager in the 40s was a great experience.

Took a trip to Aruba in May. Aruba is a desert island with beautiful beaches on the south side. Great place to snorkel and wind sail. Flew Continental through Houston and was impressed by their operation.

UAL seems to have lost their way. We had lousy service, poor food, and many delays on UAL this year. The price was right of course, but I feel for the paying customers. I can only imagine that things will get worse if the US Air deal goes through. I hope our experience was isolated bad luck and that things are not as bad as they seem to us.

Many thanks to all who help produce the newsletter. It's always a good read.

Jim & Yvonne Glendenning

**O.V.HAFER** 1116 Enfield Cir., Thousand Oaks,  
CA. 91360

It's two years since retirement and seem to be going all the time. We took delivery of our new RV on my official retirement date 3-1-99. Took many short trips in Calif to break-in and learn how to use it. My wife, Lainie, still flies for UAL out of LAX as a flight attendant so I go on some of her trips (SYD, LHR, HKG) so I don't forget what a layover is like.

Our oldest son got married in April '99.

Took our first long RV trip to Oregon in Aug and Sept '99 and did the same in 2000. Also took the RV to LAS in Nov for the RUPA convention.



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Our first grandchildren were born 2-1-00. Twin girls to our middle son and his wife. Went skiing in Park City in March and a train trip EUG-SEA-EUG May.

Our youngest son was married in July. Lainie had a seven-day layover in SYD during the Olympics, so with UAL paying for the hotel, I went with her. Got down first class. Saw some friends and a few events and enjoyed the whole scene. The scene in downtown SYD on closing night was awesome.

United had three flights out the next day to LAX and I got on her flight in business. I was amazed! We had a great time on the RUPA cruise in Nov. Went to PDX for Thanksgiving and saw a Tina Turner concert.

We celebrated the twins first birthday this month. Sure enjoy reading the *RUPANEWS*, and the check is in the mail.

**VAN**

**PAT HOUCK**— 967276863@email.msn.com

Sorry to be late again. I don't pay much attention to b'days, so forget about my RUPA dues. As they say...the check's in the mail.

Was interested in Dick Murray's account of their 767 glider flight. I experienced half of their problem in only losing one to a sub-idle stall. This was about five months before theirs took place. We only had 4 -5 767's on the line at that time, and were having a lot of electrical problems. Then came the flameouts, and after several occurred, it was recognized as a chronic problem.

At the time we had ours, it wasn't yet in that category, so not knowing what was going on, we were afraid the other one might go. We didn't get the over temp as they did. It simply died a slow death. Finally got it cranked up again on base for 26 at DEN, but wished that I had left it alone and made the single engine approach. When the generator came on the line, it blew everything electrical down to the standby instruments. Luckily, the weather was good and we had Russ Peete on the jump seat. He started pulling and resetting breakers and we got most of it back so that we had ground shift with brakes, reversing and etc. upon landing. That was a challenging time getting those early bugs worked out. Turned out to be a great airplane.

A big hello to all of my Bay Area friends. **Pat**

**TOM & MOYNA HUDGENS**, 43 Sunset Drive, Cherry Hills Village, CO 80110-4030

Sorry to be late again. My 80th came last month and I still haven't caught up with all that 80-year-olds do. I still do volunteer work for the Association to Unite the Democracies (AUD), a 61-year-old educational organization promoting the unification of the advanced democracies of the world politically, militarily, and economically in a limited federal republic, with each nation retaining control of its internal affairs. I have been elected up or down (depending on one's point of view) to be Chairman of the Board after being its President and CEO for the past six years. Fortunately for AUD another United Airlines Captain, Bob Frantz, has been elected to fill my position and another United pilot, Ron Bach, has been elected Vice-president.

For the first time, pilots with a global view hold the three top positions in this organization which includes politicians like former Speaker of the House of Representatives Jim Wright, former UN Under Secretary General Robert Muller, Father of the H bomb Dr. Edward Teller, former Chairman of the Board of the National Can Company Robert Stuart (a Fortune 500 business when he was its leader), former Beloit College President Dr. Miller Upton, philanthropist Henry Luce III, and many lawyers, academicians, astronomers, college students, and a wide range of other professions.

Because AUD had been nominated for the 2000 Nobel Peace Prize it was invited to participate in the "World Forum on Democracy" in which over 200 delegates from non-governmental organizations from around the world attended in Warsaw, Poland in June 2000. I represented AUD there. It closed its meeting with a "Warsaw Declaration" which said in part, "These challenges suggest an urgent need for a cohesive alliance of democratic and open societies rooted in freedom. Such an alliance should unite the democracies, transcending cultural, economic, and historical differences."

A parallel meeting of the foreign ministers of 107 democracies and wannabe democracies met at the same time in June in Warsaw at the invitation of the US and six other countries from all the continents in a "Community of Democracies" meeting. Speakers were interchanged between the two

meetings, and the latter came up with its "Warsaw Declaration" in which it also stated in part, "We will collaborate on democracy-related issues in existing international and regional institutions, forming coalitions and caucuses to support resolutions and other international activities aimed at the promotion of democratic governance. This will help to create an external environment conducive to democratic development." Since then this group has formed a "Democratic Caucus" in the UN and is helping the small African nation of Benin to democratize.

Democracy is ascending all over the world. Freedom House now lists 120 countries as democratic and 47 as dictatorships. I personally believe that by the year 2025 the dictators will have gone away like the kings of old, either by peacefully relinquishing power or by their peoples rising up and demanding democracy, as occurred recently in Yugoslavia.

If you have any questions about this organization please give me a call at 1-800-411-0453 or access its website <[www.iaud.org](http://www.iaud.org)>

Well, enough of pilots working for peace. Moyna and I will be attending the DC-10 Retirement Party on February 24, where I understand United is saying good-bye to the last of its fleet of DC-10's. I hate to see them go. They were a great plane to fly.

Just one suggestion for any of you that still smoke. DON'T. My son, a 21-year pilot with United, has just recently been put on medical disability because of a smoking induced lung disease called eosinophilic granulomatosis. He is on oxygen 24 hours a day, with horrendous loss of energy. There is no known cure for the disease at the present time.

Yours in Peace, Tom

**B.P. "BOB" HUSKEY**— 100 Arbor Ln, Hendersonville NC 28791 [bhuskey@bigfoot.com](mailto:bhuskey@bigfoot.com)  
Approaching five wonderful years of retirement. If I had known it was this good, I would have retired earlier. Except for a couple of setbacks all is well. My 91-year-old Dad passed away this past year after a good life, and my wife had both knees replaced, but is doing well now. I guess we will have to go dancing again now.

I am having a ball watching all my grandchildren

grow up and become adults. I'm pleased I am getting this in early along with a check.

**Bob**

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

Just a note to let you know that we're still kicking. We are on our way to ANC for the winter Special Olympics. Fishing is still very good. Check out our web site at [www.sugarcreekranch.com](http://www.sugarcreekranch.com)

**Kal**

**MARY ANN KELLOGG** 6420 Wright St. Arvada, CO 80004

To *RUPANEWS*: Hello to all of you! Really belated this year. Can't seem to get on the track-- still on my Christmas cards! Had a great #76 birthday! My year has gone by in a flash, doing all the same get up and go each day to help someone or something.

Had no air travel this year!! I had a hard time imagining that I did not fly one trip! I drove to Texas for a great nephew's High School graduation. He's in the Marines – plays trombone in the Band - in Band school in VA.

I have one more great nephew to graduate this May--All grown up-- WOW!!

Still continuing with the Kairos Prison Ministry--preparing team now for the four- day program just before Easter. It is a real blessing.

I surely enjoy the *RUPA NEWS* from all of you each month--great to keep in touch with friends and all your activities.

Have a great 2001!

**Mary Ann Kellogg(Kelly)DENMD**



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**MARV KRUSKOPF**—2549 County Rd 103,  
Intl. Falls, MN 56649 ORD/SFO 55-91

Annual dues time again! Just returned from New Zealand again and got first class both ways. Takes some of the sting out of the long ride. Our car automatically smelled out an aerodrome in Mandeville near Gore on the South Island. This grass strip is the oldest in New Zealand and they have a remanufacturing facility for all the old DeHaviland series of the 1930's. There were about thirty aircraft under roof in varying stages of construction ranging from Gypsy Moths to the twin engine Rapides. Most of the aircraft of that group were of wood and fabric construction and I thought I was in a violin factory. What a treat to see so many skilled craftsman under one roof. Like going back in time.

**Marv**

**LARRY L. LARSEN** 4245 206 Ave. SE  
Sammamish, WA 98075

ORD SFO SEA '65-'96 larrylarsen1@home.com  
Another year of retirement means one more surgery on this old body. Not that I am complaining, because I am feeling really good and thoroughly enjoying retirement. I had my back done this time. So now I have a titanium hip, titanium back, missing one kidney stone, and missing part of a prostate.

We flew down to Las Vegas, rented a car, and drove to some of the areas I used to fly over - like Bryce, Zion, Grand Canyon, Lake Powell, and Monument Valley. Couldn't find the road to get right up to Ship Rock like I wanted to but saw it from a distance. We went to Monterrey, Mexico on a building project for our mission organization. This year we plan to go to Cuba with "Kids Around the World" to build a playground. I feel a little unpatriotic about going to Cuba but I did see *13 Days* about the Cuba missile crisis. It wasn't quite like I remember those days as I lived them but it did bring back my lost feeling of patriotism. I hope Cuba doesn't do a background check on me and find out that I was sitting there at McDill in Tampa, Florida with a 3.8 megaton weapon on board! Romania, Kenya, Italy and Austria are on the travel schedule also this summer.

**Larry**

**H. CLAIR LILLEY**—7705 Zircon Dr. SW,  
Lakewood, WA 98498

Dear Cleve, It has been a busy year, talk about being late how would 10 months grab you! With that in mind I am send money for last year, and 2001 which would come due in March.

While we are at it I have a couple corrections for the RUPA directory: I lost my wife Ruby, after 52 years, to cancer in September. Trying to adjust! My address has changed from Tacoma to Lakewood even though I haven't moved an inch. ( they incorporated the area).

Last, but not least, anyone interested in sending me an email had best use hcltac2@msn.com, rather than Juno.

Enclosed is the annual pittance for two years, one late and one early. Enjoying good health, and retirement. Best wishes to all, and my indebtedness to those who make RUPA possible.

Sincerely, **Clair**

**CLARK E. LUTHER**—1498 SE Brewster Pl,  
Stuart, FL 34997 clark747@gate.net

Dear Cleve: My apologies for being tardy by a month with my contribution to the Postage and Miscellaneous Funds thus year but the end of the year was a bit hectic.

First, our Granddaughter graduated from Arizona State University on December 17 and from Phoenix we traveled to Maui to visit our son and family over the Xmas holidays. He is employed by the Department of Agriculture in the Plant and Quarantine section but is hoping to get back into the Forestry field either with the US government or the State of Hawaii. His wife had been a professor at Lethbridge University in Lethbridge Alberta and while were there in Maui, she was offered a teaching position at Maui Community College and considers herself fortunate, because the entire family loves living in Hawaii. The granddaughters are quite accomplished swimmers and after having spent several years in Japan are reasonably fluent in the Japanese language so they seem to fit into the cultural surroundings and schools quite well.

As for my wife and myself, it has been a busy and not always successful year. Prostate surgery and a bout with E. Coli for me interfered with my usual activities, and after getting those problems whipped, my back started acting up and is not yet

back to normal. My wife had a melanoma removed from her back but the Doctor claims he got it all and as of now everything looks good. My handicap is going up faster than my age and I still have trouble shooting the temperature in August! Oh, well, we are still looking at the right side of the grass.

Have been keeping reasonably well occupied with my computer and have quite a list of "pen pals" with whom I communicate quite regularly. I have the usual problems with the computer but am able to solve most of them except Windows Millennium which was giving me so many problems that I finally uninstalled it and went back to the familiar surroundings of Windows 98 and now all is well.

Am enclosing a check to be used for the postage, fun and whatever else you desire.

Sincerely, Clark

**DONALD J. MC DERMOTT**—6934 Bobby-boyar Ave., West Hills, CA 91307

Dear Cleve, It's a few days past my birth month and it might have been later had I not found the June copy of the *RUPANEWS* buried on my desk with all the rest of the urgent business I should be taking care of.

Gloria and I seem to be very busy taking care of our youngest son and his wife's little girl (18 months) and we go to San Diego once or twice a month to help out our middle son's wife with their triplets (17 months). We love it and it's rewarding but at 69 I am running out of steam.

I am preparing an article on colon cancer to send to Jock, but I will have my daughter-in-law email it to him when it's done. So far I'm a survivor. Many thanks for all your and the committee's efforts to put out such a class "A" publication.

Respectfully, Don

**EDWIN McKITTRICK** omacemck@cs.com  
'46 - '81

Y2K came and went without any problem. Opal and I are doing fine. We continue to use our passes without difficulty, and other members of the family used twenty of my companion passes last year without any serious problems.

Our family is growing. We have two more great-grandchildren on the way. That will make a total of five. I recognize fewer and fewer names in the

*RUPANEWS*, but the format is great. A check for postage is being mailed to Cleve. Thanks to all of you people who keep the organization alive.  
Ed

**W.E. MOSSOP** 1400 Colorado St. Boulder City NV

SFO-ORD-SFO '65- '92.

Dear Jock: We're staying busy trying to have as much fun as possible.

We enjoyed the Mexican cruise, and did one to Alaska with some of my High School class.

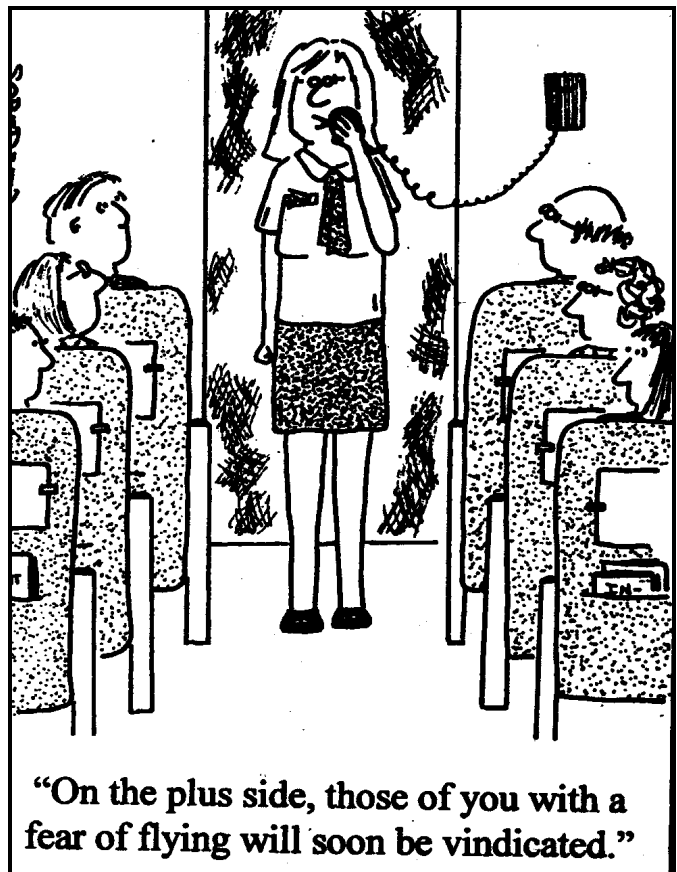
Sorry to have missed the Guppy get-together at Santa Rosa. I hope Leon doesn't drop me from his list.

I managed to put a hundred hours on the Bonanza again this past year. Several trips [*ahem, we don't call them trips, remember? Ed.*] between here and Bend helped.

Hey guys, I'm a big fan of amazing stories from the past – keep them coming!

Check to Cleve. Best regards to all.

Bill



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## MYSTERY CARAVELLE

On page 15 of the October, 2000 RUPANEWS we printed a letter from Ken Everson, the relevant part of which is reprinted below;

“The trip around Tuscany was delightful, but took us to one of the strangest sights I have seen for a long time. We were about 15 miles from Sienna on a two lane highway. My friend in the front passenger seat suddenly pointed to a large airplane on a hillside, tucked in amongst a grove of large trees. As we sped past I got a glimpse of a fuselage and vertical fin which I thought looked like a DC-4. I turned the car around to go back and investigate. We had to drive up behind large, modern villas to get to the airplane. There we found a complete and intact Sud was towards the Aviation Caravelle airliner with no company markings, just the foreign registration number on it [*Which I make out from the photos to be TR-LWD Ed*]. Someone had dug out a level pad about 25 feet wide and the length of the airplane from a 30 degree hillside, poured concrete pads for the main landing gear and nose wheel then somehow managed to place the airplane on these pads. The right wing was towards the uphill slope, the wing tip resting on the ground. The left wing above the downhill side was about 20 feet in the air and supported by a six inch steel pipe.

The rear boarding ladder was down, so I went inside. The door was latched, but opened easily when the latching handle was rotated. The interior of the passenger cabin was stripped of seats, but the cockpit appeared to be intact. Can any of you world travelers out there in RUPALand shed any light on this mystery?...”

I asked Ken if he had any photos, he admitted that he had taken some, but couldn't find them just then. Well he has now found them and here they are. The plane's livery seems to be a silver fuselage and wings with a green stripe down the sides of the fuselage, with a yellow flash atop the stripe's midsection. The fin and rudder is blue. With this information and the registration letters, might it be possible that one of our erudite members could at least trace its provenance, if not how it got onto a Tuscan hillside? Ed.



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**TIM & BETTE O'DONNELL**—Siesta Key, FL  
34242 tgo2030@aol.com

Hi Cleve! This has been an up and down year for me. The year's downer was back pain that put me down last March I had to have back surgery early in May, my third back surgery in 32 months. This time the problem was calcium growing on the inside of my spine. The surgeon called it "degenerative calcification." Somehow he surgically retracted my spinal cord and removed the calcium growths from the inside of my lumbar vertebrae. Post surgical recovery was much slower for me this time. I'm still not pain free, but I do get a couple of rounds of golf in each week with the help of a daily Vioxx pill and a couple of high blood pressure pills every day.

The year's upper is that this month marks the tenth anniversary of my heart attack and by-pass surgery. I still get a kick out of the medical abbreviation they use for it. They list it as a CABG, pronounced cabbage, meaning Coronary Artery Bypass Graft. Backyard wisdom has it that if you survive a "CABG" for ten years, chances are good that you will survive another ten years. That's a great "carrot" for me.

On all the other fronts, Bette and I are enjoying the good life as we continue down this grand old "retirement trail." Thanks to those great R&I benefits we receive, income still exceeds expenses allowing us the luxury of winters in Florida and summers in Virginia, plus a few visits to the "young 'uns" in Chicago.

We're still listed with the "Infrequent Flyers," but we did enjoy a week-long visit to San Antonio in November for a biennial reunion of the 95th Bomb Wing, one of my old SAC B-52 outfits. The other was the 6th Bomb Wing. As has been said so many times of reunions, "it's surprising how old those folks look now." Next June I have the 50th Reunion of my High School class beckoning me to drive up to Pittsburgh, PA. For me, that's almost like "going home again." Ah, yes, life is good.

I've enclosed my annual postage check along with my sincerest thanks to all of you good folks who keep the organization going. Keep the *RUPANEWS* coming.

Best regards, so long till next year!

Tim

**DENIS J. O'MALLEY**—10310 Grandview Dr.,  
La Mesa, CA 91941

Hello Cleve; Another year come and gone; hope I'm not too late with these greetings. Had a good year, though busier than I ever would have imagined trying to keep a hobby/business of raising palm trees and tropicals from pushing me harder than anything else.

Did get to a squadron reunion with many United and other guys I hadn't seen in many, many years. Truly grateful for the experience, and it pretty well made the year. Took a couple of short trips to our place on Maui, but not long enough. Have to figure a way to not have to worry about the plants back home in San Diego.

Health has been good with only little problems. If you don't have small problems, worry. My wish to all is or another year of health and "small problems".

Warm regards, Denis

**ALBERT A. PENNINGTON**----6323 Laurel  
Vly. Ave. Banning CA 92220 Alpenn@Jps.net  
'45-'79 ORD-LAX

Hi! Not too much news this year. After having a triple bypass and two angioplasty's last year, I decided after much research to take a full course of Chelation Therapy to clear out my arteries throughout my body and heart. I feel that it has worked very well and have not experienced any angina pectoris. If I should have angina at some point in the future, I would consider a new procedure called EECPP (Enhanced External Counterpulsation) a non-invasive treatment approved by Medicare, FDA, and by Blue Cross. Information can be obtained at 760-674-5907. Hope this info. will help someone out there.

Thanks, Al

**JAY PLANK**, 2280 Skyfarm Dr. Hillsborough,  
CA 94010 43/81--DEN/West <Jplank1@aol.com  
Dear Jock & Cleve: Clare and I really enjoyed the RUPA Cruise. Good ship/Food & Company. Sorry to see so many of the RUPA gang going West so soon. Bill Moore gave a good write up of John Strong. Also the write up on Marv Stolley. Marv really put in a great amount of work on the Pilots' Retirement Plan, then had to retire about six months before the Contract, with increased benefits, was signed. I am sure there were a num-

ber of "notch babies" that got caught the same way.

The U.A. Retired Pilots Foundation could sure use some younger volunteers. I read about a number of you fellows who are Deacons and active in your Church, how about putting a little time helping with the widows and possible older pilots who helped build this great airline that we have all enjoyed working for. Most of the Foundation Board Members have put in many years in this activity and would welcome some younger members. If interested, please contact Cliff Sanderson, or any Board Member.

Clare & I keep busy and do a little traveling. Haven't been on an Elderhostel trip for about five years, but plan one this April. Thought the Bluegrass Country of Kentucky might be interesting. For me, the Big 80 is rolling around and will be celebrated with all the Irish on St. Paddy's Day, March 17th.

Check to Cleve for another year of that great RUPA publication.

Best Regards,  
Jay & Clare

**WILLIAM H. RAIMER**—PO Box 1480, Battle Ground, WA 98604

Dear Cleve: It can't be January already; didn't I just do this about three months ago?

2000 was pretty much a maintenance and repair year the house, the property, (plus a couple repairs on the old body.) We had the exterior of our (solid cedar) home pressure washed and refinished Sept. This entails a lot of frantic damage control on the inside, which kept Jeri & myself busy for a week. 1900 psi water can shoot right through a tight dovetail joint or a pinhole in a knot and this place has plenty of both! Entire project took 4 weeks. Only a few family related trips during the past 12 months. We're looking forward to much more travel in 2001. We continue to enjoy the *RUPANEWS*.

Thanks for the great job!  
Check enclosed. **Bill**



March, 2001 RUPANEWS

### **NESSIE E. CHEESBROUGH**

Enclosed is the October issue of the *OX5 NEWS*. I thought perhaps the article on Ralph S. Johnson might be "meat" for *RUPANEWS*. Paul [her late husband] was a "qualified" OX5 Pioneer.

My postage check is enclosed. This is a bit early [Nov 2000], but if I wait it would be more than a bit late.

I look forward to receiving the *RUPANEWS*.

**Nessie**

*Thanks for sending us the article, which follows.*  
*Ed*

### **OX5 Aviation Pioneers Hall of Fame 2001 Inductee RALPH S. JOHNSON**

Pilot, engineer, inventor and innovator, he first flew in 1930. An army pilot, he flew Thomas Morse Scouts, and DeHavilland DH-4s. Later he became personal pilot for Gen. Wymans, flying a Tri-motored Ford He flew an S-40 amphibian when he became a "mate" with N.A.T. When N.A.T. became United Air Lines, Johnson flew everything United had, Boeing 40s, 80 As. 247s and the first DC-3s. He became United's Chief Test Pilot and flew every 247, DC-3 and DC-4. He developed propeller deicing, the scroll checklist, wing-tip dispersal, hooded light system (like VASI), the first strobe lights, and the first cockpit-crew coordination procedures.

The most important innovation was his Stabilized Approach Procedure, without a doubt the greatest single life-saving development in the history of aviation. Johnson developed this technique in the '30s. He proved it in tests and produced, starred in and directed *All Weather Flight Techniques* in 1941. That innovation is saving countless lives today. Without utilization of the stabilized approach, swept-wing jets would be unable to survive wind shear encounters, and the approach and landing accident rate would be horrifying.

Johnson, on loan from United, was the test pilot on the Douglas DC-5, and DC-3's in the late 30's. He delivered many DC-3s to other airlines. During the war, he flew B-17s, B-24s, and DC-4s making many oceanic crossings. He test flew most of the aircraft modified at the Cheyenne, Wyoming, modification center. He later retired from United and operated his own aviation enterprises.

He was honored by the National Aeronautic Association in a special Awards Ceremony at United's Flight Training Center in 1991 and later that year was awarded the coveted "Elder Statesman of Aviation" award at a Washington, D.C. ceremony.

*OX-5 News Vol. 42 No 5*                      *October 2000*

On behalf of RUPA, our congratulations, Ralph. Ed

### MAX & AUDREY RASMUSSEN

marasmussen@urcad.org

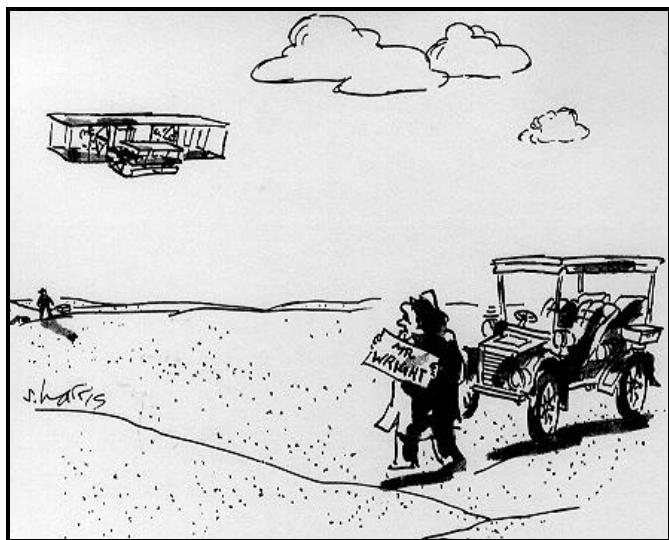
Audrey & I made a big change last year, sold the home in Saratoga, Ca. and moved to a new retirement home in Davis, Ca. It has four levels of care, we are in independent living and enjoy having dinner prepared every day. It has all of the amenities from swimming pool, exercise room, computer room, library, and even a deli and movies twice a week.

There are three other retired UAL pilots; Ray Gundlach, Jay Nelson and Wayne Walker living here. We have a pilots' group that meets weekly, with many ex-military and several private pilots. All of us share the *RUPANEWS* and the *ALPA* magazines. My son, a US Air Captain (furloughed from UAL in 1980) but did not return, tells us to treat this as an anchored cruise ship and take tours. That is why I will miss Boys Night Out. We will be on a 38-day cruise from Hong Kong to Athens.

Give my thanks to all of the people who keep the rest of us informed through *RUPANEWS*.

Check to Cleve.

Max



**BRENT F. REVERT**—226 18th Ave, Kirkland, WA 98033 1968-2001

Dear Jock, It's official now--I am 4 days into retirement, and it seems to be going well. I promise, my check is in the mail.

So far, the pace is exhausting. Apparently we no longer have an excuse to get out of anything and seem to be doing everything all the time. I'll let you know when it quiets. **Brent**

### Late-breaking news for recent retirees

*Final ESOP Stock Allocation (for year 2000 earnings)*

The final allocation of ESOP stock will occur next weekend, March 3 and 4.

This allocation delivers the final tranche of ESOP stock ending the process which began in 1994.

For pilots, the basis for the allocation is earnings from January 1, 2000 through April 12, 2000. Pilots with no earnings for those months will not receive shares. Although the Wage Investment period is over, final allocation of ESOP stock for 2000 required your full year's earnings history which is produced after the January 16, 2001 payroll is complete. Full year earnings are required because your ESOP share allocation is divided among ESOP 1,2 and 3 in a very complex process designed to comply with IRS limits and deliver full value to all participants.

There are two dividends you should be aware of, the final Fixed ESOP Dividend, credited as additional ESOP shares, and the Common Stock Dividend, payable in cash.

*Fixed ESOP Dividend* (Credited to ESOP Accounts as Additional ESOP Shares):

The final fixed dividend will be equal to \$2.2218 per ESOP share. All shares allocated as of March 15, 2000 will share in that final dividend.

The ESOP fixed dividend will be allocated to employee accounts as part of the final ESOP allocation in March 2001. Paying the fixed dividend is one of the early steps in the allocation process. It is paid by using shares of ESOP stock from the final allocation. After those shares are allocated, the remaining shares are allocated to all pilots based on earnings.

*Common Stock Dividend* (Payable in Cash):

All ESOP participants have received four UAL common stock cash dividends to date on their allocated ESOP shares. These were paid June 15,



August 1, November 1, 2000 and February 1, 2001 respectively. ESOP participants also have rights to cash dividends on their ESOP shares which are about to be allocated. The cash dividends already paid by the company have been paid on unallocated ESOP 1 shares into a suspense account at State Street Bank. They will be paid to participants after the March 2001 allocation when exact share allocations have been determined. The dividend on your new ESOP 1 shares will arrive (electronically if you have direct deposit) in the same manner as your paycheck. The dividend on newly allocated ESOP 2 and 3 shares will be paid as a "dividend equivalent" directly from the UAL treasury at the same time. Look for these checks to arrive by early April 2001.

*Who is eligible to receive both dividends?*

Your ESOP shares will get the final fixed dividend (in March 2001) if they were in the ESOP on the record date of March 15, 2000.

*Pilots who are already retired will receive the dividend if they deferred their ESOP distribution until after the end of the wage investment period.*

The common stock cash dividend will be paid on your newly allocated ESOP stock after the March 2001 allocation.

**QUESTION:** I just heard that 401(k) deferrals are subject to FICA tax. Is this true? I thought these were pre-tax deferrals.

**ANSWER:** You heard correctly. Earnings that you defer into your 401(k) ARE subject to FICA tax, but ARE NOT subject to federal income tax.

**QUESTION:** Does FICA taxation of my 401(k) deferral mean I should wait until I reach the Social Security wage base (\$80,400 this year) before beginning deferrals?

**ANSWER:** It makes no difference whether you elect 401(k) deferrals before or after passing the Social Security wage base. In fact, a pilot might be well advised to do it before, since he'll have less income later from which to make the maximum deferral. (As you know, the income subject to deferral is limited to \$170,000 on a plan year basis, including the \$80,400 subject to Social Security taxes, whether or not deferrals were made out of that \$80,400.) FICA tax doesn't impact the amount available for deferral. In addition, whether you receive an amount of your pay in cash or contribute that amount as a 401(k) deferral, that

amount is still subject to FICA tax (Social Security and/or Medicare).

UAL MEC R&I Committee

**SHELDON SCHIAGER**— 8906 NW Lakeshore Ave, Vancouver, WA 98665 schiager@home.com  
Dear Cleve, EARLY, is what this letter is, and it's about the only thing I'm early about, except maybe my morning bathroom trip. Ah, the golden years!

Jean and I are managing several trips each year and having lots of fun, probably far too much fun, but what the heck, we'll do it anyway. How does anyone find time to go to work? Work was always highly overrated anyway. Speaking of work, Jean still plays piano at the Benson Hotel whenever we're in town, so any of youse guys out there who are passing through Portland and like jazz, stop in and listen to her quartet. She's got a CD out also that she'd be happy to sell you!

I appreciate all the work you do for the rest of us lazy ones. Thanks a lot. **Shel**

### **JOHN SCHMITZ**

To all of you out there who know Dave Hauck and know what a likeable, soft-spoken, and friendly person he is. A lot of you probably know that Dave suffered a rather devastating stroke a little over three years ago. It left him unable to get around and unable to talk among other problem. He has been in a Rest Home for the last three years.

Dave's greatest joy in life has always been his flying career and talking about flying with his friends. His mind is still good and he loves to receive cards and letters from his old flying buddies. So, if you have a little time in your busy life, drop Dave a card or letter and tell him of an interesting experience you had in your flying career or just say "hello" and wish him "the best". It will be appreciated!!

Dave's address is-----Menlo Park Place, 1275 Crane St., Menlo Park, CA 94025

**John**



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**LOUIS O. SCHUELER**—153 Dudley Dr., Fairfield, CT 06430 [lschueler@compuserve.com](mailto:lschueler@compuserve.com)

Dear Cleve: Enclosed is my check for annual postage fees. Thanks to all for the effort and hard work in turning out the *RUPANEWS*. I enjoy the articles and letters from fellow retirees each month.

I have just started my fifth year of retirement and can honestly say I do not miss the job (the camaraderie and fellowship yes! but not the grind). On my trips back to JFK Ops it seems nothing has changed ...the building and faces have, but the discourses on contract negotiations, working conditions or mergers. .. same issues different times. .. like being in a time warp. It is peaceful sitting down to the 5 o'clock news and watching the traffic jams at the Whitestone and George Washington bridges, snow storms in the mid west, flight cancellations and stranded passengers ....ah yes, ain't retirement wonderful: thank you ALPA! Our travels this year took us to Venice, Florence and Rome with a week trip to Arizona. A family event was the birth of my third Grandchild.

Mother and son doing well thank you.

Who knows what adventures await us this year. Cynthia and I are enjoying good health, that and family and friends is what really matters in this life. Thanks again to all. Sincerely, Lou

**FRED & BEV SINDLINGER**—2112 Browns Pt. Blvd. NE Tacoma, WA 98422-2312

We are still doing a little traveling around in our Piper Comanche as it gets us there without going standby.

Had a great trip to Egypt, Sinai Peninsula, and Jordan this past year.

It's hard to believe that people were able to construct such enormous structures with basically hand labor.

Swimming in the Dead Sea was quite an experience, as soon as your feet left the bottom of the lake you could no longer get them down again until you got near the shore. Great Salt Lake is about 13% salt and the Dead Sea is 33% salt.

Someone called this area the promised land and I can't for the life of me figure out why.

Fred & Bev

**WALT & MARGE SMITH** 847 N. Humboldt, #410, San Mateo CA 94401

This year we took a long look at the Everglades National Park before its planned rehabilitation and joined two different reunions of retired professional navigators in Bonita Springs, FL and Palm Desert, CA. During the twilight of the navigator, as advancing technology removed them from prime runs and from whole carrier operations, some of them went on to other careers, many of them very successfully, but some of them hung on, suffering miserable commutes and temporary bits of employment. One we know navigated for 16 different carriers – far beyond my three: Pan Am, Transocean, and United. Now they are all gone from our carriers, and their reunion groups are slowly decreasing each year, just like air mail pilots much earlier. Walt

### **CALL FOR MERGER MORATORIUM**

By John Crawley

Congressional opponents of aviation industry consolidation, on 26 Feb., called for a moratorium on airline mergers, saying less competition would raise fares and undercut service.

U.S. Representatives Louise Slaughter and Peter DeFazio said they will propose the Merger Moratorium Act on Tuesday in the House of Representatives.

The legislation, which faces numerous obstacles, would propose a one-year hiatus on airline mergers and would enable Congress to seek an independent analysis of the issue.

"It's time to put the brakes on merger mania, said DeFazio, an Oregon Democrat.

"The airline industry should focus on improving customer service and increasing consumer choices, rather than rushing to gobble each other up."

The legislation is a direct result of separate merger proposals by United Airlines and American Airlines and fears among consumers and some lawmakers that those two deals will spawn more consolidation. A major obstacle facing supporters of the bill is time, since the clock on a moratorium would not start ticking until legislation is enacted. "We would have to move quickly," one House aide said.

Another bill, this one calling for a two-year moratorium on airline mergers, could be unveiled later

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this week or next week by U.S. Sen. Byron Dorgan, a North Dakota Democrat.

The American and United deals already are undergoing antitrust review at the Justice Department, which is expected to decide this spring on United's plans to acquire US Airways

The Justice Department timetable for American's proposal to buy Trans World Airlines <TWA.A> is less clear, but financial pressures at ailing TWA could expedite a decision one way or another on that deal.

#### *NEW FOCUS ON POSSIBLE THIRD MERGER PLAN*

However, the timing of a moratorium, if one ever clears Congress and the White House, could perhaps disrupt any plans for a third big merger, possibly involving Delta Air Lines and another medium-sized carrier like Continental Airlines

The two carriers have held preliminary talks, and the prospect of three major carriers controlling a huge majority of domestic air travel does not appeal to many lawmakers, especially those from small cities and rural areas.

"We are in the midst of merger tsunami," said Slaughter, a Democrat from upstate New York. "The new administration and the Congress need some time to understand the possible impact of these mergers that threaten to sweep away consumer choice." She said the impact of more consolidation will be worse service and higher fares.

House and Senate lawmakers, fed up with record flight delays and complaints about air service, have proposed separate bills to give travelers legally enforceable rights as a recourse for poor service.

The customer service legislation to create a passenger bill of rights enjoys bipartisan support. But merger moratorium proposals, at this point, are being put forward only by Democrats, who will have to push their proposals through a Republican-controlled Congress.

There may even be resistance from some powerful Democrats. For instance, House Democratic leader Richard Gephardt has publicly supported the American-TWA plan. St. Louis-based TWA is based in Gephardt's home state of Missouri and American has promised to save thousands of jobs at the carrier, if the purchase goes through.

*WASHINGTON, Feb 26 (Reuters)*

**RICHARD R. STOUFFER**— 1807A Glenwood Oaks Court, Urbana, IL 61801

Just a note to stay in touch. A quiet year, generally speaking.

Big event was accident— hydroplaning into back of stopped flatbed 18 wheeler at between 45-55 mph. I can vouch for efficacy of seat belts and air bags which all worked as designed. Both Butch and I survived with nothing more than black and blue spots and no trauma of head or body from impact. We were held in our seats and the cab remained intact.

However, the force of the sudden stop caused the start of a stroke in my wife. The accident was May 1, 2000. My wife was ruled brain dead the evening of May 4, 2000. Fifty six years of wonderful life together came to an end. The neurologist said he seldom used the word massive with respect to strokes. However, in this instance this was a massive, massive, stroke. In effect saying, there would be no recovery.

It goes without saying, there was no prior indication Butch carried a weakness that could be triggered by a sudden stop and head snap. We survived with no major trauma. So, buckle up. It's the safe thing to do.

Now I am becoming accustomed to flying solo once more, and so far as I can determine, I will continue to do so for the foreseeable future. I have many friends and many activities which keep me busy. Life continues. I am not bitter and I look forward to maintaining all my interests. Best wishes to all.

Dick

**BOB "SLIM" TINSLEY** 651 Oakwood Place, Titusville FL 32780 slim@bv.net

Coming up on nine years retired. Jackie & I have settled into a routine: about four warm months in a travel trailer in the Carolina mountains, and the rest of the time in Florida. Last year, I didn't use even one pass--amazing. From what I hear, it was not the best summer for S.A. travel.

Just finished a major overhaul on the Bird Dog engine, plus some cosmetic work. Still write my column, but not much else. And my golf, as someone described it, is an unending series of tragedies, obscured by the occasional miracle.

For those interested in aviation history, there is a new quarterly out, called *LOGBOOK*. It covers all

phases of flying, airline, military, and G.A., from J3's to 747's. Snail mail: P.O. Box 19109, Omaha, Nebraska 68119-0109. Or check the website: [www.Logbookmag.com](http://www.Logbookmag.com).

Saw a slogan last week that caught my attention, so I'll pass it on: "Never regret getting older--it is a privilege denied many."

I'm just a rookie at this ageing business, but it sounds like a good attitude to have.

The check is off to Cleve. Thanks to all the RUPA staff and volunteers for their superb work.

**Bob**

### **DON TOEPPEN**

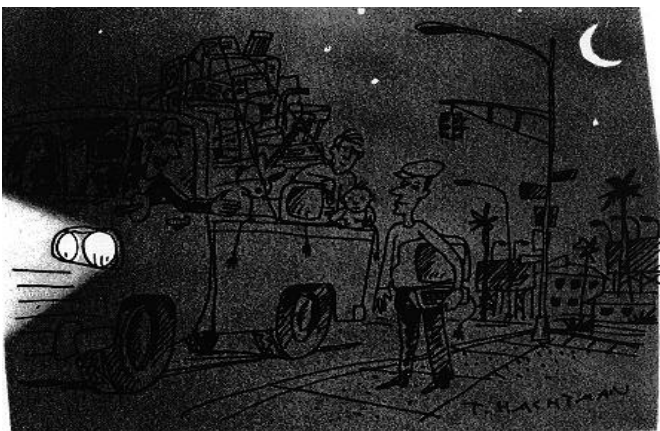
Not another one? Yup, she did it again. Even with a walker and a Gate Belt on, Joan spilled and broke the other hip yesterday.

Same Doctor today, but this time at Boswell Hospital in Sun City.

As I scrolled through the list of recipients, I noticed a number of our United crew are also going through physical problems. Millie is due for a shoulder operation at Mayo on 2-2-01. Phil is still struggling with dialysis. Wayne is recovering from a right hip and Femur break, the latter two at Del Webb in Sun City West. Gordy and May with continuing out-patient at Boswell. Charlie and Margaret with continuing exercise programs in LAX. Stefanki with a debilitating cold.

Our crew is falling apart! All of which proves the adage: Retirement Ain't for Sissies. Will keep you posted. **Don**

*A speedy recovery to all. I can vouch that Johnnie Stefanki is now fit and well—saw him at BNO on the 24th. Ed*



*"Get in, Tom—we're goin' to Oklahoma. Hear tell they got 'lectricity."*

*No sniggering, you out of staters' Ed*

### **JIM TROSKY** N2999C@aol.com

Jock: Another year - another dollar. Sure glad I'm not back in the saddle again. Looks like flying has turned into another arcade game. Was starting that way my last year of flying (1999).

Got back into golfing again last fall and thoroughly enjoy it. Closing on a home in Sun City Grand in Phoenix (Surprise, AZ) next week. All are encouraged to stop by. We will be there generally from January thru March and at a few other chosen times.

Still flying the Cub, doing some metal detecting, golf and some other chosen volunteer work.

Life is certainly good...thanks to ALPA and UAL. Thought you might enjoy the attachments....still some real pilots left out there!

Cordially, **Jim**



*Very pretty! But I hope that the telephoto lens makes objects appear closer than they are—else there might have been some underwear changes in that tower. Ed*

### **RALPH J. VRTACNIK**, Seattle, WA. 43/83

That time of year has rolled around again. Eighteen big ones have flown by.

Not much to report but Doctor's visits and hospital stays. We did go back to Northern Minnesota for our 59th class reunion and plan to go back in July to celebrate the 60th .

I still do a little fresh water fishing but missed my annual bird hunt this September because my hunting buddy got sick.

Not much other news to report. Evelyn and I enjoy the newsletter and look forward to it each month, I would like to thank all who make this possible. I realize it is time consuming for all of you to give up your time to make this possible.

Regards, **Ralph** RVrtacnik@aol.com

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**FLORENCE G. WHIPPLE**—4150 Skyway Dr, Naples, FL 34112

Dear Cleve: This year I am on time with my letter and postage check. But I am late with notice of address change. In November, my Golden Retriever, Dodger and I came down from IL PWK airport in a corporate jet, a Cessna Citation 5. We flew non stop to Wing South Airpark where I usually spend the winter. Talk about door-to-door service, that was pretty close to it, but the pilot of the brand new Citation didn't seem to want to pick me up at our grass strip on the farm.

Then I left Dodger at the house and flew on UAL back North to spend the holidays with my sons and one daughter-in-law.

I flew back on UAL after New Year's. Dodger's trips on the airline have not been good. The airline had to replace our kennel after the last three trips out of RSW to ORD. I am sure he enjoyed the corporate ride, lying next to my seat in the aisle. I know I enjoyed it. Sorry about all the typos I am still fighting this machine.

Best regards, Florence Whipple

### **BARRY DIXON**

Dear Jock: A little late again, but at least I got it going in my birth month.

It's been a fairly hectic year, RUPA Cruise, a trip to Kona, a trip to Lake Tahoe for skiing, as well as a couple of short trips last spring before the major headaches started with the building of a new home. The home was completed by 25 September which was not too far off schedule, but the odds and ends of things not completed properly, flaws in material and workmanship etc. is still driving me crazy. The move was fairly easy since we only moved a distance of 10 miles. New address for those who may need it: 7220 Lake Farm Ave. Las Vegas NV. 89131 [*It's in the 2001 directory, Barry*] Same old phone number as before.

With a proficient crew assisting, we have started arranging entertainment for the convention this September. The usual golf, tennis, sporting clays, and hopefully a lunch cruise on Lake Mead. We also have two days of tours of the Thunderbirds arranged this year. Hopefully better arrangements than 1999.

For those who want to contact me via e-mail, at least for a month and probably permanently I will

have a new address. LB\_DIX@prodigy.net should find me. Temporarily I will still have my Compu-Serve address available.

The check is in the mail to Cleve.

Health this past year has started giving problems, a recurrence of Meniere's syndrome [*Inner ear disease characterized by vertigo, hearing loss and tinnitus Ed.*] has given me problems this past summer. Apparently the surgery I had 16 years ago has run its course, and they tell me I can't do it again. One shot only! Growing old is the pits!!

Cheers for now, **Barry**

*I didn't purposely make you tail-end Charlie, Barry, but I misfiled you under notices because of the convention work you have volunteered to do again, for which much thanks from us all. Sorry to hear of the recurrence of your ailment and hope that it is not too troubling. Ed.*

### **Unusual Remedies**

Despite all the high-tech equipment and expensive medications available these days, sometimes better health is as near as your local supermarket or as low-tech as a tube of Super Glue. Here are four favorite home remedies that you may not know about, all for common problems:

1. Cracking up? Eliminate painful skin cracks on your foot or hand caused by dryness with this unusual remedy I discovered through trial and error: Simply clean the crack, add a drop of instant-drying acrylic glue (such as Super Glue), and press the edges of skin together. The pain often disappears by the next day, and the crack heals up quickly.

2. Battling stuffy sinuses? You can thin mucus and ease congestion with fresh horseradish. To prepare, peel and cut a horseradish root into chunks, grind in a food processor, add enough white vinegar to moisten, and salt to taste. Eat it in sufficient quantity to make your nose run. (Wasabi Japanese horseradish-also works well.) I don't think prepared horseradish holds a candle to the fresh stuff, but it's better than nothing.

3. Passing gas? Help for flatulence may be as close as the spice section of your supermarket: Chew a half-teaspoonful of fennel seeds after a meal to treat gas. Fennel has a long history of use in ayurvedic medicine as a safe and effective digestive aid; that's why some Indian restaurants offer sugar-coated fennel seeds after dinner instead

of mints.

4. Coping with canker sores? Heal these painful sores with deglycyrrhizinated licorice (DGL). Chew one tablet of DGL (available at health-food stores) into a paste, and use your tongue to coat the sore with the paste, which will eventually dissolve. Do this perhaps four times a day until the canker sore clears up. DGL appears to work by increasing the mucous lining of your mouth, where canker sores often form.

*Dr. Andrew Weil's Self Healing. March, 2001.*

## THE PROFESSIONALS

*By Corwin Dodge, Captain, PAA, 1975*

If you are not a Pilot this will mean little to you. If you are, you will find yourself in these words. You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; they show up looking fresh, well-slept, crisp.

There is a brisk, young-old look of efficiency about them. Except near dawn. Then there may be a faraway expression in their eyes. They may carry an air of aggressiveness about them, for it is hard to be in New York and Paris, Rome and Rangoon, Seattle and San Antonio, only hours apart. They arrive fresh from home, from hotels, carrying suitcases, bags, battered briefcases, always briefcases, black or brown, pregnant-looking, bulging, bulging with a wealth of technical information, data, filled with regulations, rules, overflowing. Overwhelming in abundance, mass; every last period, every cipher, sacrosanct. All of it.



They know the new, harsh sheen of Chicago's O'Hare and immediately think of Midway. They know the cluttered approaches to Newark; they

know the tricky shuttle that is Rio; they know, but do not relish, threading the needle into Hong Kong. They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the Berlin Corridor, New Orleans' sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather, recognize the danger of an ice-slick runway at JFK.

They know the crowded vastness of our airways. They pray the situation will be rectified, and soon. They note that planning, and more planning, produced London's airport. They have high hopes for Houston's Jet era, now building.

They understand about short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing, they will never comprehend: poor airport maintenance. Nor complacency.

They remember the work-horse efficiency of the DC-3's, the reliability of the 4's and 6's, the trouble with the 7s. They discuss an old gal named Connie, pro and con, depending. They recognize the high shrill whine of a Viscount, the rumbling thrust of an 8 or 707. And a Convair. They know how the Electras were lost, but they still fly them with confidence.

They speak a language unknown to Webster. They discuss ALPA, EPR's, fans, mach and bogie-swivels. And, strangely, such things as bugs, thumpers, crickets, and CATS, but they are inclined to change the subject when the uninitiated approaches. They also discuss stewarddi. And "The Probable Cause." They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses. They buy insurance—life insurance—but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede that the glamour is gone from flying; they deny that a man is through at sixty. They know that tomorrow, or the following night, something will come along that they have never met before; they know that flying, like making love, requires perseverance they know that they must practice, lest they retrograde. They realize

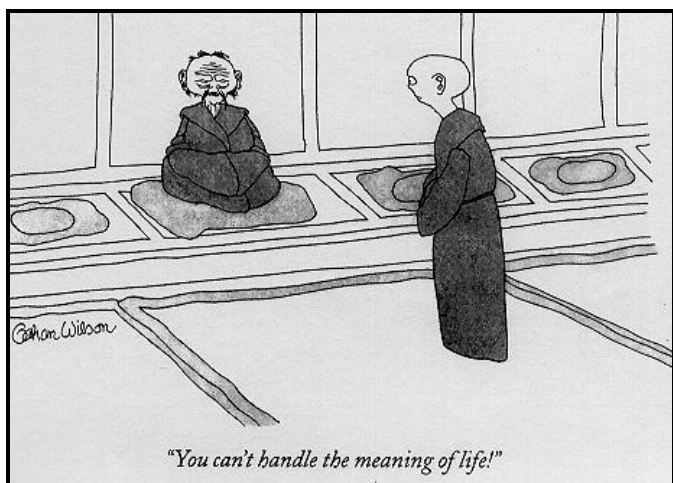
some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror." They laugh, but are not amused. As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family men, yet rated poor marriage bets. They are reputedly overpaid, yet entrusted with equipment worth millions. And lives, countless lives

At times they are reverent. They have watched the Pacific sky turn purple at dusk; they know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow crawling up the Rockies. They remember the vast, unending mat of green Amazon jungle, the twisting silver road that is the father of Waters, an ice cream cone called Fujiyama. And the hump of Africa. They have sat watching a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens. They have marveled at sun streaked evenings, dappled earth, velvet night; spun silver clouds, sculptured cumulus. God's weather. They have viewed the northern lights, the Southern Cross, a wilderness of sky; a pilot's halo, a bomber's moon, horizontal rain. Contrails.

They have learned to accept the physical challenge in every day, realized a complete removal from earthy attachments, and reveled in a sense of high suspension.

Only a pilot experiences similar moments of grandeur ! ! ! ! ! ! !

*Submitted by member Dick Russell*



## Natural Help for Aging Eyes

Is poor eyesight another inevitable consequence of aging? To a degree, some blurred vision and difficulty focusing is natural as you get older. But two other common causes of impaired vision in older adults-age-related macular degeneration (AMD) and cataracts-may be rooted not just in our years, but in our health habits as well.

There are two types of AMD: "wet" and "dry." Wet AMD-in which abnormal blood vessels sprout, leaking blood and fluid into the eye-is fairly rare, but can quickly cause considerable vision loss. Dry AMD is far more common and occurs when cells in the part of your eye called the macula break down, slowly resulting in blurred central vision. Although people rarely go blind from it, dry AMD can make it difficult to read, drive, and perform other activities. Cataracts have a similar effect on daily life. These lens opacities develop when some of the protein in the lens of the eye clumps together, clouding the lens and affecting vision.

The exact causes of these conditions aren't yet known, but researchers suspect that oxidative damage to the eye by free radicals found in cigarette smoke and formed by ultraviolet light and by the body's normal metabolism may play a role. Although the incidence of both cataracts and AMD is predicted to rise greatly with the aging of the large ranks of baby boomers, I believe that you may be able to postpone or even prevent them by following the steps below.

- *Don't smoke.* Smokers have twice the risk of AMD as nonsmokers, and smoking is associated with cataracts as well. In addition, try to avoid secondhand smoke.
- *Stay slim.* Extra pounds, especially around your middle, are linked with higher cataract risk, so keep weight in check.
- *Wear sunglasses.* Sunlight can damage the sensitive cells of the macula, eventually leading to AMD, and studies show that the UVB rays in sunlight can also increase the risk of cataracts, even in people who have a fairly low lifetime exposure to the sun. Simply wearing a wide-brimmed hat can reduce your eyes' exposure to UV rays by about half, while wearing the right kind of sunglasses can nearly eliminate exposure. Look for shades that block 99 percent of UVA and UVB rays ("special purpose glasses").

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• *Eat plenty of produce.* Research suggests that eating fruits and vegetables containing the carotenoids lutein and zeaxanthin-compounds found in high quantities in healthy eyes-may lower the risk of both cataracts and AMD. Good food sources include broccoli, corn, squash, and dark leafy green vegetables such as spinach and kale; make them part of your daily five to nine servings of produce.

• *Go fishing.* A recent study found that older adults who ate fish more than once a week had only half the risk of late-stage AMD as those who ate it less than once a month (Archives of Ophthalmology, March 2000). Scientists suspect that these benefits lie in the fish's omega-3 fatty acids, which also occur naturally in the healthy human eye.

• *Take antioxidants.* If oxidative damage turns out to be a primary cause of AMD and cataracts, then antioxidants which neutralize free radicals-might well help prevent these conditions. Some studies suggest that supplemental vitamin C and E and carotenoids (as well as the mineral zinc) may reduce the risk of AMD, while others do not. Research on cataracts and antioxidants has been similarly contradictory, although one recent study of more than 3,000 middle-aged and older adults did find that those who supplemented daily with vitamin C and E for more than 10 years enjoyed a 60 percent lower risk of developing cataracts than those who didn't (Archives of Ophthalmology, November 2000).

As research continues, I think it's worth supplementing with my standard antioxidant regimen (200 mg of vitamin C, 25,000 IU of mixed carotenes, 400 to 800 IU of natural vitamin E, and 200 mcg of selenium a day) in addition to getting these nutrients from a healthy diet.

• *Try bilberry.* This herb, rich in flavonoids that have antioxidant activity, has a long history of use for eye-related problems. Although more studies are needed, preliminary research suggests that bilberry extract may halt the progression of cataracts and AMD. Bilberry extract is available at health food stores and online retailers; follow package directions.

• *Consider cataract surgery.* While some people with wet AMD may be helped by laser surgery, there's currently no effective treatment for dry

AMD. However, surgical relief from cataracts is available now. Cataract removal is not only one of the most common operations performed in this country, it's also one of the safest and most effective - 90 percent of people who have this surgery experience improved vision. The operation usually lasts less than an hour and is nearly painless. If you already have cataracts, I recommend talking with your doctor about removing them.

*Dr. Andrew Weil's Self Healing. March 2001.*

**The following is a selection of comments made by airline personnel:**

After landing: "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

As the plane landed and was coming to a stop at Washington National, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

In the event of a sudden loss of cabin pressure, margarine cups will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child... pick your favorite."

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

"Your seat cushions can be used for flotation, and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

Another flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."





# OBITUARIES

## EILEEN "BUTCH" STOUFFER

On 4 may, 2000, as a result of an accident induced stroke (see letter on page 35). For 56 years, wife of Richard R. Stouffer.

## ELVY HENDERSON

Just a quick note to inform all that Elvy, my wife of 59 years of happy marriage, passed away on January 15, 2001. *C.F. "Hank" Henderson.*

## ROSE J. KELLER - January 19, 2001

Rose J. Keller, age 83, of McHenry, beloved wife of George M. Keller (ORD), loving mother of Patricia (Gregory) Bongiorno and Martin (Jane) Keller, dearest grandmother of Anne and Beth Bongiorno and Kristi and Lindsay Keller; fond sister of Josephine (Leonard) Kasper, the late Elsie Newman and the late Dorothy Czoski.

**ROSIN, DOROTHY ANN (AGE 67)** Of Fairfax, VA. died on Wednesday February 21, 2001 in Richmond, VA. She was preceded in death by her husband, Captain Donald Everett Rosin, d.1996, and by her son James Donald Rosin. Survived by children Karen Rosin Keen, of Midlothian, VA, Corinne Rosin Pavuk, of Ellicott City, MD and William Everette Rosin, of Nashville, TN. Those desiring to may make contributions to the National Kidney Foundation.

## FLOYD B. KILLAM

*October 18, 1935 - December 6, 2000*  
Floyd B. Killam, 65, passed away at his home in Littleton, Colorado on December 6, 2000. He was diagnosed with aggressive cancer in September 2000. His battle with such a terrible disease was fought with spirit and hope. Floyd's memorial service on December 12, 2000 was held at our

church, Columbine United, with three pastors officiating. Over 200 people attended. It was a beautiful service paying tribute to a very kind, gentle, man.

Floyd was born in New Brunswick, Canada.

There he went to Salisbury High School, and Frederickton College. He was appointed to be a Pilot Officer in the Royal Canadian Air Force in 1956. His training was on Harvard (T-6) aircraft in Moose Jaw, Saskatchewan. He later was a flight instructor and taught NATO students from Europe. In 1959 he was transferred to Winnipeg where as a navigator trainer he flew the old Beech 18 (C45), Expeditor, the Douglas DC-3 and sometimes the B-25 Mitchell. Floyd was hired as a pilot by United Airlines in 1965. His career was spent flying 727's, 757's, DC-10's, and 747's. He retired after 31 years with the company in 1996. Those who worked with him said, "He was great to fly with" . Survivors include his wife Alice Killam, and three sons, Ronald Killam, Scott Killam, and Byron Killam.



Floyd was active in his community, and is missed by all who knew him. Donations in his memory can be made to Columbine United Church - Missions Committee 6375 South Platte Canyon Road Littleton, CO 80123.

**Alice Killam**

**LOWELL HEACOCK**  
Lowell Heacock was born in San Gabriel in 1909. He attended grammar in Montebello, high school in what is now Canoga Park, and college at USC, graduating in 1930.

He was accepted as a Flying Cadet at the Army Air Corps Flying School in San Antonio in 1932. He says: "we were confined to the post for four weeks and then turned loose in San Antonio. The local boys had no money but we cadets had \$ 75 a month to spend. Needless to say, \$ 75 bought a lot of southern hospitality."

After graduation in 1933, Lowell spent two years active duty at March Field. On duty there with him was Dan Wickland, husband of Ty Wickland Olenick. Lowell was assigned to the 95th Pursuit Squadron.

In 1934 Roosevelt cancelled the airlines air mail contracts. The Army Air Corps was ordered to fly the mail. Lowell's route was Salt Lake City - Boise - Pendleton -Portland and back, in an open cockpit. The Air Corps pilots were not trained for bad weather flying, nor was their equipment adequate. In the four months they flew, eleven pilots were lost, seven of them from Lowell's class.

In 1936 Lowell was hired by United Air Lines as a copilot. In 1939 he was promoted to Captain. During World War II he flew the South Pacific for Air Transport Command, starting in San Francisco

to Honolulu - Canton Island - Guadalcanal - New Guinea - Australia.

The equipment was a C87 – cargo version of the B24. In 1945, Lowell returned to UAL and flew as Captain until 1952, then served as Flt Manager until retirement in 1969.

Lowell and his wife, Dorothy, moved to Laguna Niguel from Sherman Oaks in 1965. They built a home on the golf course at El Niguel Country Club, and lived there eight years before moving to Monarch Summit I. The couple had four children, ten grandchildren, nine great grandchildren, and "it hasn't stopped yet"

Lowell mentioned that at one time his United Airlines crew consisted of: Captain - L. Heacock, First Officer - George Fitch, and Stewardess - Pat Miller Fitch!

Lowell Heacock passed away on 27th January, 2001. The above information was provided by his widow Dorothy, who resides at 23042 Maraleste Rd., Laguna Niguel CA 92677, and forwarded by Capt. John L. Callahan Alaska Airlines (Ret.)



**DONALD R. SCHILMILLER** April 1, 1918 – February 1, 2001

Don had been a 33-year veteran of Capitol and

United Airlines, flying out of ORD. He was 82 at the time of his death. He is survived by his widow, Faye, children Donald H. (Loretta) and Robert (Lenore), grandfather of Richmond and David; brother of Mary Schillmiller, Audra Fogel and Larry (Peach) Schillmiller; uncle of many nieces and nephews

### **JOHN PETER MURPHY**

On Thursday, February 8, 2001, at Fairfax Hospital, Murphy, John Peter, beloved husband of Joan Carmichael Murphy; father of Mike Murphy, Ann Kelly, and Pat Murphy; grandfather of Tammy, Megan, Troy, Colleen, and Brandon.

Memorial contributions may be made to the American Diabetes Association, 1211 Connecticut Ave., NW, Suite 204, Washington, DC 20036.

*Washington Post, Saturday, February 10, 2001*

### **THOMAS LELAND BERGBOWER**

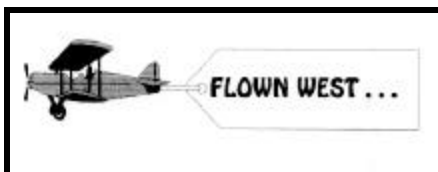
Died, February 15th, age 81 in Phoenix AZ. Tom was born February 8th, 1920 in Hazen Arkansas, he was raised in Newton IL. He attended Indiana State College at Terre Haute, where he took flight instruction. He took an aeronautics class in 1940 at Purdue University.

He was hired by United Airlines in 1940, served as a civilian instructor for the Army Air Corps in Denver, CO. In 1944 he was promoted to Captain. During his nearly 40-year career he flew DC-3's, DC-4's, DC-6's DC-7's and DC-8's, Military Air Charters (MAC) to Viet Nam, and from 1972 until his retirement in 1980, he flew B-747's from his home base in Seattle.

Tom was a member of the Retired United Pilots Association and the Retired United Employee Association.

Preceded in death by his first wife, Jane Brown, in 1995, he married Elizabeth "Betty" Pursell, April 19th 1996. The couple made their home in Scottsdale. She survives, as do daughters Nancy Ann Anderson of Seattle, WA, Suzanne Tito of BelAire, CA, son Thomas Leo Bergbower of Gainesville FL; four grandchildren, and a sister, Sally Treat of Marshall, AR.

Memorials in honor of Tom may be made to Arizona Kidney Foundation, Arizona Research, 4203 E. Indian School Rd., Suite #140, Phoenix AZ. 85018



CALVIN F. FORD	SFO	8 NOV 1999
LOWELL HEACOCK	LAX	27 JAN 2001
DONALD R. SCHILMILLER	ORD	1 FEB 2001
JOHN P. MURPHY	DEN	8 FEB 2001
CHARLES RENN	SEA	14 FEB 2001
THOMAS L. BERGBOWER	SEA	15 FEB 2001



## HIGH FLIGHT

By John Gillespie Magee, Jr.

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

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## RUPA'S SOCIAL CALENDAR

### Regularly Scheduled Lunches

- 1st Tue. San Diego Co. -*Starting April, Quails' Inn, San Marcos* - 760-723-9008  
2nd Mon. SW FL Outlaws – *Olive Garden, Ft. Myers* – 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 – *Flaming Pit* – 561-272-1860  
2nd Fri. PHX Roadrunners – *Anzio Landing, Mesa*– 480-948-1612  
3rd Tue. DEN Good Ole Boys – *Country Buffet* - 303-279-4348  
3rd Tue NE FL—*Spruce Creek CC* - 904-760-9736  
3rd Thu Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691  
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-373-2283  
3rd Thu. Ohio Northcoasters – *TJ's Wooster (Always coed.)*. 330-262-5811  
3rd Thu. SEA Gooneybirds – *Airport Marriott.* – 206-242-1242  
3rd Thu So. Oregon (MFR) - *Pony Express, Jacksonville*—541-245-6896  
3rd Thu. TPA Sundowners – *Countryside CC (odd mths. Stag)* 727-785-5971

### Quarterly Scheduled Lunches

- 1st Wed Feb, May, Aug, Nov. Chicago Area— *Itasca CC* - 630-832-3002  
2nd Wed Jan, Apr, Jul, Oct. McHenry (ORD) — *Warsaw Inn*—815-459-5314  
3rd Wed Jan, Apr, Jul, Oct. Washington Area— *Belle Haven CC*—540-338-4574

### Other Events

- 23 Mar JFK ALPA Co 52 Party *Sheraton Newark Airport.*  
31 Mar SFO ALPA Co 34 Retirement Party *SFO Airport Westin.*  
24 Sep RUPA Biennial Convention, *Harrah's Hotel, Las Vegas.*

Deadline— March 21

Mailing— April 4th



**PERIODICALS**

## RUPANEWS

1104 BURKE LANE  
FOSTER CITY CA 94404

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