



RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 4

(Journal 501)

April, 2001



75th Anniversary
Of
United Air Lines
6th April, 1926

Nicholas Galloway
SWALLOW MAILPLANE, C-6
1926

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RUPANEWS

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Attn: Tom Angelos

7401 Martin Luther King Blvd.

Denver CO 80207

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ABOUT THE COVER

On April 26, 1926, the first C.A.M. (Contract Air Mail) flight took place on a desolate northwest air mail route won by the sole bidder, a California air taxi and flying school operator, Walter T. Varney.

From that austere beginning grew the major U.S. airlines of today, with the Varney flight, in essence, being the origin of United Airlines.

As the only bidder, Varney Air Lines came into being and began flying the 460-mile route from Pasco Washington to Elko, Nevada, via Boise, Idaho, with a fleet of five new "Swallows". The Swallow, redesigned in 1924 by Lloyd Stearman with assistance from his brother Waverly, and Walter Beech, was powered by a Curtiss six cylinder engine that left much to be desired in available horsepower. It was, however, one of the first new designs since WWI that was more than just a cleaned-up "Jenny" or "Standard".

Early flights were plagued by misfortune and failure and forced Varney to ask for a suspension of service until his fleet could be refitted with a more suitable engine. Service was resumed on June 6 with the Swallows re-engined with the 200 h.p., 9-cylinder Wright Whirlwind J-4.

Technical Data: Type; single engine mail plane; Accommodations — 1 pilot, 350 lbs mail/cargo.

Power plant—Curtiss C-6, 160 h.p. Wing span—upper 36', lower 34'. Length—24'. Max. Speed—118 mph. Wing area—350 sq. ft. Useful load—1,200 lbs. Endurance—5 hrs. @ full throttle. Gas capacity 56 gals.

September RUPA Convention

As has been advertised for some time, the RUPA biennial convention is slated to be held in Las Vegas NV from the 24th to the 27th September, 2001. Not all of the various activities or prices have as yet been firmed up; however, in order to permit our members to begin to pre-plan, the following information is provided.

Convention Activities:

This is a preliminary list of activities planned for September.

September 25 & 26 will be the Thunderbird tours. 1000 hrs. at Nellis AFB for start of each tour. Tentatively-0900hrs pick up at Harrah's by bus. Tentatively-lunch at the "O" Club about 1200 hrs.

Return to hotel after lunch 1330 hrs? Cost - tour is free, lunch cost still to be negotiated. Transportation cost unknown as yet.

September 26 Sporting Clays Shoot. 0900 hrs at Club house at Nellis AFB. Tentative- 0800 pick up at Harrah's Hotel. Shoot complete by 1200 hrs. Lunch will be arranged at a restaurant, cost unknown at present. Costs- approx \$32 per person per round of shooting. \$5.00 to \$6.00 per box of 25 -12 Ga. ammo, plan on 100 rounds of ammo.

Since both of the above are on military land, the USAF REQUIRES the names of all taking part well ahead of time. We will need the names by 25 August to submit to the USAF.

The costs of transportation will be known well ahead of time, and we will require the funds by 25 August as well. WATCH THE RUPANEWS FOR FURTHER INFORMATION.

If lunch at the O club can be arranged, we will require advance payment as well. Costs will be made known ahead of time.

Specify the day you wish to tour the Thunderbirds. The two days will be kept separate, unless attendance is so low that only one tour is needed. 105 MAXIMUM for each tour. First 105 each day get preference. Golfers!! Angel Park Golf Course. September 25 Palm course, September 26 Legacy course. 05:45 hrs pick up at Harrah's planned in time for Breakfast stop, at own cost, enroute to course. Cost for both days will be \$220. More details to follow.

Lake Mead Cruise. 26 September. Plan on noon boat departure. Bus pick up at Harrah's Hotel approx. one hour prior to cruise departure. 50 seats reserved on regular cruise - no charter this year. Costs- \$15..30 cruise/person \$10..25 lunch/person Bus transportation unknown at present. Information to follow. First 50 reservations get preference. This is ON-SEASON for the lake cruise, consequently we will be more restricted than in 1999.

If there is sufficient interest, tennis will be planned.

We will include a listing of shows and other entertainment in an upcoming issue.

(Senate - March 13, 2001)

AIRMEN AGE LIMITATION

Committee on Commerce, Science, and Transportation: Committee concluded hearings on S. 361, to establish age limitations for airmen, after receiving testimony from Senator Murkowski; L. Nicholas Lacey, Director, Flight Standards Service, Federal Aviation Administration, Department of Transportation; Duane E. Woerth, Air Line Pilots Association, International, Washington, D.C.; Paul Emens, Pilots Against Age Discrimination, Annapolis, Maryland; and Robin Wilkening, Johns Hopkins University School of Hygiene and Public Health, Baltimore, Maryland.

WASHINGTON, D.C. -- The Committee on Commerce, Science, and Transportation today approved 13-8 a bill to raise the maximum age of pilots to 63. The original bill, S. 361, introduced by Senator Frank Murkowski (R-AK), would have increased the mandatory retirement age to 65, but the bill was amended by Senator John McCain (R-AZ), Chairman of the Committee, to change the maximum age of pilots to 63. The bill also gives the Federal Aviation Administration the authority to require those pilots to undergo additional medical and cognitive testing for certification. *N.B. This is merely the first step in a fairly lengthy process before such a change could become law. Ed*

Dana Point RUPA Lunch — Third Thursday March 15, 2001— *Wind and Sea Restaurant*

Ted Simmons tsimmons5@home.com

Had three tables pushed together for some good conversation and food under another sunny sky. Most of the guys are getting to know the varied menu. Fish still a popular choice.

Present were: Bill Herrin, Rick Hoefler, Bill Rollins, John Grant, Ted Simmons, John Grady, Tony Testa, Bill Barham, Pete Hansen, Jerry Meyer, Bruce Dunkle, Ken Dey, Ed Judd, Bill Meyer, and Carlos Bernhard.

We decided that a Picnic at Doheny State Park on MAY 17 @ 1600 would be a good idea. All Invited. Further Info from Ken Dey @ (949) 493 7126 or Ted Simmons @ (949) 496 2691.

There was some talk of the 767 out of Maui that turned in to a Glider for short minute.. Or was that a very long minute?? Anyone have the full story on that incident? [*Such details as are available for public release are printed elsewhere in this issue. Ed*]

Rick Hoefler did relate a good DC 6 simulator situation. A good friend and contemporary (name withheld) related this story to Rick of what happened to him in a DC6 simulator. Seems when confronted with a Fire in number 1 said "I'll take it" and promptly started into the Fire Procedure: #1 Throttle closed, #2 Feathering Button push, #3 Mixture Control cut off, #4 Firewall Shut-off Pull. Yep he got all FOUR!

It must have been very quiet and dark in that Simulator. No one said anything for a very long moment. Then all present, the F/O, S/O, and C/P and burst out laughing. Not so the CAPTAIN. He said, with authority, "That's it I'm finished for the day". All present protested, to continue. He just said "and maybe I'LL take tomorrow off too!"

My understanding is that the Captain had a long and successful career.

I remember well the day I put on a Hair Coat!

All for now, Ted

Denver Good Ole Boys

Dick Wagner, Golden, Colorado 20 March 2001

The first day of spring, and 22 "Good Ole Boys" were in attendance today. We welcomed one guest; Bob Wright, Capt. Russ Wright's brother, from Pennsylvania. We are looking forward to our new meeting place beginning APRIL 17th at the American Legion, Leyden 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. Come visit us— always the 3rd Tuesday of the month.

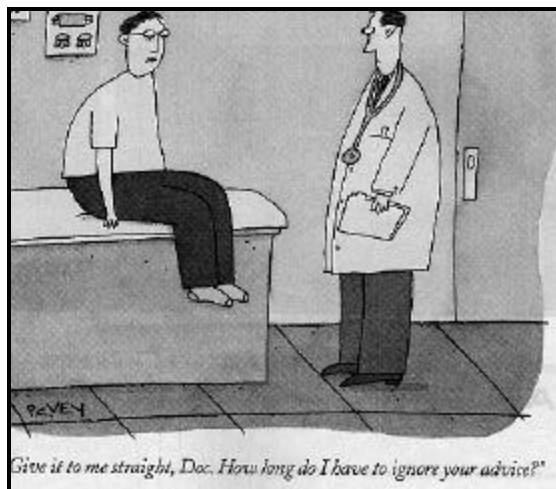
Carl Buchanan, Russ Wright, Bob Wright, Bill Hoygaard, Curly Baker, Dan Wine, Dick Wagner, Bob Clipson, Bill Fife, Bob Crowell, Ted Wilkinson, Ray Bowman, Bill Pearce, R.O.Stewart, Ted Boerstler, George Maize, Jim Harris, Howard Reid, Howard Morgan, Joe Kenney, Jack Turner, Tom Gordon.

High Desert Has Beens

I am happy to report that the 2nd luncheon of the "High Desert Has Beens" took place March 1st at *McGrath's* in Bend. Present were: Gary Smith, Stan Green, Bob Clark, Dick Ruitter & myself. Ken Sandine was out of town. There are a few more Rurians in the area, but I haven't gotten any response from them. This is a good time of the year to head for warmer climes.

Several good war stories were told. It was a good time, and we plan to do it again in April. Thanks for all your fine work on our behalf.

Steve Laurance



Age 70-1/2 Mandatory Withdrawals

In the November 2000 issue of *RUPANEWS*, Lou Carson wrote about his experience with age 70-1/2 mandatory withdrawals. I missed his comments, but received a call from Peter Dulken about the issue. According to Lou, while you can normally meet the IRS requirement by withdrawing from any or all IRAs, you must withdraw the minimum amount from any qualified plan. In other words, for those pilots who still have money in the UAL DAP or ESOP, the IRS requires the minimum withdrawal from each of those accounts individually, regardless of how many other IRAs the retiree owns.

I did some research with Liz Koby at the ALPA office, and she confirms Lou's experience. IRS Notice 88-38 contains the legalese.

If that situation presents a problem for the retiree he/she can simply roll the DAP or ESOP stock to an IRA and avoid that requirement since it only applies to withdrawals from qualified plans.

While I am reasonably confident of this information, the usual caveat applies - it is my understanding of this issue. It would be prudent for anyone in this situation to seek the advice of a tax professional in sufficient time prior to age 70-1/2 to allow time plan alternatives if necessary.

George Mathes

LAS VEGAS HIGHROLLERS LUNCHEON

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

Our March luncheon was held at the Broiler restaurant, located in the *Palace Station Casino* on the 15 th of March. Yours truly was out for Knee surgery for January and February so this was our first luncheon since our Christmas party. The following were in attendance:

Andy & Dawn Anderson,	Harry & Georgia Arcamuzi,	Barry Dixon,
George & Denny Atteberry,	Bill Balboni,	Barrie Folsom,
Gene & Mary Lamski,	Hal Meyer,	Hugh & Kathy Mattern,
Harold & Shirley Morris,	Oak & Fern Porter,	Don & Betty Swirnow,

And Yours truly Clyde House and Marie Loquet.

Our minute of silence for those flown west included one of our own, as Harold Marsh, who passed away on February 21, was remembered. We have settled on the 3rd Thursday of each month for our luncheons so stick with us and we will get this under control yet. *Clyde House*

LAX LUNCHEON AT BILLINGSLEY'S - MARCH 15, 2001

There were 30 in attendance today, some coming up from the south bay area. I think Jack Moore's E-mail to the group reminding them of the luncheon and the planned trip to Van Nuys airport after lunch increased those in attendance.

Herb Goodrich	Jack Hanson	Walt Albright	Bill Horn
Hilda Goodrich	Shirley Hanson	Charles Barnard	Milo Bacon
Dave Kirkendall	Jim Turner	Bob Kohler	Jack Moore
Doug Rankin	Gerry Beyer	Ken Williams	Joyann Moore
Carl Rankin	Ben Harper	Gene Gawenda	Dave Tank
Lee Cameron	Ken Kuecker	Bob Clough	Clay Lacy
Edna Cameron	Chris Kuecker	Tom McQueen	Bob Mosher
Dick Unander	Jack Healy		

As we were waiting for lunch to be served Dave Kirkendall showed us the May 2001 issue of *AIR CLASSIC* magazine which as of this date was not in the stores yet. In the magazine were color pictures and a article about Clay Lacy's Douglas DC-3, he had restored and painted in "Circa 1940's" United Air Lines paint scheme. Then Herb Goodrich talked about going to the airport after lunch to see the aircraft. He went on to say the passenger cabin is now configured with a 14 passenger executive cabin. Then Dave Tank told that Cal Ford had passed away. He had been a United Navigator who had spent

part of WWII as a POW in Germany. Dave also told that Wayne Hughes had fallen and had broken both his hip and leg. Dave's closing remark was start picking my replacement and every one had a good laugh. Lee Cameron was then asked if he had any story about the DC-3 in it's early days with United. Lee told of DC-3 flight training at Oakland in 1939. He said for a period of time spinning the airplane was part of the flight training.

This aircraft has had quite a history. It was built in 1945 and over the years has had various N numbers. The Current N number is 814CL. Some of you may remember the story of Ham Lee (a pioneer United pilot who flew a DC-3 on his 100th Birthday). That's right, this is the same aircraft.

At this point Herb introduced Clay who talked about going to the airport and parking our cars on the ramp near where the DC-3 was parked. He also invited those who would like to, to go for a ride in the aircraft. A couple of the things he mentioned was Charles Barnard had flown it and at one time it was owned by the State of Georgia when Jimmy Carter was governor of that state.

After arriving at the Van Nuys Airport (Now remember there are only 14 seats in the cabin and one person flying as Clay's Co-pilot: It would take two flights to accommodate all of us) Those that were going on the first flight boarded the aircraft. After they took off, Scott Patterson, one of Clay's pilots, took those of us who were waiting for the second flight through the 727 that made the Midway Island and Millennium crossing of the Date Line. Then through a private owned 727 that has a sitting room and a bedroom that has a double bed in it. After the first flight returned from over a half hour flight, Shirley Hanson took photographs of the various people alongside the airplane. Then it was time for the rest of us to take our flight into the past. Most every one there had flown the DC-3 during their airline career. Again the second flight was over a half hour long. We all want to thank Clay for our flights into the past.

OHIO NORTH COASTERS

Since the seniority system is still alive and well, and since many semi-solid substances still run downhill, I was selected to provide a report of the March meeting of the "Cleveland Crazies", better known as the Ohio North Coasters.

Since everyone knew that "The Grand Poobah", better known as Cap'n Dick Orr, and all the assistant, not so grand Poobahs would be absent from this meeting, we had a very small turnout. I suppose we all thought quality, rather than quantity, would be the hallmark of the March meeting of this august group.

We met at the usual time and place with a turnout of six souls on board. The distaff side was ably represented by JoAnn Pinter, while her husband John, along with Jack Heiszek, Gerry Cox, Bill Dilzell, and yours truly, Ken Wheeler, kept the merriment alive with lies, war stories, and an occasional joke.

Miss Vicki and her Martini specials provided a fine friendly afternoon. John and JoAnn Pinter invited us to have the upcoming July meeting at their beach house. More on that later. You know you're getting old when your wife decides to give up sex for Lent, and you don't find out about it until Good Friday.

Cheers. *Ken Wheeler*

NEW YORK SKYSCRAPERS COED LUNCHEON

The annual coed luncheon has been set for Wednesday, June 6th at *PALS CABIN*, West Orange, New Jersey. With ample time for planning, most snowbirds will have returned from the southern fly zone and we're looking for a great turnout. For those with futuristic plans, save this note or mark the date and time on your calendar.

PALS CABIN is one block north of exit 8B, Route I-280 (Prospect Avenue), West Orange, NJ.

This our coed luncheon, singles or duals are encouraged to attend. A notice will be sent to the most recent address contained in the Skyscrapers' files.

If you've moved, drop a note to Ray Bernosky, 41 Fairview Drive, Flemington, NJ 08822-4535. Plan ahead, hope to see you !

PALS CABIN phone (973) 731-4000

THE PHOENIX ROADRUNNERS

The Phoenix Roadrunners met for Lunch on Friday March 9th at *Beef Eaters Restaurant* in Phoenix. First visit for new member Bud Clover & wife Carol.

We had two couples from Tucson Area, Tom & Bev. Worker & Bill & Mitzi Fife. Two Snow Birds - Bill Bay from SFO & Bill Fife from DEN.

ATTENDING:

Betty Bergbower Guests (Jean & C.I. Balcer)	Bill Bay	Frenchy & Millie Bourgeois
Howard & Polly Blomstrom	Bud & Carol Clo	Bill & Mitzi Fife
Ralph & Ruth Johnson	Ken & P.J. Killmon	Pat Mann
Bill Morrison	John & Shirley Prestegaard	
Karl Runkle	Bob Steneck	Jim & Nancy Staib
Don Toppen & Guest (Phil Harvey)	Tom & Bev. Worker	

One of our Members, Tom Bergbower, flew west on Feb. 15th after a long illness.

Karl Runkle reported on our Members who are unable to attend our luncheons due to illness. Phil Johnson, Wayne Hughes, & Bob Grady. All slowly recovering. Don Toeppen reported on his wife Joan's condition. Joan is finally home after breaking both hips. Now Joan for your next act please get the walker in gear & come to Lunch. O.K.??

We are having our next meeting in Peoria hoping Phil, Wayne, & Bob will be able to join us.

Ralph Johnson briefed us on Otis Kline who seems to be improving a little.

Ralph Johnson discussed UAL early Airplanes from the DeHavillands thru the DC 3. Ralph discussed a 60 min. video being produced on the facts regarding TWA Flight 800. We feel so fortunate to have Ralph in our Group all of us always enjoy his talks.

Because the 2nd Friday in April is Good Friday we have moved our luncheon to the 3rd Friday April 20th at Dillon's Restaurant in Peoria. Please call 480-948-1612 for reservations and directions if needed.

Reporting from GREEN ARIZONA, *Frenchy & Millie*

Report from a soon-to-retire pilot

I continue to attend as many of the Pilot Investment Manager presentations as I can. I went to one yesterday, presented by one of the "bigger firms." I had attended their similar presentation 14 months ago, in October 1999. The pilots again were mesmerized by the results of this firm—purporting to beat the indexes by several % in every period they show.

I had asked the question of the senior partner as to how frequently they changed fund recommendations. The answer was "only rarely". I had saved the material from the 10/99 road show and found that of the eight stock funds they were touting then, only one is still on their list. This fund happens to have an expense ratio of 1.68% and a 12b-1 Fee of .95% plus the Advisors' approximate 1-% additional advisory fee. (That's 3.63% off the top!) Of the four fixed income funds from 1999, only one is still on their list. Of course, like many of the advisors, they achieve their superior results by "back choosing" their funds. Where they purport to have a 3-year average return of 17.53% versus 8.59% for the benchmark index, this is only a historical record of the funds they are currently promoting, and no measure of where they actually had their clients during this 3-year period. I continue to observe that there are no "great deals" out there. *Larry Freeman (LAX Council 57 R&I Committee Member)*

Thanks for taking the time to write up this experience Larry. The Committee continues to advise extreme caution as you evaluate the returns promoted by financial advisors wishing to manage your money in retirement. The ability to consistently beat the market is rare indeed, and those who have demonstrated it are usually managing billions of dollars for institutional clients.

Clearly, not all firms use these tactics. But some unscrupulous firms seek out funds which have done well the last year or two and revise the lineup they show prospective investors as if that had been their recommendation during that time period. Then they adjust their performance to reflect the performance of the new funds in their lineup.

For assistance with evaluating financial advisors, request the article "Investment Advisors Evaluating" from Lisa Kwilas at the UAL-MEC Office kwilasl@alpa.org or call 800-922-2572.

Fraternally

UAL MEC R & I Committee

SEATTLE GOONEY BIRDS

The Seattle Gooney Birds had their regular meeting today. The attendance was surprisingly sparse. I guess everyone was enjoying the rain which we have been hoping for since January. Our reservoirs are mud flats. California is trying to buy our electricity, and our Governor is threatening brown-outs this summer if we don't cut down on our energy use. So nobody is complaining about the rain that is coming down today

We welcomed a new member today, Jerry Ackerson. Also present was a relatively new member, attending for the second time.

Though their deaths were announced last meeting, some stirring remembrances of Tommy Bergbower were given by Tom Graham, and Lloyd Cooley is getting together some remembrances of Chick Renn to share with the troops. Both men died on Valentine's day and are fondly remembered in Seattle.

Present today were:

Jeff Roberts,
John Cordell,
Jack Brown,
Bob Berkey,
Don Anderson,
Bob Berg,
Fred Sindlinger

Bill Stoneman,
Doug Spicklemeir,
John Bley,
Bob Wulff,
Jerry Ackerson,
Lloyd Cooley,
Dick Wiesner,

Gerry Pryde,
Ivory Brummet,
Tom Smith,
Vince Evans,
Cal Coleman,
Chuck Westpfahl,
Neil Johnson.

Howard Holder,
Bud Granley,
Chris Swenson,
Ray Hull,
Tom Graham,
Chuck Podhasky,

TREASURE COAST LUNCHEON

The treasure coast sunbirds held their March luncheon on Tuesday, the 13th, at *Miles Grant CC*, in Stuart.

As usual there was a tasty buffet.

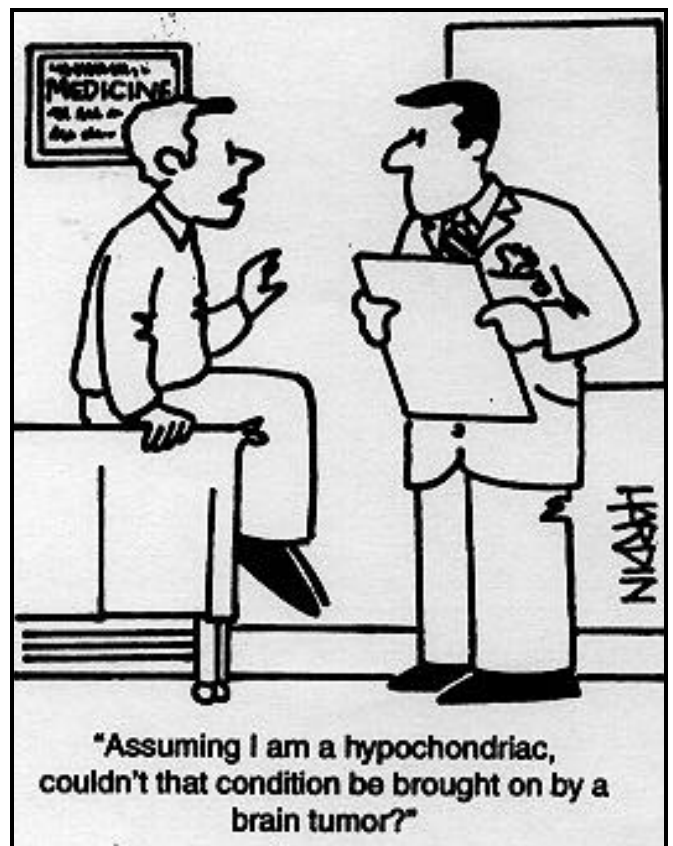
There were twenty members of the group present.

They were:

Bill Northup, Clay Grant, Percy Wood, Clark Luther, Dwight Terrell, Bill Hellerstedt, Dave Arey, Bill Cole, Sid Sigwald, Bill Smith, Bob Schaet, Dave Hoyt, Ted Osinki, Don Onofrio, Joe Mahoney, Don Jefferson, Jack Boisseau, and Jim Dowd.

We had a guest attendee, Stan Blaschke, all the way from plantation. He came with Burt Olson. We all enjoyed each others company.

Bob Schaet





Dear Friend,

The United Airlines Historical Foundation has a Goal!

The World's largest Sport Aviation Association Air Venture Museum has in their collection a Swallow Bi-plane.

Those of us who have copies of *High Horizons* and or *Airway One* know United's beginnings started with Swallow Mail planes by Varney Airlines on April 6th, 1926.

Those pioneers who built the foundation for the wonderful transportation system we have today are long gone, but not forgotten.

The Foundation would like to underwrite the restoration of the EAA's Swallow Bi-Plane to the Airmail Configuration as a living-flying tribute to those pioneers.

The flying home base for this Airmail Swallow, would be the EAA Museum's Pioneer Airport at Oshkosh, Wisconsin, where it would be maintained and flown, giving people a taste of what it was like to "Fly the Mail".

Our goal is to make this happen! "Preserving the Past to Inspire the Future" is our motto and with this project that motto will come alive. It can be done!

Think about it this a bit, every time you board one of our 74s, 77s or the new 73s, we owe a debt of gratitude to those pioneers who made it happen.

We'll need contributions to make it happen. Your United Airlines Historical Foundation stands ready to go ahead with this goal, how about helping us achieve this goal and get a Swallow Mail plane back in the air?

Your contribution is tax-deductible, as the UAHF has an IRS 501 (c) (3) authorization, and automatically makes you become a "Friend of the Foundation ", you will also receive a handsome United Airlines Historical lapel pin.

Please forward your check to Captain Ray Lahr, 18254 Coastline Drive, Malibu, CA 90265.

We, the Board of Directors, sincerely welcome your participation and support.

Thank you.

Don Jiskra - President

The Washington Area RUPA quarterly luncheon is scheduled for April 18 at the *Belle Haven Country Club*. Social time begins 1115 and lunch is served at 1200.

Capt. Roy Liggett and Mr. Herb Pettitt will be our guests and our program.

John Turner and Sym Stidham plan to bring the Mainliner Club Store to satisfy our shopping appetites.

The occasion is COED, and the widows of our friends Flown West will be our guests.

Reservation deadline April 15. Email to E.K., EKWJR@compuserve.com or call Jerry Goebel 703-719-6353 or call Bud Ruddy 703-858-1552

National Transportation Safety Board

Washington, DC 20594

March 14, 2001

UPDATE ON INVESTIGATION OF UNITED AIRLINES FLIGHT 42 DUAL ENGINE ROLL BACK
Washington DC - On Sunday, March 4, 2001 a United Airlines Boeing 767 departing from Maui, Hawaii experienced a dual engine roll back. The airplane diverted to Kona, Hawaii and made a normal landing. Upon landing in Kona, the aircraft was examined by representatives from the Federal Aviation Administration and United personnel. The aircraft was later flown to a United maintenance facility in San Francisco for further examination.

There were no injuries as a result of this incident.

The aircraft's Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) were delivered to the National Transportation Safety Board laboratory in Washington D.C. The CVR contained no information relevant to this incident.

The initial readout of the FDR indicates that, while climbing through 29,000 feet, the right engine experienced a reduction in power to below idle but did not completely stop operating. About 20 seconds later, the left engine experienced a similar reduction in power. The reduction of power occurred as the crew attempted to rectify an imbalance in the fuel load.

Approximately 20 seconds after the power reduction in the second engine, the FDR stopped recording data for a period of time no greater than half a minute. When the FDR began recording again, the power of both engines was increasing. The engines returned to normal power shortly thereafter; data shows that neither engine experienced a total loss of power.

Based on current information, there is no indication that the airplane, its engines, or systems malfunctioned. Since the engine roll back occurred during a fuel transfer procedure, United Airlines, Boeing, and the NTSB are evaluating operational procedures and the operating characteristics of the engines and fuel system.

JAMES F. BUEHNER—407 W. Oden Bay Rd,
Sandpoint, ID 83864

Dear Cleve: Enclosed is my check for RUPANEWS. Thanks for you toils for RUPA and me. Living in North Idaho I would certainly be "Out-Of-The-Loop" if it were not for the RUPANEWS Team. You are much appreciated!
Sincerely, **Jim**

CHARLES A. CLEAVER Los Altos CA

Dear Jock: Another year has slipped by and this body has now had 79 years on this wonderful earth. Retired 19 years ago on a one way trip to HNL. It is time again for the yearly report. My lovely wife Jean and I are very happy living here

in this area and really enjoying retirement with no problems, health or financial. I was able to attend the recent Boys Night Out and our guest speaker was a major wheel in the planning of the SF airport expansion. He informed us that they have 32 environmental agencies to get an approval for a fill in of the bay for the required new runways here at San Francisco. Maybe the year 2008 to 2010 this might be accomplished. On a little reminiscing, the Van Port Flood at Portland 1949-50 covered that whole airport with 8' of water when a dike on the Columbia River broke. The terminal and United's hanger were on the north side of the airport, the major buildings on the site, for one to

two months all of the Portland passengers either in or out was operated out of Salem. It took a while to get the airport at Portland dried out and back to normal.

Another reminiscing was about 1947-48 on a DC-3 flight as a young co-pilot flying from SLC to BOI with Captain Carl Parker. He was a tall fellow and somewhere in the past had been a participant in the Olympics as a decathlon competitor. About 30 minutes after leaving SLC, the stewardess came up and informed us that a male passenger had his own bottle of booze and was drinking fairly heavy from it. She took his bottle away saying, "no drinking on airline flights" and he was very upset. Ten minutes later the red light on the co-pilots side came on indicating a cabin door was not locked and closed tight. The passenger had opened the door and was attempting to throw the stewardess out unless he got his bottle back. That is when Carl went back to the cabin with his impressive size gave the passenger Hell and took his bottle back to the cockpit, where we kept the door locked. I guess he was pretty unhappy. We alerted BOI to have the police meet us upon arrival. He was removed and we found out later that he had just been paroled from prison and was only attempting to do a little celebrating. My memory says that red warning light for the cabin door at 12000' looked awful big and I am glad that Carl was the size that he was as I certainly was not. Next year, more on going through a snow bank in SLC.

Charles

NORM CLEMETSON

Way late with my postage for 2000, so I've enclosed enough for 2001 in the same check. Please use rest for refreshments or whatever. Still living in Glenview. Enjoying retirement and getting a foothold in Gen. Aviation with a partnership in a Cessna 210 and building a Europa.

Norm Clemetsen

WILLIAM M. COOKE—11132 Pinehurst Dr, Austin, TX 78747

Dear Cleve, Well, another year has come and gone and am still looking at the right side of the grass! Here is the annual check, I almost forgot to send it since I'm trying not to count birthdays anymore. Hope all our members have a great 2001! Sincerely, Mike

FRANK F DAVIS— 108 Hamm Hollow Rd, Elizabethton TN 37643

Email (new) frankfd@chartertn.net

Hey Cleve, in a previous *RUPANEWS* a pilot stated that; "He wakes up in the morning with nothing to do, and by the time he goes to bed, he's only half through." Man! I do agree with that! Also, I've noticed that; "Everyday in every which way I grow a little bit uglier." (The rate of change seems to be decelerating... may be just wishful thinking?) I've included a stipend for two years postage and a little extra for the "contingency fund." You guys are doin' good... Frank

HELENE A. DENTON—2605 Via Olivera, Palos Verdes Est., CA 90274

Dear RUPA Pilots, It isn't easy without Bill, but I do the best I can. Putting bids out to fix the house and yards was not my forte, but I try. It is certainly good that you pilots had standards you had to pass in order to fly for an airline. I hope our FAA is not looking to brush over the standards as the President of University of California is in casting out the SAT scores for entering college. Both of my sons passed in the 1300's, but their parents had tough standards on them. They didn't have to waste time paying to past the test. They had to keep up their school and subjects to their parents' satisfaction. Their behavior and grades were our problem along with help from the teachers. Pilots must know what they are doing before they get up in the air.

Thanks for doing n good job. Helene

F.V. "Cort" DePEYSTER—PO Box 21131, Reno, NV 89515

Cleve, Enclosed is 2001 stamp donation. Not retired yet, just wannabe. I really enjoy the articles and letters from all the great people whom I worked with for the past 33 years. It's great to keep up on their activities.

As for myself, I'm living in Reno and flying Capt. on the 400 about mid-seniority. Unfortunately I was divorced about five years ago from Karen, but still am on good terms with her. My son, Brooks, is 13 years old and at 6'1" 180 lbs is a big guy. My lovely daughter Alexandra is 11. Last Oct. I blew out a disk in my lumbar spine and was down for a bit, but am currently back to flying and recovering nicely.

I plan to attend the SFO ALPA retirement party in March and look forward to seeing lots of old friends.

So long for now, Cort

JACK DRAPER 4332 Mac Ronald Dr. La Mesa, CA 91941 DIA-EWR-LAX

Dear Cleve, My check is in the mail to you today. Norma and I have been very busy. She with running three homes, one in SAN, one in NJ and one in AKL, NZ. So far it's not too much for her. Time will tell. We set up our retirement to follow the sun, and NZ rounds things out nicely. We go there during the US winter. The fishing (both fly and deep sea) surf and golf are as good, if not better than advertised. Ocean-front lots for 100G US and taxes of \$400 a year! You can build a nice home for 125G US. If our home were in CA it would cost 3-5 Million.

To keep busy, I fly the FAST program (as many of you know this is a formation standard that started with the T-33 people in the US) for and with the NZ Warbird association in the Harvard. We put on airshows 7-8 times during their summer. The biggest show is Wings over Wanaka next year and every two years. If you haven't been to this show it is well worth it. Usually around 30,000 in the audience and every kind of WW2 aircraft you can think of (no P-38 however). We do a medium big show at Omaka (Blenum airfield), on the Northern part of the South Island, April 14 & 15th. I am back into aerobatics after 42 years, and this body is carrying a little too much weight.....parts move that never used to in the good ole Navy days. I am enjoying flying the Harvard pronounced "Haar - vaard" in NZ (AT-6 or SNJ, but built in Canada) very much....she is a grand and spirited old lady and still takes 5-6 G's on a daily basis without a complaint.

San Diego is our main home, and Long Beach Island is our 3-month Summer home, to be near our East coast family and friends and to play in Barnegate Bay.

Jim Mc Kinstry (the baby of the class) retires soon and this is notice for all in our class to get in touch with each other to get the planning for the party started soon. Contact me and I will tell you who is running the show (I recommend Mac do it). Sorry to hear that "Fxxten" Martin passed away. They broke the mold on that guy...a lot of fun to

fly with and a great stick.

Thanks Cleve for all that you do for all of us.

Cheers, Jack jaripper@worldnet.att.net

New Zealand jaripper@xtra.co.nz

WALT FINK—8804 Bull Run Trail, Woodstock, IL 60098 (ORD '67 - '00)

Dear Cleve: In an uncharacteristic feat of memory for which I've duly congratulated myself, I've actually remembered to send you a dues check, plus some extra shekels for the folders and stuffers without having to start the enclosed note with my usual "Sorry I'm late" salutation. Wonders never cease.

Starting year two of retirement with hopes it'll be less full of work than the first; we just finished a complete rehab of our basement from floor up. I used to call it a "walkout" basement but Jan tells me that "English" basement is the correct term no doubt because of some of the colorful English I used while doing the job. One of the things I learned from the project was that I was correct all along in choosing a flying career instead of one doing drywall. Yuck.

We've been socially busy as well—go dancing at least once a week, plus all the hobby stuff we're both so heavily involved in. Took an eight-day trip to the UK in October and did up lots of the museums and touristy kinds of things I never found time to do during my layovers.

This is definitely the best schedule I ever bid.

Thanks, folks, for all your hard work in getting the *RUPANEWS* out; we look forward to reading each monthly issue. Cheers, Walt E

VERN FOSTER—PO Box 440799, Aurora, CO 80044

Enclosed is my check for forty dollars for catch up, plus another year on the postage fund.

All is well in the "high country" with lots of flight instruction. Kay and I recently took a 10 day trip to Costa Rica via UAL and enjoyed it very much.

Thanks to all who keep the *RUPANEWS* coming. Vern



HISTORIC PHOTOS

Bob Callaghan 95 Mulberry Lane, Atherton, CA 94027

Here is the Liberty powered Douglas mail plane that was modified with dual cockpits as an instrument trainer for NAT pilots in 1931. Walt Addems was one of the first pilots in the country to receive an instrument rating. His logbook has many hours logged as instructor in this plane, with occasional notation of trainees' names, some of whom we flew with many years later. An Air Commerce bulletin, dated 3/15/32, mandated "Pilot Instrument Ratings" for airmail pilots by 1/1/33.

Walt was appointed Chief Pilot of NAT October 12, 1931, (by Bert Lott), and later served as Director of Flying for UAL.



VERN FOSTER—PO Box 440799, Aurora, CO 80044

Enclosed is my check for forty dollars for catch up, plus another year on the postage fund. All is well in the "high country" with lots of flight instruction. Kay and I recently took a 10-day trip to Costa Rica via UAL and enjoyed it very much. Thanks to all who keep the *RUPANEWS* coming.
Vern

WALLY FRANK— P.O. Box 1362 Rancho Santa Fe, CA 92067 – 1362

Libby and I are having a great life living here in Rancho Santa Fe, playing lots of golf. Wish I could get my handicap down, but it hasn't happened yet. I am just trying to keep up with my golfing granddaughters.
Wally

JAMES S. GARDNER 12 Craig Ct. Colts Neck NJ 07722

Dear Jock: Next month the JFK annual party takes place. Years ago, while still employed, when I attended this grand event, I observed that it was like going to the Baseball (the original) All-Star game. That sentiment still remains.

One factor surprises me: This year's retirees were just boys eight years ago when I departed. How could these terrific young guys be retiring?

One of the superb Navy squadrons, I was lucky enough to be associated with, has a reunion at the Wings Club every so often. At the last one it was observed that when we were actively smoking around the sky, we spoke of girls and alcohol and now the conversations are about RX's and MD's.
BORING!

A planning note for former F8 drivers: This year's Last Annual Crusader Ball will be in Virginia Beach in late September.

Please forward my re-qual funds.

Jim

LYNN R. GRADY—14215 W. Cavalcade Dr, Sun City West, AZ 85375

Dear Cleve & RUPA Colleagues: From the looks of the calendar, I still have a day or two to get a birthday letter off on time. Also a check for current mail costs. Before I get really into this missal I have a couple of questions. Dick Neet where are you? And why did you leave our hallowed precincts? And before I forget it, 'twas a nice picture

of you, Harry Orlady, in the Quarterly.

Some one gave me a delightful book for my birthday. The *Full Man* by Tom Wolf. A delightful read, but it's a big book and as the reader gets mesmerized by the Dickensque names and characters the weight of the volume overwhelms him. The prose is so masterfully done that it is almost like poetry even though the subject matter is scarcely more than assholes and shitheads. Great book.

Last month, I had a stroke and was hospitalized for two weeks, but one never mentions his health problems around here, because when it comes to the subject of health, we have a kind of challenge like "Can You Top This?"

When I was admitted I was put on the rehab floor for stroke victims and patients recovering from fractures, especially hips. It was noted that I was a United retiree and I was asked if I knew Joan Toepfen. It seems she was recovering from a hip fracture and was about to be discharged.

On that very day, Wayne Hughes and Don Toeppen were going to Chicago on RUPA Foundation business. [*missing*] was done for Wayne but that was only the beginning of his troubles. First, his kidneys failed, requiring dialysis. That began to ease up when he suffered a bowel perforation requiring immediate surgery. After a month in ICU he began rallying. Meanwhile, Joan Toeppen, only home four or [*missing*] and Tom Bergbower died last week from kidney failure. Many caregivers have blossomed in the Phoenix area to take charge of our RUPA spouses. George Ferguson who manages his wife's Alzheimer's. Betty Johnson, who takes care of Phil's problems. Bev Hughes who spends her waking hours with Wayne. And Don Toeppen who manages Joan's problem. Betty Bergbower and my own love, Penny Grady, who does so much for me.. Then I think of how many others there are throughout RUPA-land. I take my hat off to all these who give so much. Join me, if you will, while I open the bar (the bar has both hard and soft drinks) and drink a toast to these beautiful earth angels who took their vows seriously. "Til death do us part." God bless one and all.

Before I close, this is for Kenny Breitschopf. If you really want another reunion party, get in touch. I think you'll like what I have in mind.

Lynn

ED GRIFFITH, 1956-1991 DTW, PIT,EWR,
CLE ORD

Just returned from a month-long visit to Georgia and Florida and read the newsletter - a fine job as usual! Guess in my excitement at using e-mail, for my birthday letter for the first time, I neglected to use my old heading that was in my word processor and my name came out as Thomas, although that's my legal first name I go by Ed and everyone I worked with knows me by that, so in case anyone was confused I hope this will unconfuse them!!

By the way that was a nice tribute that Bill Bickert wrote about JJ Marten. Wish some one would send in an obituary about where, when and how he died. I always enjoyed flying with Jack and am sorry I didn't get to see him after he retired. Bill was right, he played at being cheap, but he had a heart of gold.

Ed

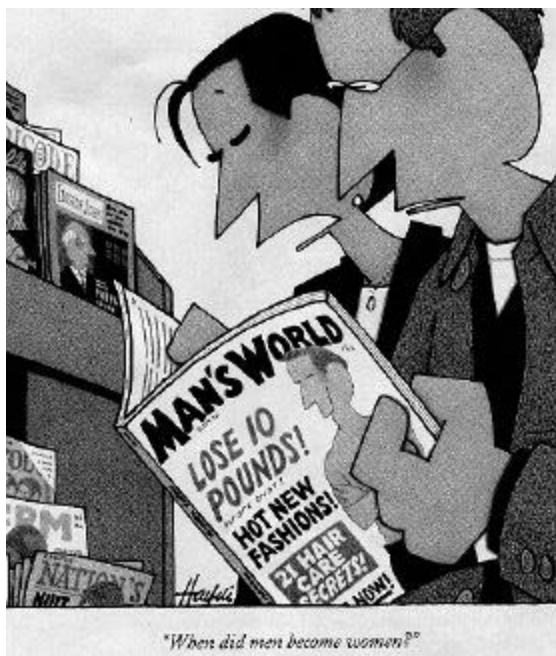
JIM HANNAH

Hi Jock:

Oooooops!! Where the dickens did February go?? Well, what the heck, this past year I've had minor surgery, took a cruise, and now I'm late with my annual letter. Sounds like I'm really catching on to this RUPA stuff!!

Other than that, all's well up here in the "Upper Left Corner". Thanks again for all your hard work. Check to Cleve.

Jim



MIKE HEPPERELEN

Hepcrystal@cs.com

Hi Jock: I just turned 66 so I guess it is time for my annual epistle.

Peg and I are still in good health and active. Last April she and a college roommate decided to go to Canada for a week, which left me with a microwave and my bird dog for company. Therefore I decided to get in my RV-4 and sponge off of my relatives.

I visited with my son and his family in Denver, and then went on to Auburn CA. to visit with my sister. On the way back I had to go south due to a rapidly moving cold front so I was able to view the grand canyon, ship rock and monument valley from 10,000' instead of 35,000.' It was a neat trip! In June I was able to visit my brother in International Falls, MN for a little fishing, and later in the month, I hopped 15 young eagles at Mission, SD in my RV-4. July found Peg and I visiting my son again in Denver to baby-sit while Mom and Dad had a short vacation

In November my son Doug and his wife presented us with a new grandson.

I am continuing to build my RV-8, while Peg is busy quilting.

Check to Cleve.

Mike

DALLAS M. HINSON—717 Whitehall Plains Rd, Annapolis, MD 21401

Just made it. February 17 was the big 70. Retirement was 21 years ago. Never thought I'd last this long, but all systems are still working, slowly but working. Dallas

SATCH HOGHLAND Littleton CO

Hi Jock, and all those others who might have a glimmer of interest in my trials and tribulations. Since this is my birthday, (75), I better try this electronic nonsense once more if it is to get to you before I forget all about it until next July!

Missed a letter last year due to going into the hospital on my birthday with congestive heart failure. Five days in that torture chamber while I had a pacemaker installed and checked out, also draining all the fluids from my aching body. Today, one year to the day, I was at the hospital getting a stress check, which I assume was ok, since no one seemed to be concerned. Have been taking seven-

teen pills a day to build up the heart. (Better health through chemistry!) All seems to be working, although I had an angioplasty procedure in February with a stent inserted in the artery going from the aortic arch to my left arm. Plus tomorrow I go to see an orthopedist about inserting a titanium pin in my right heel up into the bone (fibula ?) to immobilize the ankle due to all the cartilage shot in the joint. Had enough ? I sure have!

Family is fine, can't believe my baby granddaughter is a freshman in high school.

Keep up the good work-it is appreciated ! My best to all,
Satch

GLENN JEWETT—255 Avenida Granada #614, Palm Springs, CA 92264

We bought a condo in Palm Springs to escape the winter rains in Seattle. Louise and I spent a very busy 2000 traveling to Hawaii and to the southwest. Louise spent the Fall redecorating the condo in the desert. I spent the year racing and rallying vintage cars in the Western U.S.. Drove and/or worked the California (Mille sp?), Pan Pacific Road Race, Monte Shelton rally, Monterey Historics, Coronado Island and was invited to the Japan Morgan Sports Cam Club annual convention in Tokyo. Enjoyed first class Seattle - Tokyo both ways.

We are both enjoying good health for our first year of Medicare. We would like to hear from and see other RUPA folks from the area. Palm Springs number is 760-325-2491.

Enclosed postage and a little extra, on time for once.

Best wishes, Glenn

FRED & PATRICIA KEISTER Maui & PA 56/90

We just spent another nice winter here on Maui. This is the fourth year with no rain, so it is quite dry and brown on the south side of the island. Had my 4th back operation in December to remove bone growth from my spinal cord and am coming along very nicely. It is great to be able to walk again without much pain and unassisted. I can highly recommend Maui Hospital as it is so quiet and no nurse Rachets on staff. I wish we could get some kind of medical insurance that

would cover what Medicare does not. B/C B/S covers only a small fraction of the costs over and above Medicare.

Enclosed postage money. Fred

Fred, if you have the UAL full "traditional" medical coverage, all your costs above \$5000 to an unlimited amount should be covered. I speak broadly, of course, but perhaps you should check with the MEC R&I people—Lisa Kwilas is a good source—to ensure that you are getting what you are entitled to. Ed.

MICHAEL J. KENDEL, 5809 Flambeau RD, Rancho Palos Verdes, CA 90275
lednek@mindspring.com LAX 1965/1996

Dear Jock,

First, I wish to acknowledge your good work as Editor of *RUPANEWS*. I have enjoyed reading every issue. Thanks to you and all the others who help you get it out and on its way to our members every month.

Lately, I have noticed that a few letters that are sent to you for publication include information about our colleague's prostate cancer (PC) problems. Within our age group, this is a disease that is quite common and, as most other cancers, the sooner that it is discovered, the better the chances for a cure. I suspect that for each one of us who write about his experience with PC, there are several others who have had to deal with it without telling us about it, and several others who may not even know that they have it. Since the development of the PSA blood test, many more early and curable stage PC cases are being discovered. It is not an expensive test and it is now totally covered by Medicare. Everyone of us should have this screening test done at least once per year.

For those whose PSA test results and other follow-up testing indicate the presence of PC, there are several choices of treatment, depending upon the stage (early through late) and aggressiveness of the disease.

Radiation is one of the choices for treatment. There are several types of radiation treatments (external beam, seed implants, etc.) that are available. They are usually described to the patient by his doctor or in most of the available literature.

However, one type of available external beam radiation is hardly ever mentioned and, if it is

mentioned, it usually is in very brief and general terms with the additional comment that it is not usually available in the patient's local area. That type of radiation treatment is called CONFORMAL PROTON-BEAM RADIATION THERAPY. It is a correct statement that proton therapy is NOT available everywhere. The first and ONLY location in the WORLD for that type of therapy is at the Loma Linda University Medical Center in Southern California (near ONT) unless a newer second facility is now on line at the Massachusetts General Hospital in Boston. This type of treatment for PC has been available since 1988, is FDA-approved and covered by Medicare and by our secondary BCBS medical insurance plan.

Proton therapy is not appropriate for every case of PC. Generally, the earlier stages of the disease can be successfully treated with protons.

If anyone wishes to learn more about this type of PC treatment, a packet of information about proton therapy will be sent to you by calling Loma Linda at 1-800-PROTONS (1-800-776-8667).

The following web site is also available: <http://www.llu.edu/proton/>

My only personal advise for anyone who is newly diagnosed with PC is that he should check out proton therapy before making any final choice of treatment.

Mike

Thank you so much for your letter, Mike, for, in the vein that all information is good, it gives me an opportunity, without being contentious, to introduce an article that questions the value of some screening for PC. I am quite proud of the informative vehicle that RUPANEWS provides to our membership in regards to the latest advances in the investigation, diagnosis and treatment of Prostate Cancer and concerns thereof. Ed.

PROSTATE PROS AND CONS

By Christopher Conte

Since the "PSA" blood test became available 10 years ago, millions of American men have been screened regularly for prostate cancer. But as the U.S. Postal Service found in 1999 after issuing a stamp that encouraged prostate checkups, routine tests are a sore-and divisive-subject within the medical profession.

"The Postal Service's endorsement of particular health policies and behavior has been misguided and counterproductive," fumed Steven Woloshin, M.D., and Lisa M. Schwartz, M.D., in the New England Journal of Medicine.

While the Postal Service believed it was championing an accepted health strategy, the two doctors, of the Veterans Affairs Medical and Regional Office Center in Vermont, said the agency's campaign spread "serious misconceptions about the benefit of early detection in general and an unwarranted optimism about screening for prostate cancer in particular."

Doctors who oppose screening healthy men say it hasn't yet proven beneficial—and may do more harm than good by leading to unnecessary and expensive follow-up tests and treatments that can cause incontinence or impotence.

But screening is stoutly defended by other doctors, like William Catalona, M.D., professor of urology at Washington University School of Medicine in St. Louis. "No cure for advanced prostate cancer is available or on the horizon," he said.

Which group is right. Nobody knows for sure. "The issue has been moot says Durado Brooks, director of the prostate colorectal cancer program at the American Cancer Society. "It is hard to get the sort of clear, scientific answer we'd like to see." Definitive answers have to await the report several years hence, of the National Cancer Inst. study that is tracking 74,000 men to see if those screened routinely for prostate cancer fare better than those who aren't.

In the meantime, men must weave their way through a maze of uncertainty and conflicting expert opinion to decide about testing. The stakes are high. Last year 179,000 American men were diagnosed with prostate cancer the second-leading cause of cancer death after lung cancer.

Nobody disputes that a reliable early-detection system is needed. According to the American Cancer Society, three of four men whose cancer is found while still confined to the prostate survive for at least 10 years. Just 15 percent live that long if the cancer has spread to distant parts of the body.

Agreement breaks down, though, over the reliability of able tests and whether prostate cancer de-

tected early requires treatment.

The disease often develops slowly—so slowly, in fact, that many men who have it are not aware of it and die of other causes. The disease primarily afflicts older men—only 8.5 % of prostate cancer deaths occur in men under age 65.

One routine test for prostate cancer is the digital rectal exam. But it's the PSA blood test that is so controversial. It measures prostate-specific antigens (PSAs) produced by the prostate, a small gland near the bladder that is involved in semen production.

PSA readings below 4 nanograms per milliliter (ng/ml) of blood are considered normal, while higher readings could indicate cancer. But anxiety-inducing false alarms are common, since elevated scores occur frequently in men with no cancer but with inflamed or enlarged prostates—a common condition in older men.

Today doctors usually track changes in PSA levels over time for a more accurate picture than a one time score provides. An increase of, say, 0.75 ng/ml over a year could signal trouble even if a score is still quite low.

Publicity about PSA tests, along with testimonials from celebrities like Bob Dole and Arnold Palmer who have been tested and successfully treated, have led more men to seek screening than ever before.

And more men are being diagnosed and receiving treatment, including surgical prostate removal.

Taking fast action may bring peace of mind, but many doctors advocate "watchful waiting" to see if the cancer develops and if treatment is needed, and with good reason. Studies have found that as many as 85 percent of men experience at least some degree of impotence after prostate surgery, and as many as 27 percent may become incontinent.

Similar complications may arise from other treatments such as radiation and cryosurgery, which freezes cancerous tissue to kill it.

Given such uncertainties, some organizations like the National Cancer Institute and the U.S. Preventive Services Task Force do not support mass screening. Other groups, such as the American Cancer Society and the American Urological Association, have revised their guidelines: They still suggest periodic screenings for healthy men over 50 or for younger men with particular needs.

Some men may agree to the PSA test because it's simple and, at about \$80, cheap (and covered by Medicare and most private health insurers). But they often don't know the possible consequences.

"Once you agree to be screened, you're on a slippery slope," argues Richard Roberts, M.D., professor of family medicine at the University of Wisconsin Medical School. If a PSA test suggests cancer, most men want to know for sure. They agree, perhaps, to an ultrasound scan and a biopsy to check for malignant cells. If cancer is present, most men want immediate treatment—even if the disease poses little risk to them.

"We have bought into a cultural myth that doing more is doing better." Roberts says. "But a lot of the time, doing more is just doing more." When the issues are explained to them, Roberts says, many men decide against the PSA test. Catalona thinks such choices are misguided. He says most of the prostate cancers he has discovered through PSA scores and other tests are not the slow-growing variety. "The vast majority of cancers that are being detected are serious ones that would cause problems."

Catalona may be right, but Barry Kramer, M.D., of the National Institutes of Health, says not enough is known about the early-stage cancers to be sure which type poses a real threat. If a cancer is surgically removed, he says, "you can't predict what it would have done if you had left it alone."

In the face of such uncertainty, researchers are looking for other, more accurate ways to diagnose prostate cancer and improve the PSA test. Treatments are being refined, too. New surgical and radiation techniques are lowering risks of impotence or incontinence.

Still, at the moment, no risk-free answers exist to the dilemmas healthy men face in deciding whether to undergo screening. "There is no right or wrong," says Bruce Bagley, M.D., former president of the Academy of Family Physicians, "Patients have to weigh the findings and their own attitudes about health and disease."

AARP magazine, March, 2001



JOSEPH J. KOLLAR—330 Hillside Ave, Nutley, NJ 07110

Thank you for sending me the *RUPANEWS* over the last few months. I find the articles very interesting and quite apropos for those in our age group. Although I don't know most of the pilots, I came from PAA in 1992, I enjoy reading their comments and anecdotes. I hope to see more familiar names appearing as those with whom I flew begin to retire.

Thank you for sending my "Graduation" diploma. That came as a big surprise!

Keep up the outstanding work! **Joe**

MATTI A. KOSONEN— 2389 Post Rd, Darien CT 06820

Dear Cleve, Enclosed is my postage check as I repair to fly again to Finland, where I spend the summers running a Hotel/Restaurant Laatokan Portti (Ladoga Gateway) right next to the Russian Border. Beautiful, quiet place on the lake. Lots of birch trees, fish, moose, bear and wolf.

New e-mail address is mattikosen@aol.com or directly ladoga.gateway@mail.wwnet.fi.

All the best for you all. **Matti**

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

Dear Cleve, Thanks for another great year of *RUPANEWS*. Two years into retirement now and looking forward to a little payback from Uncle Sam!!

This past year Bev and I have again logged many hours cruising the Pacific N.W. and B.C. waterways aboard the *Jet Stream* We 'played' at becoming Snowbirds in the cooler N.W. months by driving through the Southwest desert country.

Family keeps us busy in between. All three kids are married now, and we are looking forward to grandchild No. five in October.

Keep up the good work. Check enclosed. Thanks again. **Don & Bev**

PARK R. LEARNED—23500 Cristo Rey Dr. #518G, Cupertino, CA 95014

Dear Cleve: Sorry to be 14 days late with my postage check. Happy to report my grandson is in his third year as a First Officer on the 777.

Marjorie and I are enjoying life in a retirement fa-

cility. Sid Nelson and Frank Egbert are with us also.

Best regards, **Park**

JULIUS LEPKOWSKY—10 Nina Dr, Novato, CA 94947

Dear Cleve, It's a funny thing, in last month's *RUPANEWS* I read that my old new-hire roommate, Q.T. Hansom's wife bought him a Bernina sewing machine for his birthday. Damn if my wife didn't buy me the same thing for mine. I

LODESTAR

Jock: Noted your footnote correcting the info about the Lodestar and decided to hit the internet to see what info was avail. Your correction was right on and I also was aware that the Navy had Lodestars with both Wright eng.(R50-5) and then the (R50-3) with the P&W 2800 which had the patrol bomber version (PV-1) and etc. Lockheed got the most out of that airframe. Here's a small download <http://www.lsfm.org/aircraft/lodestar.htm>

The Lockheed Lodestar was a commercial transport appearing in 1940 which was adopted by the military.

After the outbreak of war, the civilian Model 18 Lodestars were requisitioned from the airlines by the military.

These aircraft were given military designations, primarily according to the engines which powered them. The C-56 (Navy R50-1, the civilian Model 18-40) was fitted with two Wright GR-1840-G102A Cyclone engines, with the exception of the C-56D which had two Pratt and Whitney R1830-SIC3G Twin Wasp engines. The C-57 had somewhat different cabin installations and was powered by two Pratt and Whitney R1830-51 Twin Wasp engines. The R50-3 was a Navy executive transport similar to Model 18-07 with Pratt and Whitney R-1690 Hornet engines. The R50-3 was a Navy executive transport similar to Model 18-10. The C-60 (R50-4, -5, and -6) was a variant built in 1942 for the military based on model 18-56 and fitted with two Wright R1820-87 Cyclone engines. The C-66 was also an adaptation of Model 18-10 with two Wright R1820 Cyclone engines.

I don't know what UAL used on their planes, but they were partial to P&W most of the time.

I had no idea there so many Lodestars in service. On another website it mentioned that Lockheed made over 350 of them during the war years. That's all from here . Just a little tidbit that seemed interesting. *Bob Downs*

Thanks for the interesting input, Bob. Actually, according to the data they provided with the print, the UAL Lockheed L-18 Lodestar was powered by 2 Wright R-1820 engines. It was my clumsy mis-transcription of this information that necessitated the correction. Ed.

JAMES W. LUNTE—3934 N. 1600 E., Buhl, ID 83316 208-543-6592 luntfarm@micron.net
Cleve, As I was going over some "old" stuff I realized I was not up to date on my mailing fee. Sorry! It seems that this sort of thing is happening more and more lately. As you can see I have included the late fee as well as the next two years. This should take care of me until July 2002. Everything is going very well for my wife and family. We seem to fit into the retirement life quite well. I miss the view out the cockpit window and the men and women I spent 32 years with. But that aside, I am having a great time doing what comes naturally, when I want to do it. I don't wear a watch too often.

We would like to hear from some of our old acquaintances. We have two addresses and one e mail. Summer listed above and winter: 410 Matecumbe, Boulder City, NV 89005 702-294-0922

CHUCK (MACK) MCKINNON, 121 Parkway Drive, Trussville, AL 35173, CI/CHI 19411959
March 9, 2001 is my 85th birthday. Since my last letter to RUPA, over two years ago, a lot of water has gone over the dam First good news: My health is still good. The doctor says that I am going to live another twenty-five years. I hope he's wrong! I can't imagine being one hundred-ten years old. My number one daughter, Kit, graduated from UAB, Suma Cum Laude with University honors at the age of fifty-eight. When she was born we lived in the row of duplexes in North Riverside along the south side of the Riverside Golf course. We were in the last unit to the west with Claude and Annette Stropes. Steve and (Terry) Terrell were next door. There were about ten units in the complex all filled with UAL people. When Kit was two-and-a-half years old she came home carrying

all her clothes in her arms. Mary told her that she should not take her clothes off outdoors. Kit said, "Not even if Brucie asks me?" Mary's reply was, "Especially if Brucie asks you!"

#2 daughter, Abby, received her Doctorate degree in Education Administration and is now a principal at a local Elementary school. After thirty years in the school system, she plans to retire next year and teach at the college level.

#3 daughter, Mindy, lives in Charleston S.C. She attended the Cocoran Art School when we lived in the D.C. area and then went to school in Paris for a year. She has become an accomplished local artist and teaches art and French in a private school. She is also a docent for one of the Charleston plantations.

So far this year has not started out very well. Chuck Jr. was diagnosed with Leukemia. After one bone marrow treatment at Emory Univ. Hospital, where he was born in 1938, he was declared cured. Kit was his donor. His last bone marrow test indicated he had relapsed. He is now scheduled for a second go at it with good hopes for a full recovery.

After fifteen years of Alzheimer's , Mary had a stroke that left her unable to walk. I had to take her to a nursing home. It is a great home with a fishing lake, ducks, goats and horses. She is very comfortable there and is still the same happy and beautiful person she has been through all of this. I go every day and have lunch with her. Her only negative comment, made leaving the lunchroom, was, "There sure are a lot of old people here." Regarding UAL , I have several trips that I occasionally think about. I flew the first regular passenger flight into Boston Logan Airport. The DC-3 flight landed after dark. Since I held a run on the CHI-LGA segment, the only qualification required, at that time, was to draw a picture of the airport and list the navigation facilities available. The runway lighting consisted of two green lights at each end. There was no problem with landing and we managed to find the terminal because a follow-me jeep picked us up and led us to the ramp. The next afternoon, when we had to taxi out, I realized that there were no paved runways. The whole airport was just a big slag heap. The only paving was at the terminal ramp. I told my copilot that if we had arrived in daylight, I might

not have been willing to land there. This reminded me of my first trip out of Newark, N.J. I was a new copilot flying with Pop Sterling. It was a hazy morning and we had taxied out to the only paved area on the airport. This was a concrete pad just large enough to keep the props from picking up cinders during run-up. While we were waiting to take-off, a flight of three Republic P-47s came over the field. They were being ferried from the factory on Long Island to EWR to be cocooned for shipment to England. As they flew over the airport, we listened to their conversation with the tower. The tower advised the flight that they had just passed over the airport headed north. A few minutes later they flew over headed south. The tower operator, in an impatient tone, asked them if they couldn't see the airport as they flew over it. Pop Sterling picked up the mike and said, "They see it, they just don't believe it!" It may be of interest to note that, because of its no runway open field and the range towers located about 1/4 mile beyond the boundary, Newark had the lowest minimums for any 4 course LF range approach. I think that the Boeing 247 limits were 200 ft. ceiling and one half mile visibility. When UAL first started flying to Washington, DC, each flight had to land first at Toledo, Ohio. This was because PCA had the nons top grant from the Federal authorities. When UAL wanted to replace the DC-3s with a DC-4, the route still required a TOL stop. This was the only runway large enough for the DC-4. On the SE end, just beyond the green lights was a two-story schoolhouse. One day discussing this problem with G.T. Henderson, I stated that several times we didn't think we would clear the school. GT told me that the other day he had the same problem on takeoff. He said that after they had gotten the gear and flaps up, he turned to his copilot and said, "I didn't think that we were going to make it over the school." The copilot said, "I didn't think they we were going to get through the first grade." Soon after this, as I recall it, the DC-4 flights to DCA were stopped. Probably because the weight restrictions for landing and takeoff at TOL made the flight unprofitable. This letter has rambled on much too long. Jock, you may edit it as you see fit. I still get nostalgic about the good old days. Even though I don't rec-

ognize many of the monthly contributors, I still read every letter. Many thanks to you and all the fine people that keep RUPA going strong. To Cleve, "The Check is in the mail."

Chuck

Please don't apologize for "rambling", Chuck, for that sort of reminiscing is just the sort of thing I wish to encourage. The matter-of-fact reference to cinder fields, for example, may serve as a corrective for those with visions of bucolic sheep-filled pastures where the greensward was cleared to make way for the occasional airplane. I will provide such space as is necessary for you and others to ramble about the past of aviation you participated in. Ed.

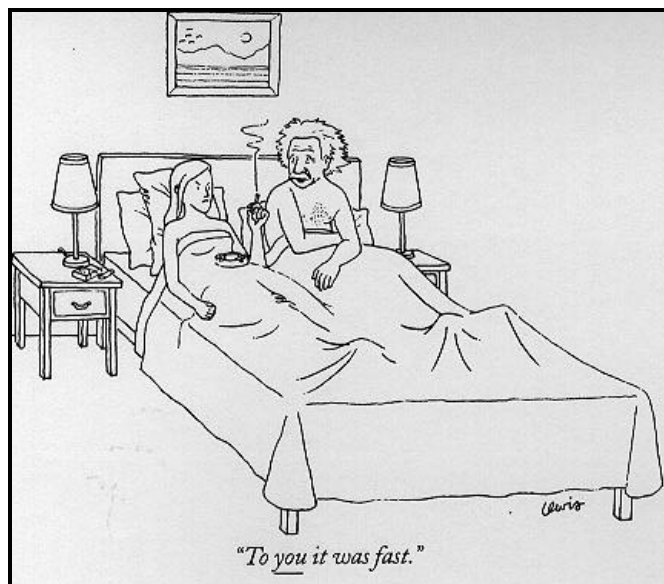
NILE S. MELING—8 Old Field Ln, West Redding, CT 06896

Dear Cleve, I am sorry to be late for my first postage check, but my wife Sharon and I have been busy setting up housekeeping at our new condo at Cape Canaveral, FL. I have managed to stay reasonably busy my first year retired, in spite of the fact that I fell off a ladder in June, and broke my right elbow. Puts a crimp in the tennis and golf. Will be having second surgery in April to help restore more of the movement.

I very much enjoy getting the *RUPANEWS* – nice to keep up with old friends. I hope to be on time with next years' check.

Keep up the fine job.

Fraternally, Nile



"To you it was fast."

BOYS NIGHT OUT

Food Drink Comradeship



After Dinner Guest Speakers

Jon L. Martin
Director,
San Francisco Intl. Airport

John H. Hill
Curator-in- Charge of Aviation
SFO Airport Museums



Walt Ramseur Bill Bartel Bill Stookey



Bruce McLeod Editor Jock Bill Authier

SOME OF THE BOYS



Scotty Devine Bud Schwartz



Gene Tritt Doug Nicholson



Duke Miller Jim Adair George Dalition



Ed pogue Floyd Alfson Joe Ferrie



Barney Hagen Cam McEachern



Russ Cottle Bob Schmiedeke

MORE OF THE BOYS AT BNO



Ron Weber Rich Bouska



Bret Morris Bob Ebenhahn



Bruce McLeod Barry Edward Gene Lamski



Chuck Podhaskey Norm Marshall Charley Cleaver

36th ANNUAL BOYS NIGHT OUT 2001



Cleve Spring Buddy DeCosterd



Cliff Terry Marv Becker Dave Mackie



Jack Boughman Bob Callaghan



Wayne Walker Ed Pogue



Jock Savage John Stefanki Phil Johnson



Jim Mansfield Bob Puryear Ken Ledwith



Hugh Wilson Don Kyle Bill Bay



John Gowan Steve Fusco

Photos and layout by Sam Cramb

HOOT MONINGER, rmoninger1@home.com
Jock: Today is my birthday 83) which I believe qualifies me as an old fart and I understand you are soliciting stories from this genre and so I submit the following:

It occurred to me that most pilot's retiring now had never flown piston aircraft in their careers. The last DC-3s were retired in 1956. A couple of DC-3 anecdotes might be of interest. The early DC-3s were kind of primitive, no VORs, no ILS, no radar, no VHF comm., no windshield-wipers or windshield de-icing (except for a putty knife).

I flew several winter months SLC -DEN (SL-DN then) with Capt. Carl Christenson, who was studying icing phenomena at the time. He had fashioned several shapes and mounted them on stout sticks, like Popsicles. I recall a sphere, a cylinder, a flat plate, and an airfoil. On trips where icing conditions were forecast, I was asked (ha-ha) to open my side window and introduce these objects to the 160 mph slipstream. I had a pair of fur-lined leather gloves with six inch cuffs. That helped some, but not much. My observation: In heavy icing conditions ice would collect on anything, especially leather.

Trip 2 was a day trip SLC - DEN and in IFR conditions flew at 13,000', no pressurization, no oxygen for passengers unless requested. One day trip 2 arrived in DEN with a passenger who had flown West while flying East. The authorities, including the coroner's office were advised in advance and met the trip upon arrival. The next day, darned if it didn't happen again! The following day the coroner's office called dispatch and asked if trip 2 was on time.

All flight crew members had name-plates then, their name imprinted on a piece of aluminum about 1 1/2' X 8" They were placed in a frame on the cabin side of the cockpit door at eye level. A couple of name combinations that are burned in my memory:

DUNKLE, RUNKLE,& KUNKEL (Bill, Carl, Jean)

NICE, RICE, & NUDEL (Bill, Keith and I forget)
HEACOCK, HITCHCOCK & PEACOCK (Lowell, John & Marge)

In 1944 Russ Cottle, Al Simko, Augie Heldt, and I were assigned temp. duty in DEN to give Amy Air Corps cadets multi-engine instruction in C-47s and

C-49s. We boarded in a home in a nice residential area in Denver. Since we were on call we needed an alarm clock for early calls. Augie Heldt had a Big Ben, but it had a problem. It gained ten minutes every hour and the alarm went off six hours before the time it was set for. Augie would set it for us and it never failed -- honest!

Al Simko took his students one day on a hedge-hopping trip to Colorado Springs and reportedly flew under the Royal Gorge Bridge. Have you ever seen the Royal Gorge Bridge? From below?

Augie Heldt flying a DC-3 into SLC, lost the air speed indicator - turned out he had impaled a seagull on the pitot mast. He wrote in the log-book "Goosed a sea-gull with the pitot mast and if you don't think that's precision flying you're crazy" DC-3s used control locks to lock the flight controls. They were blocks of wood clamped in the hinge-lines. One day a trip flew from Den to SLC with the aileron blocks in place. The recently promoted Captain was getting an enroute check. Fortunately they arrived in SLC without incident or accident. The recently promoted Captain was a Tracy Ace. Do I hear a chuckle?

Per diem expenses paid in 1941 were: Breakfast \$0.50, Lunch \$0.75,

Dinner \$1.00, Lodging \$2.00, at least that's what it was at the Cory Hotel in DEN and it was a little over-priced. Anybody remember the Cory?

First Officers started at \$2400 with a \$20/mo. raise each year thereafter. First year Reserve Captains made \$4200, receiving in their second and third years a whopping raise to \$4500. A full Captain with eight years service made \$8500. My first Captain, Clyde 'Speedy' Parlette, so named for his taxiing habits, picked me up on our flights when we flew together, in his 1940 fast-back Cadillac, told me it cost \$1200 new. Capt. Creighton Geer had a V-16 Cadillac roadster he used as an airport car, - check out what a restored V-16 goes for today. -- I had a 1930 Model A Ford Coupe, paid \$75 for it. Ah, nostalgia, it ain't what it used to be.

Hoot

We still had a plastic variant of the name plates, installed next to the forward blue-room door on the DC-8. They kept disappearing—seems the Stews used them to inlay their coffee tables with, as some sort of scalp substitute one supposed. Ed

JOHN G. MORE—1425 S. Gables Blvd., Wheaton IL 60187

Another birthday (my 86th, on 2/24/15) so, enclosed is the usual check and letter.

I looked over the recent *RUPANEWS* and it saddens me to see so many names unknown to me, so many friends have flown west. Have a good flight, fellows, you deserve it.

Dr. Kidera's death kind of shook me up, I thought he would always be around. He prodded and poked me and cut out a few extraneous items, counseled and advised me and always was a kind and understanding friend. Also in the News was Jim Tally I never did master his "Link". Hi, "ole" Jim.

Bill Fife and I went to initial training school together. Bill, do you remember Charlie Smith, Bill Stoner and Bob Morf? And to John Prestegaard an easy way to improve your golf score: only count the good shots!

Jan and I have moved into the new century with little or no problems. 38 plus years of marriage have been good to both of us. We have a nice home, nice friends, nice neighbors, reasonably good health, a lousy pension income but we manage. Everything considered, we have few complaints.

The big financial deal in year 2000 was that we deeded half of our five-acre lot to our church which is right across the street. They had no place to expand for the future and were very grateful to get the extra two half-acres. It was a gift annuity deal which benefits both us and the church, and in addition to my not paying any more property taxes on that parcel, there is a nice income tax deduction because of the gift to the church.

This winter started out to be one of the worst I can remember here in northern Illinois. Cold, lots of snow, dismal days with no sunshine and early darkness, but guess what, we have electricity! So in spite of this dismal weather report, I like northern Illinois. No earthquakes, no floods, no volcanoes, no insurrections (at least not yet) and few forest fires. I plan on staying.

Regards to all. Let me hear from you if you have time.

Regards, **John G.**

HAL & SHIRLEY MORRIS daskyk1ng@aol.com---EWR, JFK, EWR, IAD, SFO----'61 - '95 Hi Jock; Missed the birthday date again, but we're still in March-just. We are healthy. Can still get out of bed. RV'ed to the Pacific Northwest and Victoria, BC in late June and early July; also to Flathead Lake and Bigfork, Montana the last two weeks of July and the first week in August. Had a scary happening south of Missoula on US 93 near the Montana/Idaho border! Forest fires were on both sides of us in the Bitterroot Mountains on either side of the Bitterroot River. Flames soared hundreds of feet above us on both sides of the two-lane highway. The next day the highway was closed and the day after that the huge firefighter's camp in the valley was overrun by the fire. We were very fortunate. Took a UAL flight to the East Coast in October for family birthdays. It is a real pain getting out of Las Vegas on a pass on UAL. Think we will try our son's passes on American.

Cruised Mexican Riviera with RUPA. Had a great time! Looking forward to the RUPA convention in Las Vegas in September. Many thanks to all the hard workers who make this a great publication. Check to Cleve by snail mail. h/s

GIL MOTT—PO Box 72, Cuba, KS 66940 gil-mot@webtv.net

After two years of silence I better catch up as the next silence will be quite long. Got to hang on another year to have a 40-40 years/work loaf.

Year 21 of retirement is almost over. I hope to make it to the big 80, but chances are slim considering my health.

Lost my wife and favorite companion a week before Christmas, 12-18-2000, after over 60 years of marriage. The big C led to her demise, although she died of complications following her second colon-cancer operation, which resulted in reoperation six days after the second CC.

Big C may have led her to her demise, but (in my opinion) a mistake by man was the cause of it, and the operation was not at a two-bit local facility but at a top ten facility. My advice to all of you is to get a "Colonoscopy", not a sigmoid or procto, because the colonoscopy is the only one that examines your entire colon (others are part way) and, further, if there are polyps they can be removed during the colonoscopy, BUT be certain

you have a qualified, experienced surgeon doing the exam and that he will remove polyps at same time (if possible). Yes there is a newer type of exam that examines the whole length, but it is my understanding that it does not provide for polyp removal at the same time. Medicare should pay for all or nearly all of it if you are Medicare covered, (But it also covers down to age 50 if you are considered as a good candidate for CC.) This is a painless procedure done under anesthesia. 'Nuff said, get to it, ask your doctor. The colonoscopy was not what led to Irene passing away, but it would have helped if the C had been detected sooner, in polyp stage. Sorry I didn't mean to preach, but had I been more educated in that subject things would most likely been different. One of the worst (weather) winters I ever spent (anywhere) was this one - like the ones I remember as a teenager out here. I was under "house arrests" for a week at a time and I am still driving only my 4-wd, although its drying out now. I don't know which we had more of, snow or salt. Farming looks up weather wise, as runoff filled most all ponds which were empty last Nov And, barring hoof and mouth, the cattlemen should make out OK, at least to start. I miss Folding & Stuffing, take care, you all.
Gil



JOHN N. NASH—12 Page Ln, Greenville, SC 29607

Just a little late this year with the postage money. In fact I'm about three months late. Don't know whether the memory is slipping or I'm too busy doing nothing that I keep forgetting. Anyway I have sent money for this year and the next. At least I'll be early one year.

Six and a half years in retirement, and it has really gone fast. I wish I could say I have gone a lot of places and done a lot of exciting things but that is not the case. Other than an occasional visit to the LA and ORD to see the daughters I really haven't traveled very much. Guess I got enough of that at work.

As I've stated before, the only thing I miss in retirement is the people I worked with.

John

JAMES W. OXLEY—PO Box 1146, Sonora, CA 95370

Enclosed is my check for stamps. I still enjoy reading the monthly news. You boys do a great job. I'm a few days late, but at my age, you tend to forget a thing or two.

Ramona and I still enjoy traveling some, but it's always great to get home.

Keep up the good work. **Jim**

BILL AND ROSE PARIS—4551 Highland Rd, Gainesville, GA 30506

Dear Cleve, Enclosed is my check for another year. Thanks to all for the great publication. The past year has really flown by. We have been busy building a vacation house on the Florida gulf coast at Indian Pass, just below Port St. Joe. House is finished with a little landscaping left to do. Hopefully will get a few rentals this summer. Looking forward to Spring. Been too cold this winter to do much riding of the Harley. Planning a week at Myrtle Beach in May for Bike Week. Quite a gathering of bikes and people. Health wise we are doing O.K. Anybody got a cure for ringing in the ears???? [I don't think there is one Bill, mine have been doing it for about 20 years. Cleve.]

By the way, my email is williamparis@home.com, if you would like to add it to your list.

Have a Great Year,

Bill

BUD POPKEN—2412 N. Shore Dr, Delavan, WI 53115

Dear Cleve, Sending the check to you a month early. Such is the stock market, I might not have it in April. Normally my letter writing agenda is “no news is good news” but as I like hearing what’s up with my old flying partners from SFO, I guess I should write also.

With the promising news from the FAA, I have been working on my home built, a Suburu - powered Kitfox. Hope to be back in the “friendly skies” next year.

Also trying to take advantage of SA travel before the general public overwhelms us. Gayle and I have trips planned to Hawaii and Europe (a first). The European trip is two weeks of riding all different kinds of railroads through Germany, Switzerland, and Austria. I got hooked on garden railroads when I couldn’t fly. The down side is I’m going to miss the Las Vegas reunion. It’s great hearing about all the other guys. Jock, and everyone else, does a fantastic job. Someday, I’ll fly out to help stuff envelopes. **Bud**

TOM PURRINGTON – Tspurny@aol.com
JFK – DC6, DC8, 727, DC10, 737, CVL. ORD – CVL, 737. IAD – 777. Lot of schools!

Hello jock, The calendar on the wall advises that my natal month has arrived. Ergo, I take pen in hand, figuratively, to advise that all is well in the Big Apple.

The snow of the holidays has just about disappeared, and the days stretch longer and thoughts of getting the boat in the water appear. I had a wonderful summer season last year, with lots of travel up and down the magnificent Hudson River and trips out to Long Island. The focus was the Tall Ships which took over New York Harbor for the Fourth Celebration. Smart fellow that I can occasionally be, I stayed in the Marina at 77th Street with friends and ate and thank from the safety of the slip. The view was great the fireworks were terrific, and the salmon and wine weren't bad either.

I took .in a few operas, a few Knicks games, a few Yankees games, trips to museums and otherwise enjoyed the city of my birth. Also managed to get to Tasmania for a Hash running club gathering of 6,000 close friends plus a trip to dive on the Great

Barrier Reef and go sight seeing in the Rain Forest. The wonders of first class international travel were mine to enjoy and it is the only way to go.

I bet there are others like me who would come to one or more of the folding stuffing club meetings if only we could garner an invite: might be a way to spread the workload. Of course I know that the West Coast folks figure that they are the only properly tested folders and stuffers. I figure I could pass a folding oral right now, and with some ground school, probably get my stuffing rating in no time: Let me know if there are openings and I’ll bid one. *[I dunno, Tom, our F&Srs jealously guard their perks – all those doughnuts, you’d think they were cops! Ed]*

Your work is. much appreciated. Check's in the mail.

Fraternally, **Tom Purrington**

KING PURTON 56-90 YIP-DTW-JFK-EWR-CLE-MIA-ORD

Eleven years into retirement. Two years ago, we moved to Brandon (Tampa suburb) to be near the kids. Great move. Great sailing area. I often wondered how I would stack up against the serious racers. I found out, not very well. But then again, what other sport can you compete in with no handicap against kids 40 years younger than you are. In this years J-24 Mid-Winters, I was t-boned and Mellow Yellow is now in retirement. That's bad. I also have a nice insurance settlement (his, in case you are wondering) in my pocket to look for a new boat. That's good.. Who would have ever thought CLR would contribute to building a racing crew? Clark, I take back every thing I ever said about your program. Too bad it doesn't help my golf game. Our best from Madelon and I to all our friends where ever you are. **King**

JOHN C. RAINS—45 Hatton Dr, Severna Park, MD 21146

Cleve, Here’s my first postage check. Thanks for sending the *RUPANEWS*. Last trip was 2-7-01 IAD—BRU with the last leg the return on the ninth. It was great. Brussels is a good trip to end on. Sixtieth birthday was 2-17-01 and the weekend was a big party. Twenty close friends on Friday and some seventy friends on Saturday.

Looking forward to the next thing, whatever that is. **John**

DAVID L. RUPPERT— 6005 Eyster Ave,
Spring Grove, PA 17362 67-99 DCA, ORD,
DCA

Dear Cleve, Last year, when I sent my first postage check two months late, I promised I'd do better this year. This one is only two days late. How's that for improvement? (Just thought I ought to brag about my current efficiency before the "jetsheimers" sets in.)

I still enjoy short mini-vacations to Europe and occasional corporate flights in the Citation 5, where a short-notice callout is considered to be about two days' advance notice, and always comes with apologies. Somehow, I just can't bring myself to call this real reserve duty!

Barb and I live about twenty minutes from our two kids and we do lots with each of them. Life is good. We really enjoy reading about our retired United friends. Thanks to all at RUPANEWS. Sincerely, Dave daveruppert@msn.com

BILL SCHOLES

Hi Jock,: I sent the postage dues to Cleve by snail mail and I thought I would try this for my annual update.

Retirement is busy, two years into it already. Gay and I added two new grandchildren last year for a total of five now. They don't live close to us but they are fun to go see now and then.

We traveled some, Spain and France and northern England in June, The Canadian Rockies in August, the Grand canyon float trip in August. And we went to Peru and did the Amazon river and Machu Picchu in January with Idaho and United friends. We also got in a few ski trips. We bought a condo in north Idaho at Twin Lakes Village in Rathdrum. Not far from Coeur d' Alene. It is on a golf course and we overlook the lake. I spend the summer and fall there and we are enjoying getting back to our roots.

We play golf with the So California retired bunch when we can. It is fun to stay in touch with our former work mates.

I am unable to get to the third Thursday meetings in Dana Point as I play in a golf tournament every month on that day .(priorities)

Thanks to all the people who keep this organization running, I for one appreciate the efforts you make.

Until next year, **Bill and Gay Scholes**

DANIEL E. SEIPLE—1933 Wynstone Cir. NE,
North Canton, Oh 44720

Dear Cleve, Enclosed is my April check, which I will not stop payment on if you will make Jock spell my name correctly! We all have errors occur occasionally, Dan. [*Hey, isn't it i before e except in seize?. Ed*]

I sent a reply to Jim Berquist, which was published in the February *RUPANEWS*, telling the fool-proof way to land a 727. I did neglect to say that when landing a 727QC, there was a phase of the moon gravitational calculation to be applied to all control inputs (some times added, sometimes subtracted).

Very sincerely, Dan

STUART O. SHERMAN—4210 E. 80th Ave,
Spokane, WA 99223 ORD
SFO 61-93

Another great year. FAA physical expired. PSA zero. Northern Trust check comes early.

Social Security check comes on time. What else is there in life?

Thanks for the news. **Stu**

GERALD SIMONSON—819 Signorelli Cir, St.
Helena, CA 94574

Dear Cleve, What an embarrassing surprise to see that my mailing label shows "expired". Thus, I will try to make up for the lapse by sending in two years worth. It has been a busy year with some enjoyable trips. Started out the millennium in Bora Bora, the best vacation ever. Also a trip to Egypt and Israel as well as a walking vacation in Italy. Besides all the playtime, I started a new adventure working part-time selling wine caves. So, if anyone would like to have his own personal barrel storage cave give me a call! Naturally, my clients are winery owners who have sites that are adaptable to a cave. We've been in the Napa Valley now for 23 years and, though most of the time has been in the country, we are enjoying our new house in town. Thanks to all who put in so much time and effort to keeping the *RUPANEWS* rolling. **Gerry**



AL SLADER—PO Box 516, Langley, WA
98260

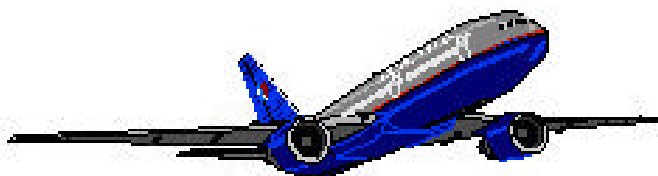
Geeze, am I embarrassed, just looked in my old computer files to see what I wrote last year and realized I didn't finish and send that letter. I'm not that old. Anyway, this letter will include two years' information.

First year of retirement was very exciting. I was zapped by lightning, had a large dog try to mate with my Harley at 40 MPH, and was pitched off and partially run over by my 15 thousand pound backhoe/front end loader. Lightning was exciting but no big deal. The dog and Harley were banged up, but I just had a long slide on the pavement and no injuries thanks to a good pair of leathers. The back hoe incident was really frightening, and I still don't know how I survived and incurred no serious injury. Just lucky, I guess..

On a brighter note, I also took several motorcycle trips and visited with some good friends along the way. Went to Bike Week races at Daytona Beach in '99 and ran into Bob Halsey, who retired early after the unpleasantness in '85, he seemed fine, but not his old jovial self. Met Wes Paget at Lakeland, Florida for Sun `n Fun and had a good visit with him. Also, ran into Norm Moore and Noel Summer there, what a treat to see so many old friends. In May of '00 went to Minden, Nevada to tape a short TV show for The Learning Channel with Dave Cronin about the 811 accident. In June a long trip through Idaho, Wyoming, Colorado, Arizona, and Utah. Along the way had a great visit with new-hire stick buddy Doug Myers and his wonderful wife Carolyn at their beautiful ranch in Montrose, Colorado. In July went down to the coast of Oregon and then inland to Oakdale, California for Barry Bickle's retirement party. Great fun and saw lots of old UAL friends there. Back home through the mountains. Great trip.

At home staying busy restoring a 1940 J 3 Cub and a '67 Cadillac convertible. Having lots of fun. Hope this letter finds everyone in good health and enjoying retirement as much as I am.

Best Regards, Al



CHARLES H. SMITH, JR.—10808 Henderson Rd, Fairfax Station, VA 22039 48/84

Dear Jock, The old calendar on the wall says it's check in time once again, this time it's a pair of sevens. Where does the time go? Just returned from Dayton for Speed Week needless to say, it was pretty sad seeing what happened to Earnhardt on the last lap of the of the 500. the crash didn't look that bad, but with a seat belt to let go, it's too bad. Try to take in at least six or so races a year, but find it's a lot cheaper watching the TV and staying home. My family has enjoyed using the companion passes with only several bumps at high volume stations. Hope the Widows get passes as the Pass Travel Team seeks.

Keep up the good work with the *RUPANEWS* and my thanks to all involved.

Chuck

DAVID E. STEARNS; DCA, DEN, ORD, DEN. Ruth and I are well. I did get a little disgusted with Florida politics and took 41 days off and visited the local hospital.

The good news is that I don't recall many of those days off. There is some feeling at home that I should have faced the politicians along with the rest of the country, but I didn't have the stomach for it.

I am recovering well from the hospital stay but can't say as much for the politicians. I had a stent installed and as there were no directions with it I couldn't screw it up.

Ruth and I have done some RV travel and enjoyed it. The rig has ten seat belts. We sometimes take the grandchildren. Ear plugs are needed.

In trying to reflect on the highlights of the year I can't decide weather it was when my son Glen got the snake in the weed eater or when the bear spray went off in a car next to us in Canada. The evacuation of the car was spectacular. I think UAL should experiment with it. Better yet let Boeing do it. Evac time could be reduced considerably.

I wasn't present for my 70th birthday so escaped the associated trauma. That is also the reason for this late letter. You guys are doing a good job for us.

THANKS Dave

JAMES M. TROSKY—34708 n. Nokomis Trail, McHenry, IL 60050

Cleve & Jock, Another year another dollar. Got back into golf last fall, love it. Bought a place in Sun City Grand, Surprise, AZ. Winters only. All are welcome to stop by.

Keep up the good work. Jim
n2999c@aol.com

CHUCK WAFEL

I would like to let everyone know that my father, Chuck Wafel, has moved from Annandale, VA. to Raleigh, NC. due to declining health. He is in a Health Care facility in Raleigh. His telephone number is 919-875-8753. Chuck Wafel, c/o Ed Wafel, 8500 Boot Ct., Raleigh, NC. 27615

PAUL WALLACE— 9109 Butte Mtn. Ln. W., Jackson, CA 95642

Dear Cleve, A little late again this year, but it is retirement year number 22. Alice and I are still getting by. No major problems health wise. Our daughter and family live near Denver, so we drive there once a year which is about the extent of our travels. Our son lives only 8 miles away. Still have the Glasair I RG which I fly quite regularly. Haven't taken any long trips lately, must be about due.

Feb 15 I finally flew the 1928 Monocoupe that my brother, Fran, and I own. Have been restoring it since 1985. Not exactly a whirlwind restoration. This airplane is a Model 22, Serial No. 18 and is probably the oldest Monocoupe in existence. It flew reasonably well, a little left wing heavy and a little tail heavy. We have tweaked the rigging but haven't had a chance to fly it again because of WX. The poor old thing hadn't flown since 1930 71 yrs! It originally had an Anzani engine (a six cylinder twin row) which broke a crankshaft and destroyed itself in 1930. It has been replaced with a five cylinder Velie, a common engine in the early Monocoupes. We have tried to restore it as closely as we could to the way it was originally, covered with grade A cotton fabric, original soldered cable splice, lacquer type paint, nothing has been enhanced. Had to concede an a few points added brakes, tail wheel, a few control cable guides, and better rib stitching for starters. I believe that Cliff Chaney and Frank Egbert flew the

next model, a 70, in their younger days. Have rambled long enough. The work of all you people who produce this publication is very much appreciated. Regards, Paul

LYMAN L. WALTER—1470 Turkey Trail, Palatine, IL 60067 ORD 61-93

Things are going fine. I've recovered well from the by-pass, except for my golf game. That went Dixie. Hopefully I'll get it back. Thanks to everyone and good luck. Lyman

LARS WARNER

A quick note to say that we're alive and well here in Sunny Clearwater, Florida. Since my birthday is 27 February I thought it would be a good idea to get this sent ASAP. We noticed that the majority of us that live here in Pinellas County failed to notify you that our area code was changed to 727 (from 813) about two years ago.

Jo and I are doing well, boating and attempting the game of golf have kept us about as busy as we want to be. Thanks to all.

Lars & Jo

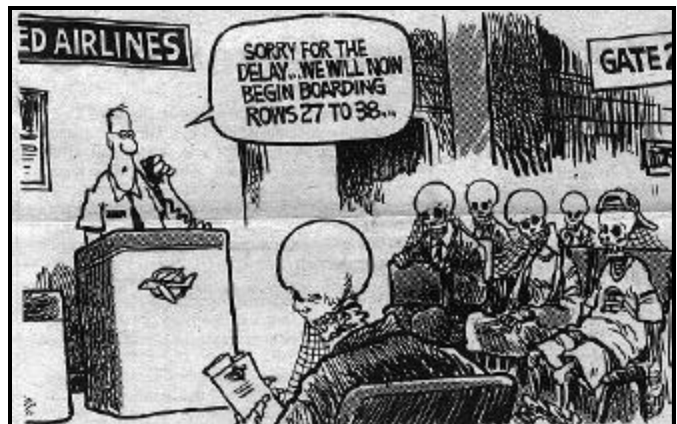
LarsWarn@AOL.com

ED WHEELER 2736 N. E 12 Street, Pompano Beach, Fl. 33062 K4ADDA@aol.com. DCA YIP ORF MIA JFK SFO MIA

Enclosed birthday check and thanks to all of you who put in so much work on a great publication. Second Grandchild due next week. Still have Charter boat *Quetzal* out of Pompano (ran 355 trips last year) and get my 30-year pin with Metro Dade PD flying their helicopter next month.

Again thanks for your time and effort.

Ed



PETE WILLIAMS—73146 Highland Springs Dr, Palm Desert, CA 92260

Hi Cleve, All is well at our house. We are spending six months in Oak Harbor, WA, golfing, boating, fishing and hunting. The fall and winter in Palm Springs mostly golfing. I shot a 75 on my 77th birthday (exec. course). Working on that hole in one now.

We enjoyed the Rhine River cruise from Vienna to Amsterdam in October on the Grand Circle Travel. Highly recommend it.

Postage check is in the mail. Thanks to you and all the RUPA helpers for jobs well done.

Pete

MIKE O. WILLIAMS MOWILLI@aol.com

Well another year gone by, and it was a good one. Went to Miss. for Turkey hunting, then to S. Africa for 10 days, and it was a fantastic trip. To Wyoming in Sept/Oct and had a great Elk hunting trip. Spent almost a month there, riding horses, hunting, fishing and spending time with friends and other retired UAL pilots. Recently purchased a Bonanza A36 and am having fun learning it. It seems as though I am busier than when I was flying.

Patti and I still ranch a little here in Colo. and also farm alfalfa hay, which is easy to sell in this area due to all the horses.

I look forward to the *RUPANEWS* each month as a way to keep up on all the other retirees and all the other pertinent information. A big thanks to all the folks that do all the work to keep it coming!

Mike

AUGIE MILLER, 17 Oxford Road, Scotch Plains, NJ07076-4741, skylane182@juno.com '48- '82

Hi Jock, I had another birthday on 12th Feb. I don't feel any older, but I guess I look it. I did the usual things, went to Sun & Fun at Lakeland & the big QB annual event at Las Vegas this time, sure are a lot of changes there in the last ten years, also went to Boothbay Harbor, Maine & met old friends for a week of visiting & eating lobsters. The big event of the year was our 50th wedding anniversary. Our Daughter, Linn, threw quite a Winging for us at The Hotel Hershey, had a lot of old airline, family and other friends in attendance.

I don't think it could have possibly been more perfect.

We've been losing too many old friends recently, namely Dooly Dillard, Bob Early & Hal Marsh, the sad thing is we can't do anything about it.

Kirk has remarried, living in MIA, flying left seat (AA) for the past year or so, he just bid domestic so he can hold a line, he loves flying the Caribbean & So America, but he got tired of flying reserve. Can't blame him for that.

I think someone gave you the wrong info on the Lockheed Loadstar (Cover Feb. RUPA news) none of the Loadstars I ever flew had Wright 2800's. There was a later military version called the Ventura which had P&W R2800 engines, but that was another story. Sending check for postage to Cleve.

Regards,
Augie

RICHARD D. RUSSELL (DICK) 1797 Mitchell Court, Daytona Beach, FL 32124

Our situation remains about the same as last year which includes flying, tennis and travel. Who could ask for more? Wilma and I are on our way to the UK for the birth of our 8th grandchild.

I used to see comments in the *RUPANEWS* from pilots who said they didn't recognize very many of the new retirees. It was always interesting to see how old they were. It has now happened to me, and as the "older fellows" remarked, it takes about 11 years. About the only names I recognize are in the obit column. That is not a happy thought.

Twenty air shows per year seemed like just too much and I promised myself to reduce the number this year, but already have done two of them and two more are scheduled. Formation flying still holds a lot of excitement and enjoyment for me, and so I will probably continue.

Wilma still plays tennis every day and the game occupies a good bit of her time. We have no complaints and believe that living here at the Spruce Creek Fly-In is as good as it gets.

Dick & Wilma Russell



JANE & GERRY ZIMMERMAN—15664 De-Gaulle Cir, Brighton, CO 80601
Cleve, Still playing with airplanes as the flying bug hasn't died yet. I flew a little aerobatic competition and traveled a little in the A 36 Bonanza. There is a group of the retired that have their own planes and each Wednesday pick a place and fly out for the \$100.00 hamburger. My wife is from GA and insisted on a winter home in Savannah. Bought a house on the Forest River with a floating dock, so had to buy a boat. Bought a 150 hp. 20ft. Key West to cruise the many rivers of Savannah. Played a little golf and skied a little. Some hunting with my sons and the year was over.
That's it for now. Gerry NIGZ@aol.com

HOW TO AVOID STROKE And Get the Right Life-Saving- Help If It Strikes

Harold P. Adams, Jr., MD, University of Iowa College of Medicine

Stroke is the leading cause of disability in this country-and the third leading cause of death. Strokes are sometimes called "brain attacks." Like heart attacks, they result from interrupted blood flow to critical tissue. There are two kinds of stroke...

- Ischemic stroke is by far the more common type. It is caused by a blood clot that forms within the brain's arteries or is carried by the blood to the brain from elsewhere in the body. Ischemic stroke can also occur when fatty deposits (plaques) rupture inside an artery in the brain or neck.
- Hemorrhagic stroke is more likely to result in death. It occurs when a blood vessel in the brain ruptures, allowing uncontrolled bleeding into the brain or surrounding spaces.

AN OUNCE OF PREVENTION

In addition to quitting smoking and keeping blood sugar in check, follow these guidelines...

- Keep your blood pressure down. Check pressure annually - more often if you have borderline numbers. Blood pressure should be 120/80 or below. People who develop high blood pressure in mid-life have higher stroke risk. Most require medication, but stroke risk can be reduced by changes in diet, weight and exercise.
One effective strategy was developed as part of an ongoing study known as Dietary Approaches to

Stop Hypertension (DASH). The DASH diet, which emphasizes fruits, vegetables and low-fat dairy products, appears to help reduce blood pressure.

Control cholesterol. Regular exercise and a healthful diet can help you maintain the proper ratio of LDL (bad) cholesterol to HDL (good) cholesterol which reduces formation of artery-narrowing plaques.

The same DASH diet that controls blood pressure helps keep cholesterol down. So does the Mediterranean Diet, which emphasizes grains, fruit, vegetables and olive oil.

If diet and exercise aren't sufficient, your doctor may prescribe cholesterol-lowering medication.
*Relax. Chronic psychological stress elevates stroke risk in two ways. It raises blood pressure and can lead to overeating, smoking or heavy drinking.

Helpful: Meditation. A recent study showed that transcendental meditation can reduce both stroke and heart attack risk.

- Drink alcohol in moderation. Moderate alcohol use seems to lower stroke risk. But don't exceed two glasses of wine daily. And since alcohol can cause other health problems, nondrinkers should not start drinking to reduce stroke risk.

- Use aspirin-maybe. Taking aspirin daily may prevent stroke and heart attack by keeping clot-forming platelets from clumping together. Most patients take one 81-mg tablet daily or a 325-mg tablet every other day. But the data are stronger for prevention of heart attack.

Discuss the matter with a doctor before starting aspirin therapy. Aspirin can cause bleeding in the stomach and other problems.

Aspirin is especially beneficial for people who have experienced a transient ischemic attack (TIA). A TIA is often a warning sign that a full-blown stroke is imminent.

Symptoms: TIA symptoms are similar to those of stroke - sudden weakness or numbness of the face, arm or leg, especially on one side of the body ... sudden confusion ...trouble speaking or understanding speech ...vision loss ...sudden severe headache ...or sudden trouble walking, accompanied by dizziness and loss of balance or coordination.

Seek immediate treatment for these symptoms

even if they resolve quickly.

Some patients can't tolerate aspirin, or have TIA symptoms despite taking aspirin. In such cases, doctors often prescribe other anti-platelet agents, such as ticlopidine (Ticlid) or clopidogrel (Plavix).

THE GOLDEN WINDOW

Treatment within three hours offers the best chance of full recovery. Like heart attack, stroke is a 911 emergency. Before emergency strikes, ask your doctor the location of the nearest "stroke center"-where stroke experts are always on hand.

Using a computed tomography (CT) brain scan or ultrafast magnetic resonance imaging (MRI), a stroke team determines if a stroke is ischemic or hemorrhagic. Clot-busting tissue plasminogen activator (TPA) cannot be given to patients with hemorrhagic stroke. If the stroke is ischemic, TPA given within three hours can be a lifesaver. Delivered by injection into a vein-or via catheter directly into the brain-TPA breaks up blood clots, restoring normal circulation to the brain.

The treatment of hemorrhagic stroke is more difficult, but surgery is sometimes helpful.

Ambulance crews are starting to get sophisticated stroke-treatment tools that until recently were available only in emergency rooms. So, it's usually best to go to the hospital by ambulance.

Bottom Line Health September 2000

VINCE YOUNG patiwgn@krc.com

In lieu of a letter this year, I offer the following for your amusement:

Best wishes, **Vince**

THE MERGER

*Things were not good down at Used Air,
The company was losing money everywhere.
The price of the stock had sunken out of sight,
And Wolfie's future was not looking too bright.*

*Even though he still oozed charm from every pore,
His old tricks just didn't seem to be working any more.*

*He had to do something and do it fast,
Or the Board would soon be kicking ass!*

*Suddenly, an idea came that he hadn't tried,
"Why not call those boys over at Untied?"
He clapped his hands because he knew he would*

win.

Then he smiled as he thought of Mr. Dud and Mr. Jim.

*"I fooled Untied once, I can do it twice.
They still don't know that I use loaded dice.
I took thirty-nine million from their table,
And left them hanging with that ESOP Fable!"*

*"After I get them to swallow this merger bait,
They will think I'm wonderful, they will say I'm great.*

*Then I will take my bonus and head for France,
And the boys will never realize I got into their pants!"*

Vince

MEDICAL COMMUNITY CONCERNED WITH HEALTH OF LONG-HAUL PAX

Last October an airline passenger died after collapsing in the arrival area of London's Heathrow airport after flying 12,000 miles from Australia. Doctors now believe the cause of death to be a blood clot caused by Deep Vein Thrombosis (DVT). DVT -- nicknamed the "economy class syndrome" -- has been linked to long-haul air flights and long periods of immobility. Medical officials say that blood clots could form in lower limbs in confined spaces, and death could result if the clot reaches your heart or lungs. Research has already been held in Australia and Britain to examine the link between air travel and the potentially fatal condition, and the World Health Organization is organizing an expert panel in mid-March to review the subject.

Avjet News Mar 2001



GOOD NEWS ABOUT GOOD OL' FIBER.

James W. Anderson, MD

University of Kentucky

Like millions of other Americans, you may have been confused by a recent headline. It probably read something like... FIBER NO BENEFIT FOR THE COLON.

Media across America were reporting on two major studies published in *The New England Journal of Medicine*.

The studies, involving research on thousands of people, seemed to disprove a truism of nutritional self-care—that a diet emphasizing fiber-rich foods such as whole grains, fruits and vegetables reduces the risk for colon cancer. This disease strikes 130,000 Americans a year and is the nation's #2 cancer killer.

THE POSITIVE EVIDENCE

Yes, the studies did fail to support the theory that high-fiber foods guard against colon cancer. But that does not mean fiber isn't good for you. In recent years, dozens of studies have demonstrated unequivocally that a high-fiber diet ...lowers levels of LDL. (bad) cholesterol ...tames high blood pressure...prevents diabetes-and helps control existing diabetes....prevents weight gain – and promotes weight loss....controls constipation.

Fiber cannot prevent or treat: Gallstones.. hemorrhoids... appendicitis... varicose veins... ulcers... hiatal hernia ...diverticulosis...or breast cancer.

FIBER AND THE HEART

"Dietary soluble fiber as part of a diet low in saturated fat and cholesterol may reduce the risk for coronary heart disease." That's the phrase the FDA allows food manufacturers to place on boxes of whole-grain cereal. The FDA approved this wording after years of studies proving the claim valid. The FDA allows similar statements on products containing oat bran ...and on Metamucil and other fiber supplements that contain psyllium seed husks.

Dietary fiber eliminates harmful cholesterol by binding to it and pulling it out of the body in bowel movements. It also keeps blood pressure in check.

Fiber also contains vitamins C and E. These antioxidants reduce inflammation in blood vessels. Scientists now believe blood vessel inflammation plays a key role in heart attack.

Best fiber source: Wholegrain cereals. Revised nutritional guidelines from the US Department of Agriculture call for three servings a day of whole grains. To get that much, you might eat one to two ounces of a whole-grain cereal at breakfast ...a sandwich made with whole-grain bread or a serving of brown rice at lunch... and whole-wheat rolls or a serving of brown rice at supper. For a bedtime snack, you might have a slice of whole-grain toast with jam.

FIBER AND DIABETES

Adult-onset (type 2) diabetes is now an epidemic. Fourteen million Americans are afflicted with this disease, in which high blood sugar (glucose) damages the circulatory system, kidneys, nerves and immune system.

According to recent studies, a high-fiber diet can ...reduce high blood sugarreduce levels of insulin, the hormone that ushers sugar out of the blood and into cells ...improve the body's utilization of insulin (insulin sensitivity) ... reduce stress on the pancreas, the insulin-generating organ ...lower high levels of triglycerides. Arterial damage caused by these blood fats leads to three circulatory complications of diabetes -heart disease, blindness and severe foot problems.

Whole grains are the best high fiber food to prevent diabetes. A psyllium supplement is the best source of fiber to control existing diabetes.

FIBER AND OBESITY

People who consume lots of fiber are less likely to be overweight than are people who consume little fiber. That's because high-fiber foods have "low energy density"- meaning they contain relatively few calories given their volume.

Including whole grains, beans, fruits and vegetables in your diet allows you to eat big, satisfying meals without gaining weight. High-fiber foods are slow to leave the stomach, so you feel full long after eating. Studies suggest that fiber triggers the release of hormones in the intestines that tell the brain you feel full.

FIBER AND THE GUT

Fiber is a highly effective remedy for constipation – including that associated with irritable bowel syndrome (IBS). Caution: If you're using fiber rich foods to self-treat IBS-related constipation, steer clear of whole wheat products. They can exacerbate your symptoms.

If you're treating IBS with a fiber supplement, try Citrucel. This methylcellulose product is easier on the digestive tract than psyllium supplements.

GETTING ENOUGH FIBER

It takes roughly 20 g of fiber per day to derive health benefits. Few people meet this goal.

Good news: A psyllium supplement taken twice a day supplies 10 g of fiber—an easy and effective way to get half your daily requirement.

You can take the supplement in powdered form with a liquid, stirring it into eight ounces of water and drinking it before a meal. Or you can eat psyllium wafers with meals.

Daily intake of a psyllium supplement can lower LDL cholesterol as effectively as medication in 15% of those who take it.

All whole grains, beans, fruits and vegetables supply fiber. Especially good sources include bran cereal, oatmeal, prunes, avocado, barley, bulgur, wheat germ, beans of all kinds, sweet potatoes and Brussels sprouts.



OBITUARIES

IRENE J. MOTTL

Wife of Gil Mottle, died 18 December, 2000.
Details in Mottle letter.

TOM BERGBOWER

I am very saddened to have to notify you that my husband, Tom Bergbower, passed away on February 15th, 2001 in Mayo clinic Hospital Phoenix. He went into the hospital on January the 10th to have his left kidney removed. The operation was successful, but he had complications and was in the hospital a total of 36 days.

I would like to continue receiving *RUPANEWS*, and have sent my check to Cleve.

I want to thank everyone for their sympathy, prayers, and kindness.

Sincerely, **Betty Bergbower**

RALPH BREYFOGLE

It was with much sorrow and regret that I recently received a letter from Joann Breyfogle informing Dorothy and I, that my long time friend Ralph Breyfogle had flown west, from a long bout with bladder cancer.

Ralph and I had been hired by UAL at the same time following WWII. He had been discharged from the Army Air Corps and I had been from the US Navy. We met at the Denver Training Center (a hangar at Stapleton Field) both being enrolled in a DC-3 class along with many other veterans from various military services.

Our careers overlapped each other. We were copilots on DC-3 and DC-4's when the airline starting cutting back on pilots. We were based in MDW and on reserve. We were entitled to a half wing as ALPA members. Working conditions for copilots were minimal, we spent much time in Newark on temporary duty. We would be confined to the hotel room waiting for a phone call from the EWR crew man. The only time we could leave the hotel room was to phone the crew desk and inform them that we were going to eat and would call when we got back. We would sometimes spend 3 to 4 days on temporary duty in EWR and not fly a trip. At MDW, we would fly a trip and have a note in our mail box to report to the Flight Manager. He would inform us, not to pack our bags, but we could be transferred to EWR permanently at a moments notice. Suffice to say this was not received with glee at home.

In 1947, the airlines had a series of unfortunate aircraft accidents and President Truman appointed a special presidential board of inquiry into air safety. A UAL DC-6 crashed near Bryce Canyon at the same time as the hearings were being held and ALPA lobbied for a third flight crew member, as an extra safety measure. After a series of safety hearings the Civil Aeronautics Board ruled that "all aircraft certified more than 80,000 pounds maximum gross takeoff weight" would require a flight engineer whether the aircraft had a flight engineer station or not..

UAL gave an option to potentially furloughed copilots to become flight engineers. Ralph and I and many of the copilots opted to attend the Cheyenne Training Center to train to become Flight Engineers (Second Officers). Some senior copilots

were furloughed without this option while the more junior pilots were training in Cheyenne. This was unfortunate for them.

In 1950 the more senior furloughed copilots were recalled and the option of returning to copilot for the active flight engineers was also extended, but with a loss of seniority for the flight engineer returnees. Some returned, but Ralph and I and many others remained as second officers. Due to a shortage of pilots in the 1950's, UAL extended the option to become first officers. This time Ralph and I accepted the offer and were assigned as copilots on the DC6.

Although Ralph flew out of ORD, he moved to Traverse City, Michigan and commuted for the final phase of his career.

He was an excellent pilot and a person with a quiet demeanor. He surprised me on my final retirement flight from ORD to OAK-SFO. As fate would have it, my final flight was oversold and the passenger agent contemplated denying a seat to my wife Dorothy. Ralph heard this proposal and immediately informed the passenger agent that this could not be done and the passenger agent acquiesced and she got a seat. I did not have to make a "go no go" decision, thanks to Ralph.. We kept in touch through the years. We would meet in various dispatch offices and talk over old times. He will be missed by all the persons who were touched by his personality. We all wish Ralph a smooth final flight in the West where all pilots eventually land. Godspeed and happy landings.

JOHN X STEFANKI

P.D. "GILLY" GUILFOILE

Our dear friend and neighbor, Patrick D. "Lilly" Guilfoile passed away, here in Fort Myers, on January 8, 2001. He was 69 years young. He was the beloved husband of Kathleen "Kathy," devoted father of three children, Daniel, Barry and Colleen, doting grandfather of Ashton Guilfoile and four step-grandchildren. He is also survived by daughter-in-law Kendra Guilfoile and his brother, John. "Gilly" was born in Waterbury, Connecticut. He was a graduate of the University of Connecticut.

"Gilly" served our country greatly as a jet fighter pilot both in the USN and USMC from 1953 to

1958. He had a distinguished career as a captain pilot with United Airlines for over 33 years. As a pilot with United he again served our country well by flying troops, other military personnel, and supplies to the Middle East during Operation Desert Storm.

He was affectionately known as "Gilly" by all his friends and family, and he maintained close relationships with flying and golfing buddies throughout the United States. He was a loving and devoted father. Gilly and Kathy shared 41 years of love and marriage. Gilly retired from United in 1992 and enjoyed retirement years. He and Kathy purchased their villa at Olde Hickory five years ago. Gilly loved spending time here among Olde Hickory friends, playing golf, and attending all the fun activities offered.

Gilly was flown "home" to Greenwich, Connecticut for burial. He flew on United Airlines, of course! Kathy will stay in Connecticut with family for awhile before returning to Olde Hickory. You can send Kathy a card or note at her home address, 28 East Lyon Farm Drive, Greenwich CT 06831. If you desire, memorial contributions can be made to the American Heart Assn. or charity of your choice.

Gilly, we miss you very much

Olde Hickory Newsletter, January, 2001.

WALTER C. LAIDLEY

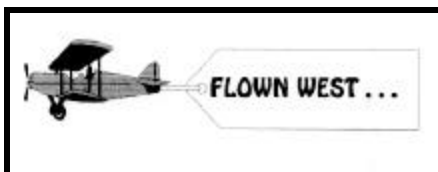
April 10, 1908 – March 9, 2001

One more of our Retired pilots has picked up the 270 degree heading, and is survived by his wife Fran, no children.

Walt was from the Chicago area and bid 1st Officer on the Boeing ,Stratocruiser and from there to the Korean air Lift. Captain on the Convair and when he retired in 1968 he was flying the 720. Out of circulation the past few years due to Alzheimer's.


Walt was the only flying trapeze artist among our pilot group that I know of. He was recovering from a broken ankle when he started taking flying lessons from Paul Overby. From there to a Link trainer operator with United in Chicago. In 1943, Walt Addems helped him get a commercial ticket, and he started his flying career with United that year.

Regards, Charles T. "Chappie" Chapman



RALPH BREYFOGLE	ORD	DEC 2000
LAWRENCE S. SHAPIRO*	SEA	8 FEB 2001
HAL MARSH*	SFO	21 FEB 2001
WALTER C. LAIDLEY	ORD	9 MAR 2001
ROGER H. "BAT" TAYLOR*	IAD	12 MAR 2001

* NONMEMBER



HIGH FLIGHT
By John Gillespie Magee, Jr.

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

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 1st Tue. San Diego Co. - *Quails' Inn, San Marcos* - 760-723-9008
2nd Mon. SW FL Group - *Olive Garden, Ft. Myers* - 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds - *Miles Grant CC* - 561-747-2796
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. LAS Hi— *Rollers— TBA*— 702-896-8821
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

- Wed 6 Jun NY Skyscrapers— *Pals Cabin* - coed - 908-782-3612
24-27 Sep RUPA Biennial Convention, *Harrah's Hotel, Las Vegas.*

Deadline— April 21

Mailing— May 2nd



PERIODICALS

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