



# RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 5

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May, 2001



PITCAIRN PA-5 "MAILWING"  
1927 - 1928

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# RUPANEWS

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**Also**

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**Denver CO 80207**

**Phone 303-780-5537**

### **Editor's Notes**

For those who wish to research back issues of *RUPANEWS*, webmaster Bruce McLeod has completed loading all the issues since we went electronic - up to and including the April issue. As each issue is completed, I will send a copy of the completed disk to Bruce. In that way, around two years' worth of back issues will be available. Due to space limitations he will have to delete the oldest issue to make room for new ones. The latest Adobe reader will be available to read the files with. Good work, Bruce. The other news is that Cleve Spring has moved to an AT&T cable server to speed up his downloads. Please note his new email address above. I, too, will be switching to cable shortly. Both Cleve and I will retain the CompuServe address for a month or so, to ease the transition. *Ed.*

### **ABOUT THE COVER**

*The Pitcairn PA-5 Mailwing.* When most aircraft being built in the mid-20's looked very similar to the WW I trainers that were "barnstorming" across the U.S., one airplane enthusiast employed a top designer build a "new" kind of airplane. In 1925 Agnew Larsen began designing a series of biplanes that culminated in the beauty of the *Mailwing*, used extensively on airmail routes spanning the country. The *Mailwing*, built of chrome-moly steel, with fabric covered spruce wings, was a sight that surely influenced other designers in the coming years.

Technical data: Type; single engine biplane, mail and cargo; Accommodations, 1 pilot, mail and cargo; Wing span, Upper 33'. Lower, 30'; Length, 21'11"; Cruising speed, 110 mph; Max speed, 130 mph; Range, 600 miles; climb, Full load, 1,100 fpm; Cost, \$9,850

## CONVENTION NEWS

### *Sept. 25 & 26- Thunderbird Tour*

0915 Depart Harrahs By Bus

1000 Tour Starts

1200 Lunch At "O" Club

1330 Return To Hotel

Cost-\$18.00 Per Person (Includes Trans. & Lunch)

### *Sept. 26 Sporting Clays*

0815 Depart Harrah's For Nellis

0900 Briefing For Shoot

1200 Depart Nellis For Lunch

1400 Return To Harrahs

Cost-Approx \$32.00 Per Person Per Round

\$5 To \$6 Per Box Of 25-12 Gage Ammo Separate Arrangement For Ammunition Purchases

Lunch Will Be Paid For Individually at the Restaurant

### *Sept 25 & 26 Golf*

0545 Pick Up @ Harrahs

Breakfast Stop Enroute To Course(Own Cost)

Cost \$220.00 Per Person For Both Days

### *Sept 26 Lake Mead Cruise.*

1030 Depart Harrahs

1150 Boarding Ship

1200 Cruise Departs Dock

1330 Ship Docks

1430 Return To Harrahs

Cost-\$38.00 Per Person. Includes Transportation/Cruise/Lunch On Board/\$3.00 Park Entrance Fee/Tax  
60 Seats Reserved-First Come, First Served.

### *Sept. 24 Tennis - Noon @ Flamingo Hilton*

20 Persons Max.

Cost- \$20.00 Per Person(Includes A Cold Drink)

**BE ADVISED: SOME OF THE HOTEL/CASINOS HAVE INSTITUTED AN ENERGY SURCHARGE PER ROOM. THIS MAY ALSO BE INSTITUTED ON THE TRANSPORTATION COSTS AS WELL. RUPA HAS NO CONTROL OVER ANY SUCH CHARGE. HARRAHS HAVE INSTITUTED THE SURCHARGE, WHICH IS ABOUT \$3.00 PER DAY PER ROOM.**

### **IMPORTANT:**

FEEES FOR THE ABOVE EVENTS ARE DUE ON REGISTRATION, NO LATER THAN 25 AUGUST 2001 LAST MINUTE ATTEMPTS TO JOIN EVENTS AT NELLIS AFB CAN NOT BE ACCOMODATED ON ACCOUNT OF SECURITY REQUIREMENTS. NAMES OF ATTENDEES ARE SUBMITTED TO THE USAF WELL IN ADVANCE OF THE EVENT.

**A REGISTRATION FORM WILL BE PLACED IN THE NEXT ISSUE OF RUPANEWS. MEMBERS WILL BE RESPONSIBLE FOR MAKING THEIR OWN HOTEL RESERVATIONS**

**United Pilots' Summer Party**

what

Chicago White Sox vs. Pittsburgh

fireworks after the game

when

July 7, 2001 - Suite opens at 4: 30 p.m.

Game time 6:05p.m. Fireworks after the game

who

United pilots, retired pilots' family and friends

where

Comiskey Park, Chicago Il.

upper terrace sky box

Tickets are \$83 per person. Must be purchased by June 20

Included in price: Sky Box ticket, full bar and buffet, private restrooms and coat room,

outdoor seating for 200 people

Fireworks after the game

Contact: Jim Anderson 815-569-2046

**ALPA Co 33 Generations Celebration 2001**

We are extremely happy to announce that plans for Council 33's "Generations Celebration 2001" are coming together in most exciting ways. First of all, we opted to change the location of our party to the newly renovated Red Lion Hotel, which is located a couple of blocks straight north of the Training Center on Quebec. The ballroom is brand new, large, and lovely, with Colorado-inspired décor. The hotel rooms are also being renovated and will be available for that evening. In order to change the venue, however, we also needed to move the date to Saturday, September 22nd. Hopefully, you'll mark your calendars now and plan to attend.

Our evening's program will again be centered on the recognition of our retiring Denver pilots, and we will also take some time to recognize those who received their Initial Captain Award here in the Denver domicile. After dinner and at the conclusion of those ceremonies, we will be very pleased to present "Dakota Blonde" – this folk/acoustic concert group is extremely popular on the Denver music scene, and you'll appreciate their style and their music for both your listening – and dancing pleasure.

Gather your family and friends – come to see other old friends, and make new ones – and help honor and celebrate those who have successfully reached the pinnacle of their careers. We owe them our gratitude for their contributions to our great profession.

**DENVER Good Ole Boys**

Dick Wagner, Golden, CO

17April 01

We had 18 at our luncheon today; meeting for the first time at the *American Legion, L.C.W. Post #1; I-25* and Yale. We welcome our youngest member, Capt. Richard Brinkworth and his lovely wife, Valerie. We have a meeting room all to ourselves and a catered luncheon buffet. *This will be our monthly meeting place until further notice.* We guarantee 18 guests, so we look forward to a large showing. The May luncheon will be on the 15th. We would like to invite our Ladies and Solo Ladies the 19th of June. Capt. David A. Smith, Council 33's new Chairman, has asked to attend our meeting to establish a closer relationship between ALPA & RUPA. We look forward to seeing him, schedule permitting. We always meet the third Tuesday of the month; 1130 hrs, lunch at 1200 hrs. Remember: Ladies Day June 19th, the American Legion, LCW Post #1, Interstate 25 and Yale, one block east, south side. Attending today were:

Russ Ward,

R. G. Rohe,

Dick Wagner,

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Russ Wright,  
Bill Pearce,  
Joe Kenney,  
Dick Brinkworth,  
F. W. James.

Bill Hoygaard,  
Bob Blessin,  
Pat Murphy,  
Valerie Brinkworth,  
C. C. Fellows,

H. W. Reid,  
Curly Baker,  
Jack Turner,  
George Maize,  
R. O. Stewart.

### **S.E. Florida – Goldcoast - Lunch**

The Goldcoast group met on Thursday the 12th of April for what will be the last meeting until October. We had originally planned to have a May meeting, but after polling the small group that was there on Thursday, we decided to forgo it. Too many people are headed north for the summer. We did have a nice last meeting. Jim Morehead was in town to see his mother so he stopped by. A new member, Ron Bolick, came to his first meeting and had a good time. He told a very amusing story about Percy Wood. Ron lived on his boat years ago at a marina near Ft. Lauderdale airport. Percy Wood also had a boat there and they occasionally got together for libations. They were doing just that on a Christmas morning one year when the phone rang and the crew desk was junior manning. Ron told them that he might be amenable to a trip, but that he was having a drink at the time. They made it obvious that they didn't "believe" him at that early hour, and ragged him a bit to take the trip. Percy then took the phone, identified himself as the president of the corporation and said that Ron and he were indeed having a drink, and in so many nice words, leave us alone. The crew desk probably didn't "forget" that call for awhile. Present on Thursday were Jimmy Carter, Stan Blaschke, Dick Wiley, Ned Rankin, Dave Henry, Paul Livingway, Ed Wheeler, Hank Fischer, Lyn Wordell, Will Lambert, Jim Morehead, Jack Wink, Ron Bolick, Ham Oldham, Warren Hepler, and me, Jerry Bradley.

I hope everyone has a wonderful summer and we'll see you in the fall. I'll write a note in the September *RUPANEWS* about our upcoming October meeting.

*Jerry Bradley for Jimmy Carter and Stan Blaschke.*

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### **Seattle Gooney Birds**

We welcomed a new member, Alan Black. He had been retired for about two years, but has been busy ferrying emergency medical patients and donated organs. His flights often take him to SE Alaska, as well as the Western lower 48. That sounds like pretty worthwhile work so we will excuse him for not joining us sooner.

Next month is our annual co-ed luncheon, and we are looking to seeing all of our wives, significant others, and widows again. The speaker will be Ken Higgins, head of Boeing's flight test program. This should be very interesting.

Attending today were:

Alan Black,  
Vince Wormser,  
Dave Carver,  
Fred Sindlinger,  
Bill Stoneman,  
John Cordell,  
Ralph Vrtacnik,  
Bob Berkey,  
Tom Graham,

Jack Brown,  
Walt Fallon,  
Bob Berg,  
Chuck Westphal,  
Bill Brett,  
Brent Revert,  
Cal Coleman,  
Don Cunningham,  
Neil Johnson,

Howard Holder,  
Harv Beery,  
Herb Marks,  
Jerry Pryde,  
Mark Gilkey,  
Dick Anderson,  
George Laube,  
Bob Wulff,  
Dick Wiesner,



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## Continental Pilots Approve ALPA-IACP Merger

By Aviation Now.Com Staff

13-Apr-2001 -- The union representing more than 6,700 Continental and Continental Express pilots will change after members voted Thursday to merge the Independent Association of Continental Pilots with the Air Line Pilots Association.

The move comes as both pilots and management start preparing for early contract talks set to begin Oct. 1, or one year before the IACP's current contract comes up for renewal. New talks are starting early, to resolve "festering" labor issues, including terms for an industry-leading contract, IACP leaders said last fall.

More than 3,200 Continental pilots, or 61% of the eligible members who voted, approved the merger into ALPA, which will take effect June 1, ALPA said.

"I firmly believe that this merger is in the best interest of our pilots and flight instructors," IACP President Pat Burke said. ALPA's representation means "we can achieve our goals in the upcoming negotiations," he said.

IACP's Board of Directors had endorsed the merger agreement Dec. 12, which led to the vote results Thursday. The agreement guarantees that all IACP funds stay within the Continental pilots' group and provides a seamless transition into ALPA's hierarchy.

Seventy-year-old ALPA, the world's oldest and largest airline union, now represents 65,000 pilots at 49 airlines.

Source: ALPA

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## LAS VEGAS HIGHROLLERS LUNCHEON

Clyde House {702} 896-8821 clydie@concentric.net

The April meeting took place at the *Memphis Championship Barbecue*, and everyone was well pleased with not only the food but with the service. It was decided to hold our May meeting on the 8th at the same restaurant, so if any snowbirds are still in town, give me a call and you will enjoy a great meal before you head back to the cold country.

We welcomed a newcomer and also signed a card for one of our own, Homer Walter, who is not doing so well. I am happy to report that my knee surgery was a success and things are going well. The following were in attendance:

Andy & Dawn Anderson,  
Jerry Campbell,  
Tim & Marilyn Parker (NEW),  
Barrie Folsom,  
Clyde House & Marie Loquet.

George Atteberry,  
Barry & Ruth Dixon,  
Dick & Fran Schultz,  
Gene & Mary Lamski,

Bill Balboni,  
Hal & Shirley Morris,  
Dave Smith,  
Jimmy Price & Carol Starbuck,

After our moment of silence for those flown west we agreed to an early meeting in May to accommodate Marie and my vacation plans to Mykonos Greece. Hope to see all of you HighRollers in June!!!!!!!!!!

Clyde House

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## McHenry Lunch

The McHenry Branch of the Chicago Area RUPA met at the Warsaw Inn in McHenry IL. on April 11.  
In Attendance:

Don & Joan Anderson,  
Hazel Balfour,  
Dick Blundell,  
George Bracke,  
Joe & Sandy Carnes,  
Joe & Julie David,

Hap Arnold,  
Ken & Muriel Bergsma,  
Ted & Dolores Bochniarz,  
Duane Bucksath,  
Bill Cherwin,

Leroy & Eva Bair,  
Dale & Glenys Bird,  
Tom Boyle,  
Bruce Carey,  
Jerry Collins,

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Barry Davidson,  
Jerry Drommenhausen,  
Jan Gawenda,  
Mike Hepperlen,  
Dick Kuhn,  
Bob & Shirley Moncur,  
Marjorie Nelson,  
Glen Peterson,  
Bill & Johnni Silvester,  
Vic Walsh,  
Frank Zackary,

Joe & Julie Davis,  
Tom Fasiang,  
Buck Goodman,  
George Keller,  
Jim Mc Cusker,  
Steen Munter,  
Claude Nickell,  
Jim Scherer,  
John Thomas,  
Tom Wedel,

Sue & Roger Dreher,  
Marty Gallagher,  
Bob & Sherry Gore,  
Bob & Carolyn Kelly,  
Rob McCrutchin,  
Ceil & Bill Myers,  
Bob Olson,  
Henry Sheldon,  
Sid Tiemann,  
Paul & Linda Wember,

Our Toast Master-in-Chief (Milt Jensen) was unable to attend because of his many political commitments. He has just been re-elected as the Mayor of Zion IL.

Because he cannot be replaced, we did not try, but just launched into our program after dessert. We missed Milt, but the fine program helped make up for his absence. Mike Hepperlen talked to us about a trip he and Peg made to Alaska in his home-built RV-4. Mike had several outstanding 35 mm slides of the trip which he shared, along with details of the art of flying to Alaska in a single-engine aircraft. It was noted that Bill Cherwin was taking notes in anticipation of the trip to Alaska that the Lima Lima team will take later this year.

Mike topped off this excellent program by introducing Vic Walsh. Vic in addition to being a retired American Dispatcher (89 years old) is an expert on Robert Service's poetry. He recited *The Cremation of Sam McGee* without using notes.

George Keller brought some UAL memorabilia that he passed around.

We will be going back to the second Tuesday of the month for July and October.

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## **Probe Focuses On Fuel-Tank Safety Issues**

*By Sean Broderick*

11-Apr-2001 -- Information gathered by investigators probing last month's explosion of a Thai Airways 737 strongly suggests that the plane's center fuel tank exploded without being ignited by a bomb or other external device, but the Government of Thailand's probe hasn't ruled out sabotage yet.

"Physical evidence has been found that the center wing tank exploded," said a U.S. National Transportation Safety Board (NTSB) statement. "Although chemical traces of high energy explosives were initially believed to be present, samples have been submitted to the FBI for confirmation by laboratory equipment that is more sensitive than equipment available in Thailand.

"Although a final report has not yet been issued, the [U.S. Federal Bureau of Investigation] has found no evidence of high explosives in any of the samples tested to date," NTSB continued. "Despite a thorough examination of the wreckage by Thai and American bomb experts, no physical evidence of a bomb has been found to date."

NTSB is one of several organizations assisting the Thai government in the investigation.

The March 3 explosion of Flight 114 killed one flight attendant and destroyed the plane, a nine-year-old 737-400, as it was being prepared for a flight from Bangkok's Don Muang International to Chiang Mai. Initially, officials believed the blast was caused by a bomb intended to kill Thai Prime Minister Thaksin Shinawatra, who was a passenger on the flight.

But the lack of explosive traces and several other factors have investigators focusing on a scenario similar to the one that investigators believe played out in TWA Flight 800, in which a Boeing 747 was destroyed off the coast of Long Island in July 1996.

The longest and most expensive NTSB aviation accident probe in history concluded that the TWA plane exploded when fuel vapors in the plane's center tank were ignited - most likely by a short-circuit that jumped from high-voltage wires external to the tank to low-voltage wires that ran into the tank, the board



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determined. The vapors were likely heated to a flammable level due to a combination of heat generated by air conditioning packs located directly under the tank and the hot weather on the ground the day the 747 departed, NTSB said.

The Thai aircraft's center tank exploded at 1448 local time in weather that was about 90 degrees Fahrenheit. Air conditioning packs located directly beneath the center wing tank "had been running continuously since the airplane's previous flight, including about 40 minutes on the ground," investigators said. About 18 minutes after the initial blast, the plane's right wing tank exploded.

NTSB has compared sound signatures from Flight 114 to ones pulled from a Philippine Airlines 737-300 that had an explosion start in an empty center wing tank in May 1990. "Neither recording includes a precipitating sound of an initiating explosion that may have ignited the fuel tank," NTSB said.

Safety officials never determined with certainty what ignited the Philippine plane's vapors. While investigators caution that nothing has been ruled out in the Flight 114 probe, the incident could increase pressure on regulators to address certain certification and operational issues regarding fuel tank and wiring safety.

The TWA probe underscored threats that damaged wiring could pose in an aircraft, such as acting as a potential ignition source. While the TWA plane was considerably older than the Thai jet, investigators found that wire chafing and damage caused by foreign objects - such as drill shavings - were often found in new-build models.

Of greater concern to NTSB has been finding ways to eliminate the explosive mixtures in fuel tanks. Evidence uncovered during the TWA probe prompted NTSB to put the issue on its "most wanted" improvements list in December 1996. The board made recommendations calling for operational changes to help limit the potential of explosive fuel-air mixtures in tanks and reduce temperatures inside fuel tanks.

FAA has since issued more than 40 aircraft-specific rules aimed at eliminating ignition sources in fuel tanks and proposed sweeping changes to certification and continued airworthiness standards, but told NTSB in a November 1999 letter that it has found "no practical means of reducing fuel temperatures in fuel tanks to the extent where benefits could be achieved." FAA told the board it would continue to study the matter.

The explosive-mixture issue remains on NTSB's most-wanted list. The board also has asked FAA to review certification standards that permit heat-generating equipment like air conditioning packs to be located near fuel tanks.

*Mainliner News Service 12 April 2001.*

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### **San Diego County RUPA Luncheon**

We, in San Diego County, had a successful first meeting at the *Quails' Inn* in San Marcus.

We had a total of twenty as listed below.

*Chuck Brennan, Don Trunick, Bill Pauling, Woody Grover, Wally Frank, Hugh Wilson, Harvey Fox, Dale Elliott, Roy Holmes, Ken Baldry, Ken Corica, Lane Showalter, Bob & Muriel Harrel, Paul Pauley, Phil & Joyce Guerra, Montie & Robbie Duran, Doug Wilsman*

*It was approved to have the luncheon on the first Tuesday of each month at 12:00, at Quail Valley Inn. I would like to thank Lane Showalter, Don Trunick and Ken Corica for their Email and phone calls.*

*Bob Bowman (760) 723-9008*

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### **Space radiation called no major threat to flyers**

By Marcus Kabel

FORT WORTH, Texas, March 19 (Reuters) - Airline travelers should not be worried about high-altitude exposure to radiation from space and the sun, U.S. experts said on Monday.

Researchers at an American Airlines and pilots union seminar on cosmic radiation said the issue was worth monitoring, especially for flight crew members who spend more time in the air than the average traveler.

But government and airline scientists said existing evidence does not point to cosmic radiation as a major

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health issue.

"I don't think it poses such a risk that people should be concerned about flying," said Wallace Friedberg, head of radiobiology research at the Federal Aviation Administration's Civil Aeromedical Institute.

"When they're flying, they're not running the risk of driving a car," he said. The point was echoed by several speakers who said known health risks from other activities were far greater.

Scientists have studied the issue more as the booming global airline industry carries millions of people a year to high altitudes, where the thinner atmosphere is a weaker shield against cosmic radiation.

Several studies have suggested links between the time spent in the air by pilots and flight attendants and a range of diseases, including cancers such as melanoma, leukemia and breast cancer that could be caused by radiation damage.

But Gary Butler, a radiation researcher on leave as an Air Canada pilot to attend medical school, said those links were tentative and needed far more study.

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### **TREASURE COAST SUNBIRD'S LUNCHEON**

Another luncheon at *Miles Grant Country Club* was enjoyed by several retired united pilots (RUPA'S "treasure coast sunbirds") their wives and girl friends. The date was April 10th. A very good buffet was served and was enjoyed by all. In addition to the usual members, wives and friends there were two new couples present. They were Jaime and Elaine Krapf and Pete and Anne Granata. They came from Wellington, one of those fast growing, beautiful communities west of West Palm Beach. They got a little extra scenery on the way, as they missed the turn off on the FL. Turnpike and traveled a few miles more before arriving at Miles Grant CC. We hope the distance they drove does not discourage their attendance in the future.

The other members at the luncheon were:

Jim Dowd (his wife, Connie, plays golf on Tuesdays so Jim has to attend by himself), Bill Northup, Dick Starita, Clay Grant, Bob and Linda Schaet, Clark and Bobbie Luther, Joe and Lydia Burger, Joe and Rachel Mahoney, Terry and Steve Terrell, Ted and Helevi Osinski, Bill and Lulu Cole, Dave Arey and his friend Jean Kress, Andy Lambert, and Rudy Pekrul.

The following is a schedule of the Treasure Coast Sunbird luncheons for the coming year: May 8, 2001, June 12, 2001, October 9, 2001, November 13, 2001, December 11, 2001- a ladies day, January 8, 2002, February 12, 2002, March 12 2002, April 9 2002- a ladies day, May 14, 2002, June 11, 2002. All of these luncheons are planned to be held at *Miles Grant Country Club*. All retired pilots and their friends are welcome at these luncheons. Miles Grant has been quite a satisfactory location for the luncheons, however if anybody has another suggestion please let us know.

*Bob Schaet*

### **Washington Area RUPA, Eddie O'Donnell Luncheon, Wednesday April 18**

Ed Miller proclaimed us to be a Full Service Luncheon Group as The Eddie O'Donnell Luncheon opened with coffee, tea, socializing and Shopping. Sim Stidham, John Turner and Larry Grube set up the Mainliner Club Store RUPA Annex, to the great pleasure of our luncheoneers. Sim and Larry minded the store with professionalism and decorum. John Turner, however, was noted roaming the room shamelessly hawking an armful of merchandise.

We observed a moment of silence for those Flown West since our last lunch: Bill Dalkin, Gretchen (Mrs. Ray) Best and John J. Ruddy, III (son of Bud). We are all saddened by the loss these families have suffered.

Captain Chuck Crosby, DCAFO Assistant Chief Pilot and Mr. Herb Pettitt, Manager of Administration DCAFO, were present to give us our annual briefing on the status of the Washington Domicile. They told us of the planned construction at IAD that will include a new terminal, located in the south parking lot, that will replace the C and D Concourse. The new navigational and communication capabilities elicited much eye rolling among the senior retired pilots present. I will not attempt a detailed recount of their presentation. There was much appreciation for the two gentlemen and their participation in our

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meeting.

We had seven first-time attendees to add to the levity and camaraderie of the group. There were the widows of our friends flown west along, with our wives to add more than a touch of class to the festivities.

We thank them one and all for being with us.

We will meet for lunch again at *Belle Haven Country Club* on the 18th of July. The menu will be Prime Rib and the cost will be \$25. At that time we will discuss our options with regard to future meeting location. Belle Haven has increased the cost of our luncheon and to continue there will require \$25 per person. Also for discussion are the suggestions for a flower fund.

Forty-year retiree, Dick Edwards, drew the door prize ticket for Larry Grube, and Andy Yates drew the ticket for Jerry Goebel. Each took home some fine Loudoun County fruit of the vine.

Attendance was the greatest (quality and quantity) since I began handling the arrangements. There were 81 present

Jackie Abel,	Bob Aldridge,	Ray Best,	Jeanette Bond,
Bud Boyd,	Helen Boyd,	George Candelori,	Jo Ann Candelori,
Bill Carrigg,	Hal Cockerill,	Chuck Crosby (Asst. Chief Pilot DCAFO),	
Ed Crowther,	Bill Davis,	Carolyn Davis,	Doug Diedrick,
Vince DiFelice,	Ann Dyer,	David Dyer,	Bill Eblen,
Alma Eblen,	Dick Edwards,	Roy Ellis,	Bob Engl,
Jack Evans,	Brad Fleming,	Eleanor Forsyth,	Cathy Foster,
Jim Foster,	Pat Gilson,	Paul Gilson,	Jerry Goebel,
Mary Ann Goebel,	Bill Golemon,	Bob Goodman,	Tex Goppert,
Marty Goppert,	Ellen Grube,	Larry Grube,	Earl Jackson,
Roger Lemieux,	Joyce Lopez,	Don Mainwaring,	Dave Malone,
Frank McKenzie,	Lew Meyer,	Carl Miller,	Ed Miller,
Susie Miller,	Joan Murphy,	Dan Murphy,	Sharon Murphy,
Ofelia Nickel,	Bill Nolan,	Edna Nolan,	Faith Osborn,
George Paull,	Herb Petitt (Administrative Manager DCAFO),		Lee Prior,
John Rains,	Margie Rains,	Joe Rozic,	Frank Scheder,
Maria Scheder,	Bernie Schwartzman,	Bonnie Schwartzman,	Ted Sobota,
Joe Soltis,	Gloria Soltis,	Anne Steidinger,	Drew Steidinger,
Helen Stidham,	Sim Stidham,	Margaret Suits,	John Turner,
Betty Williams,	E.K. Williams,	Powell Williams,	Betty Wolfe,
Cliff Wolff,	Marilyn Wolff,	Andy Yates.	

Gentleman, we need your help in keeping the mailing list up to date. Please send to me any changes to your address, postal or email. Also remember, that if you do not keep Jerry Goebel informed of illness and death in the group, he will not be able to give the information to the phone tree in a timely manner. Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct.

We invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon. Next luncheon is stag on Wednesday July 18 at the *Belle Haven Country Club* south of Alexandria . Prime Rib will be featured on the menu.

Contact Jack Evans 540-882-3496, Jerry Goebel 703-719-6353, or E.K.Williams (EKWJR@compuserve.com) to ensure a place at the table and a bean in the pot.

*E.K. Williams, Jr.*



**RAYMOND A. AMATO**—1851 Old Freehold Rd. #1, Toms River, NJ 08755

Dear Cleve, Sorry to report that Capt. Robert F. Early flew West on January 31, 2001. Attended a memorial service for Bob in February with fellow New Yorkers (EWR), Jan Conover, Jim Brady, Jim Pifer, Jerry Schlickter, Ron & Betty Denk, J. J. Sylvester, Ron Widner and EWRSW Mary Bush.

**Ray**

**PAUL G. ANDES**—13627 Deering Bay Dr. # 703, Coral Gables, FL 33158

According to my records it has been two years since I last wrote so I will try to *briefly* fill in the gaps between the time we sold our Bristol 45.5 *Free Flight* in Palma de Mallorca in 1997 and now.

1999. Started January off by selling our condo at Severn House in Annapolis and moving to MIA permanently. In February we joined our church adult mission team on a building trip to La Romana Dominican Republic for a week of hard, backbreaking work. Most of the remainder of the year was spent making decisions regarding our new condo at Deering Bay, attending out-of-state weddings and in June we helped friends take a 40 foot Dutch-built canal boat from Marseilles to just outside of Paris via the Rhone River, Saone River and Canal de Bourgogne. In November we helped friends demolish several rooms in the designated annual Designers Show Case home in La Jolla.

2000. Started off the year with a week in January on the Big Island "golfing" with friends followed up in February by a week in the French West Indies sailing on a custom 50 footer Garcia from St Martin to Guadeloupe. Home one week then another church mission trip to Santa Cruz Bolivia helping to construct a homeless children's home. The next six months were spent moving out of our old condo in Miami Shores and moving into a new condo in Coral Gables, the Deering Bay Yacht & Country Club. In September we joined another couple and rode the QE2 from NYC to Boston to Southampton. From there we motored down to Portsmouth and took the high speed ferry to Cherbourg, picked up a rental car and toured the Normandy beach invasion area, Mt St. Michael and St. Malo before returning to England via the overnight sleeper ferry. Took a day's trip

to Isle of Wight before splitting up with our traveling companions and flying directly home to MIA via British Air. The remainder of the year was spent settling in, taking up golf (big mistake) and spending Christmas in CT with our daughter and her family.

The first quarter of '01 finds Lineke and myself healthy, wealthy, happy and a little wiser. Deering Bay is 8 miles south of Coconut Grove just off Old Cutler Rd on Biscayne Bay. We have a 18 hole Arnold Palmer killer golf course, three marinas and lots of room in our unit.

Come on down. **Paul**

**WILLIAM E. ATKINS**—1660 Taneytown Rd, Gettysburg, PA 17325

Dear Cleve, I'm a little late with my postage, but this should be good for a couple of years.

All is reasonably well with me and mine. I'm in the process of building a steel-frame house (my last one) and have been delayed repeatedly by, what else, the weather. Hope to be in it soon.

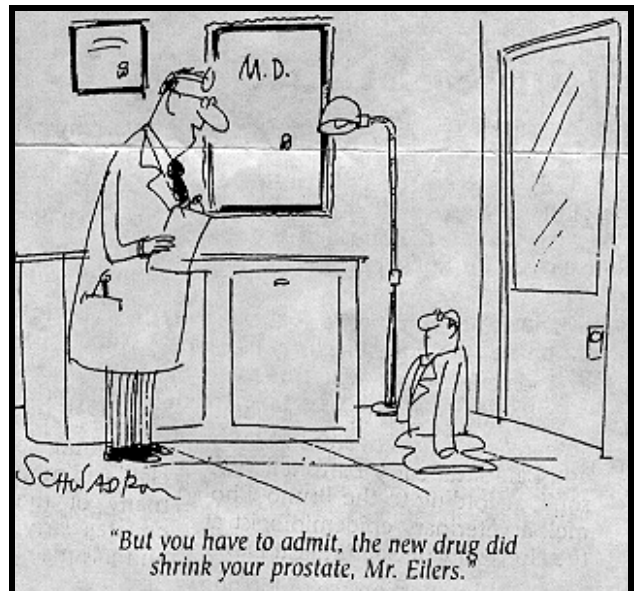
Thanks for all the good work you and the rest of the officers and committee people are doing.

**Bill**

**FRANK & GLO ZURMUHLEN**—1160 Main-sail Dr. Annapolis, MD. 21403

Check in the mail to Cleve. Late again as usual no excuses, just busy, busy, busy. We are both still enjoying good health, all factors being considered. Still being entrusted with the care of some of our grandchildren, and enjoying every minute of it.

**Frank & Glo**



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**HUGH & JOBIE BERRY** '56--'91, 1535 Gingersnap Lane, Lincoln, CA, 95648  
Hello Jock, and all of you in RUPA Land !! This completes my first decade of retirement. Sounds like a long time. Didn't seem like it to me, and probably not to a lot of you. A few years ago I got the itch to move from Saratoga or stay until they carried me out. The decision was to move, and selected Del Web's Sun City, Lincoln Hills near Sacramento, CA. We bought in March of last year and moved in Sept. 1st. Quite a change after 30 years in Saratoga. I think we will survive all the changes, keeps you young, right ??? If Calif. runs out of power we will just take the motorhome to the enjoyable Oregon coast.

We enjoy all the amenities of Sun City and the surrounding area. SMF is easy to use also. Now if we can adjust to the seasons we will be OK. I'll miss you F/S brothers and the monthly donut.

Now I can say

"Thanks for all the work, men".

**Hugh**

**JIM & LONNIE BONE** ~ Westchester, IL ~  
ORD '56 - 93

Check is in the mail to Cleve. Nothing much happening around here except for the following:

- Second annual check-up since my colon cancer surgery indicates no further cancer activity!
- Attended our oldest granddaughter's wedding in Fairbanks, Alaska in June.
- Spent two months of the summer at our cabins in Canada.
- Finally took the cruise from Vancouver to Alaska (aboard the Statendam) and enjoyed every minute of it! Then continued by rail to Fairbanks (our first time). Nine of our grandchildren live in Alaska.
- Lonnie and I celebrated our 45th wedding anniversary in January.
- Added three more grandchildren (numbers 15, 16 and 17) to our clan when Russ and Gail had triplets!!! in March.
- Enjoyed several flights via UAL passes with minimal inconvenience, and several first class accommodations.

I guess quite a bit happened after all! Praise the Lord!

Enjoyed Hoot Moninger's name tag comments! A combination that occurred on one of my Caravelle

flights was BLOOD, BONE and GORE!

Thanks for your efforts on the newsletter, and keep 'em coming!

God bless!

**Jim**

**GEORGE W. BRINKMAN**—6751 E. 1000 N, New Carlisle, IN 46552

Dear Cleve, Another year gone by – still enjoying our cottage in Coldwater, Michigan in the Summers – Winters are spent at (missing) in various sport activities with our son – who is a senior – he will be in Dayton Beach at Embry-Riddle for college starting next Fall. Hopefully the time will be good, as he is interested in a flying job at United.

Shannon and I are well and happy – playing lots of golf and tennis together and skiing out west when we can make it. Thanks for the RUPANEWS.

**George & Shannon**

**LEWIS BRUBAKER**—9860 White Sands Pl. SE, Bonita Springs, FL 34135 MDW-ORD 45-81

Dear Cleve, Boy those 20 years sure flew by.

Carol and I are fine and are looking forward to the convention in the fall.

We volunteer at our new health center and walk in clinic on Monday afternoons. It keeps us out of the local bars, Ha.

Thanks to you and Jock for all the fine work you do for RUPA.

Regards to all, **Lew**

**Caravelle Mystery Almost Solved**

**JAMES S. FRANCIS**---214 Fairways B1vd.,N., Tullahoma, TN 37388-4815

Dear Jock:

Regarding Ken Everson's letter in the March Journal #500. I can fill in some missing info on the *Mystery Caravelle*.

Per my book *Sud Est Caravelle* by, Alexandre Avrane, (Danes Publishing Co. Limited, 1981) its construction number was 114, and first flight was 2/16/62. It was then delivered to United Air Lines as N1020U on 2/24/62. Its name was *Ville de Calais*.

United Air Lines ownership was from 2/24/62 until 3/72. When sold, it had 19,763 airframe hours and 15,237 landings. United's daily average block hours were 5:32 and daily average flights were

4.83 per Caravelle.

This airframe (114) was one of 13 Caravelles sold by UAL to STERLING on 3/4/72

Resold to REPUBLIQUE GABONAISE 3/76.

Transferred to AIR GABON 6/1/77. Returned to REPUBLIQUE GABONAISE 9/78.

Finally sold to STARLINE in 1979. Quoting from book about STARLINE: "In 1976, following the disappearance of SAM, STERLING found that there was a market in Italy for a charter operation and began to set up STARLINE. One Caravelle was selected for 8/77 delivery, but this was leased to ALISARDA. Another aircraft was chosen.

(apparently c/n 114, ex UAL N1020U) However, the Italian government refused to sanction the operation, and the whole project was abandoned.

Caravelle #114 was painted in STARLINE livery in Venice, but its present fate is unknown".

Thanks to our sharp-eyed editor who made out registration letters on the fuselage in the photo.

Without them, it would have been impossible to do the registration tie-up.

I leave it to someone else to document 1979 to 2001. Anyone visiting the Tuscany region in Italy can maybe talk to the locals and get "The rest of the story".

Regards, **Jim**

*The amount of knowledge accumulated by our talented retirees never ceases to amaze me. It seems that all one has to do is ask and someone will have the answer, as you did, Jim.*

*Now, what about it, you other much-traveling members? Anyone heading to Tuscany this Summer who would like to undertake a small investigative mission to complete the unraveling of this mystery? I'm sure Ken Everson would be happy to provide the location of the mystery machine as best he can, and surely, with the place chock-a-block with American tourists, there must be more than a few English-speaking locals. That is your mission, if you choose to accept it, and it need not be impossible. Ed.*



**JAMES K. CARTER**—900 Tropic Blvd, Delray Beach, FL 33483

Greetings from Sunny South Florida, I fly around in the clear skies in a Cherokee Arrow. Have my boat in the backyard. Play golf twice a week with Jerry Bradley. The only check I have to worry about is this one for \$20. No time for work – Retirement is Great! **Jimmy**

**ROBERT CLOUGH** - 1324 Buckingham Drive Thousand Oaks, Ca 91360

A month early this year but wanted to send the enclosed obit on Dick Hendel from the local paper. Photo looks like one from Dick's school days. Had a great half hour flight aboard Clay Lacy's DC-3 last month following the RUPA lunch. Did a little traveling this year. 2 1/2 weeks through Baltic states and Russia. A trip to Boston for WWII reunion and in October a trip to Florida for reunion of Retired Navigators. Not many left of that unique group of intrepid airmen who used to be the ones to tell the pilots where to go rather than a black box.

**Bob**

**MICHAEL CONDE**—3873 N. Cresta Ct, Thousand Oaks, CA 91360

Dear Cleve, What they say about the first year of retirement is very true. It went by before I had a chance to figure out what to do first. My grand plan was to do a lot of travel in our motorhome, and so Rosa and I set out last June to conquer the world that lies east of LA; since I have been going west for the last too many years. We got as far as Oregon and broke down. After seven weeks of not getting anywhere, we headed back to LA. The places we wanted to visit were all burning forests by then anyway. I can not recommend the large diesel motor homes they are too complicated and unreliable. The good part of the first year has been getting paychecks without taking PC's. I still chuckle about that.

We enjoy your publication. Thanks to all for a great effort. **Mike**

**JOSEPH R. CUDD**—24822 Pack Saddle Trail, San Antonio, TX 78255

I am sorry that I am so late with my annual dues, but anyway they and next year's debt are in the snail mail. Thanks to all who get the newsletter

into the mail each month? Another busy year and I am trying to keep ahead of my yard and the things that I need to do around the house. I think I am losing ground on both counts.

My golf game is the pits but maybe it will get better too. Hope all you guys in California survive the blackouts.

Keep up the good work. **Joe Bob**

**JOHN G. CUSICK**—18811 Highway A1A #2202, Indian Harbour Beach, Fl 32937

Hi Cleve, Enclosed are the annual dues. Amazing, three years into retirement. Really flies when you're having fun. Picked a good winter to move to Florida. Still have the place in Ohio for the summers. Be back there in May.

Thanks for all the effort on the newsletter. **John**

**C. E. (BUDDY) DECOSTERD,**

46-149 Meheanu Loop #3156, Kaneohe, Hi.  
96744 DCA/SFO/DCA/HNL/SFO 1965-2000

How lucky can a guy get? The Navy taught me a trade and allowed me to fulfill a boyhood dream of flying the hottest airplanes off the decks of aircraft carriers for over eight years. That should have been enough. However, the timing was right and United Airlines was hiring airline pilots. So for the next 35 years I flew the best airplanes made, from Bangkok to Zurich and most of the cities in between. To top it off, I married my best friend over 41 years ago and live with that beautiful woman on a tropical island in the middle of the Pacific. If someone were to write down all the adventures we have had, they would label it, "romantic fiction", but that's how lucky a guy can get. **Buddy**

**LESTER DOUGLASS**

Hi Cleve: A little late this year but I have an excuse. This March was the "big" one! I am now an Octogenarian! Still alive and kicking, though, and traveling quite a bit. Just got back from South America for a two-week visit. That is the only place we had not been so decided to go. We have a great time, stayed in Buenos Aires for a week, three days in Iguassu Falls, then on to Rio De Janeiro for a few days. They really know how to live down there. United treated us well, flew first class most of the way. By the way, the food in first class was unbelievably great.

Thanks to all you great guys for making this publication possible.

**Lester**

**ROBERT A. EBENHAHN**

13166 Via Madronas Dr, Saratoga, CA 95070

Dear Cleve, Just a note with postage to let everyone know Jill and I are still well. We travel a lot in our RV and are in contact with a group of retired pilots. Still enjoy seeing everyone at folding and stuffing. We are looking forward to Las Vegas in September at the end of a long RV trip.

**Bob**

**CLAUDE F. GIDDINGS**—792 Gloucester Ln, Thousand Oaks, CA 91362

Dear RUPA, The years are clipping by so fast, I'm losing track of things whizzing by. Life is such a grand experience! I thought that I might as well send you my mail fee. I enjoy the *RUPANEWS* so much.

We bought and moved into a new house (under construction) a year and a half ago. I'll never do that again. Starting from scratch is a larger job than we imagined. We are just about settled now. What a grand uphill battle we programmed for ourselves.

Our best wishes to all our Airline friends. They are the cream of the crop.

Sincerely, **Claude & Janet**



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**CLAY GOLDEN**—5393 Azalea Dr, Grants Pass, OR 97526

Jock, Cleve, and retirees, Enclosed is two years stipend, sorry to have gotten behind. Somehow retirement seems to promote a little procrastination! Only 14 years into my second life now, guess I'll catch on in time. Thanks for the expert work of the volunteers. This monthly has really gotten classy.

Here's a "good old days" memory.

When I was a relatively new member of U.A.L. and learning the tricks of upright flying, one of the early consternations was that of walking in on a woman in one of the DC6 or DC7 blue rooms on night flights, perched on the throne, not having locked the door of course. As a youngster, I became quite embarrassed, and presumed the lady was also. About I managed to do was blush brightly and go back to the cockpit and wait until I heard the blue room door close, then try again. One night I was flying with a real gentleman many of you know, Wayne Hughes. I slunk back into the cockpit after one of the above episodes and mentioned it to Wayne. He filled my young heart with wisdom of the more mature adult male. His solution to this common problem was to politely say to woman, "excuse me SIR", then close and lock the door. The thought being that she would assume that because it was dark outside and she probably couldn't see me plainly, that I couldn't see any more plainly, and mistook her for a man. What wonderful wisdom, and a way out of my frequent dilemma.

Of course I tried this ploy next time out, and it worked! For me anyway. I used that tactic for quite some time, and successfully I thought. Then one night came the kicker! I was on an all-night coach DC 6 flight to Chicago from L.A. and went through the ruse, wandered on back to the buffet, got a cup of coffee, and was leaning against the entry door when the lady from the loo came out, walked back, stopped, and said something to the Stew. She then left, presumably for her seat.

The young Stewardess (this was before they were called "Flight Attendants"), asked me if something was wrong? I asked why she should ask such a question and she replied. "That lady just asked me if all our pilots' eyesight was as bad as yours?"

Needless to say, I never used that ruse again. I just closed the door, locked it, and waited my turn! I do believe since then that I have come to know the difference, or at least I used to. Women then didn't have trousers around their ankles when perched on the throne!

We haven't done much traveling this year. A cruise through the Panama and a couple short motor home trips.

Had a total Knee replacement in August and couldn't do much for about two and a half months. Been back since then, though, with square and round dancing, bowling, and Golf. I found out that if you have a great surgeon you get great results. If any of you are going in for any joint replacements, investigate your prospective sawbones. It sure can make a difference in your future life style. Also be sure to suffer through your therapy. It may hurt like hell for a couple short months, but there's many years of benefits to glean from the pain you put up with.

Enough advice on medical matters now. I look forward to all the tall tails, Tailspins that is. Keep them coming.

**Clay**

**JAMES L. HARMON**—26 Dartmouth Trace, Ormond Beach, FL 32174

Dear Cleve: It seems impossible that a year of retirement has gone by already. A move from Kentucky to Florida, and traveling around to explore our new surroundings has made for a fast year. I'm enclosing a check for my Annual Postage Fee. It'll be interesting to see how fast the year goes until I'll be writing you again. Best wishes to all.

Yours truly, **Jim**

**TOM HELMS, ORD**

Hi Jock,

Regarding the "Lodestar" piece on page 20 of the April 2001 *RUPANEWS*, I flew a Lockheed Lodestar 18 a short period of time for a corporation out of MDW, and it was equipped with P&W R1830's. When I flew Whirlpool Corporation DC-3s they had P&W R1830's, but when I flew North Central Air Lines DC-3's they had all Wright single row R 1820's.

You had to keep a close eye on the Wright's and use plenty of carb heat. The Wright DC-3s also had mixture controls down by the copilot's left



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knee and cutoff was full "forward" which was highly unusual, and a setup I haven't seen before or since.

Best regards, **Tom**

**TOM HERDKLOTZ** tope@newnorth.net  
Getting better only 3 days late this year.

Our big deal was camping at Oshkosh for a week in our motorhome. I work as a volunteer with the Fly By group, giving fly by and departure briefings.

Other than that, boating on the chain of lakes with friends and partying. With my hip still talking back to me, and other infirmities, we just do not do much.

This winter, Hope had to do the shoveling while I got to ride the tractor and blow the drive clear. Spring has started to come to the north woods. The snow has all but disappeared, however the lakes had so much ice this year that they are still frozen.

We sure enjoy the *RUPA NEWS*, but it is getting where I know more in the Flown West section than all the rest of the journal. Keep up the good work and have fun.

**Tom and Hope Herdklotz**

**SID HUFF**—P.O. Box 281, Homewood, CA 96141

Fifty five years of Seniority makes traveling a breeze on passes, but we still prefer traveling in our motorhome.

Spent Jan Feb March in San Diego area in it again this winter, playing golf three times a week and still holding an 18 handicap. Had my annual physical and the results say I'm in excellent health. Reva, my wife of fifty years, has a few problems such as diabetes and arthritis.

Vicky our ORDSW, with 29 Years seniority, will retire next year and will become a full-time nurse. She and Tony just bought a home in Seattle, and she will finish her career there.

At 82, still working all summer as a carpenter, having more work than I want. Gotta take more time off to smell the roses.

Our son, who lives in Santa Cruz, is a contractor. Due to the energy crunch in California, he will be building solar units.

Our other daughter and family live very close and we enjoy their company. Regards, **Sid**

**BOB JO CZ**— 107 Shady Branch Trail, Ormond Beach, FL 32174 (rtjocz27@aol.com)

Dear Cleve, Enclosed is my annual postage check Late again! I'm not a detail kind of guy, so things slip right on by. But *no excuse*, I'll try to do better. 12 years plus since I have retired, doesn't seem that long since I'm having lots of fun with the sons and their families. Our grandkids are great and love to spend lots of time at our home on Lake Anna. Lots of water craft, swimming, fishing, plus a great rope swing keeps them busy all summer. Such a pleasure to watch them grow up, it keeps grandma and grandpa happy to have them with us.

Jo Ann and I are healthy for old people, the pills are all working. Both playing golf, handicaps are steadily climbing, but that frustrating game (which we threaten to quit) gets us out of the house and blows the stink off.

Son, Michael, has been flying Capt. on the 737 out of Washington just bid on the Airbus, and son Doug was flying 727 Capt. out of Washington until they closed the base for the '27s. He is now in Denver training on the 737. Doug is also a Major in the Air Guard, flying out of Martinsburg, WV. Life is good!

Many thanks to all the good folks who put out the *RUPA NEWS*. It's nice to keep up with all the geezers, even *all* the copilots and F/Es who flew with me are geezers now. *I miss you all.*

Stay well, **Bob**

**EDWARD P. KRIEGER**—3210 Lake Knoll Dr, Fullerton, CA 92835

Dear Cleve & Jock: A note to let you know all is well, wife and I took a quick trip to "Old Erin" and to England's North Sea Coast, beautiful. Felt the need to return and revisit the cultural aspects of Ireland, namely, Jameson's Distillery, Guinness Brewery, Bailey's Irish Cream, and others. *RUPANEWS* is always informative and refreshing. **Ed**

**GEORGE KROSSE** gtk4923@pacbell.net

Turned 78 today (4/9/01). While on a recent cruise, the mc on stage was asking the audience: "Where are you from and why", "California, because they turned the lights off" was the response. Keep up the good work!

**George**

**GEORGE KROSSE**, gtk4923@pacbell.net  
Turned 78 today (4/9/01).

While on a recent cruise, the MC on stage was asking the audience: "Where are you from and why", "California, because they turned the lights off" was the response.

Keep up the good work!

**George**

**GARY LOMHEIM**—16759 El Portola Ct, Sonoma, CA 95476

Greetings Cleve. Eve enclosed a check for my dues and promise not to be a month late next year. Edna and I have been on the road for six of the last thirteen months. While we've had a lot of fun sticking to our pre-retirement flight plan (summer in the northwest, winter in Palm Springs) I still occasionally feel that it would be great to grab the old flight bag and fly a trip to Hong Kong. My attempts to revive my golf game are coming along slowly but surly. We love our new motor home and the people we have met along the way have added to the enjoyment. I've tried every kind of bait out there to catch fish with only limited success. My next trick maybe to use dynamite. Edna and I send our best to all and hope we'll cross paths down the road.

Sincerely, **Gary**

**JIM & JAN McMILLIN**—PO Box 156, Madisonville, TX 77864 1940-1976

I believe this is the first time that I have been on time with my letter. I know that I did not write last year as we used the first half of April to finish our house and move our stuff from storage. We built just outside Madisonville. I used the last half of the month hunting stuff we suddenly found we couldn't live without. I then needed a year off, but accumulated enough energy to get this out *early*. Jan and I love the people here, but we miss the Denver climate. Our health has been good. Is it the heat of summer and the year-round humidity that has slowed us down? Our children continue their vocations and avocations and are healthy and happy. Enclosed is a check for last year's missed postage payment and the payment due this April.

I still read the *RUPANEWS* from cover to cover; you guys do a good and much-appreciated service, thanks.

**Mac**

**THOMAS MCCOSKER** 1000 Island Lake, Watersmeet, Mi. 49969

Next month will start our 25th, year of making Maple Syrup and 18 in retirement. Still have my Lake Amphibian. Don't fly it as much as I used to. After 58 years of flying I guess I can quit.

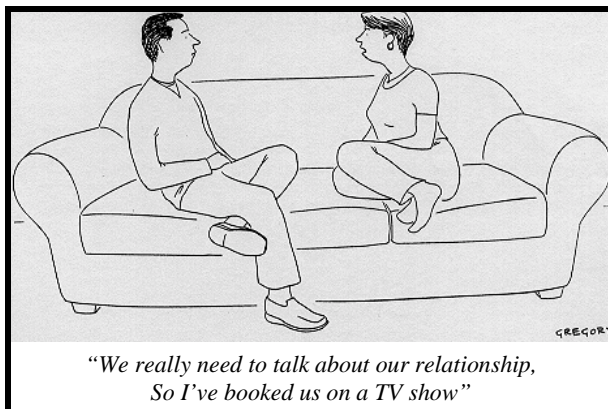
Still plan on Oshkosh this summer, also Vegas for the reunion. Enjoyed the Skeet shooting there in '99. Hope Dixon and House can set it up again. Carol is fine, still beats the men in bowling and spends time downhill Skiing. She hasn't reached retirement age yet. Our son Wayne is with TWA. He has nine years to go. Hope this merger works out for him. He is in charge of the B777 deliveries. I went along in Oct. to bring no. 10 back to St. Louis, quite an airplane... Just received my videos from McCrea, Sent him a check the end of October. It's true, Island in the Sky is poor, but High and the Mighty is good, in color too. It came through the mail and was smashed. Lucky the tape wasn't damaged, I was able to rebuild it in another case. Check to Cleve. **Tom**

**JAMES W. MILLER**, jimbevm@juno.com

Dear Jock, Good seeing all you SFOers at the picnic last year.

After visiting several old friends in assisted living "hotels," we decided to move one more time under our own power!! November 1, 2000 we moved to Lake Arrowhead just in time for the worst winter in ten years. Had over 7 feet of snow. After 40 years I'm back to skiing - and better than ever. Well, I can dream. Friends bought us a snow shovel; how did they know! Beverly and I are going to the F-86 convention in Las Vegas this month. We always see a bunch of UALers. Thanks for your efforts. Hope to see you all at the RUPA convention in September.

**Jim**



"We really need to talk about our relationship,  
So I've booked us on a TV show"

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**MARTY MOREHEAD**

Greetings - only a little late from all my birthday celebrations. My kids all were so worried about me, as I was diagnosed with an enlarged heart with a leaky valve.

Everyone I told said they, too, had a leaky valve or they know someone who did, and they are just getting along fine, but my Doctor insisted I go to a cardiologist, which I did, and he has put me through every test related to heart conditions other than normal.

Yesterday I took the final test -an angiogram, and catheterization - and I have no clogged arteries. I can live with a leaky valve if I don't participate in marathons, much too difficult from my usual once a week bowling league, and my frequent bridge games, club meetings and watching baseball on TV. So I hope to join you-all at the Convention in September, after the Capital Picnic.

Can't wait to read the *RUPANEWS* each month. Wish everyone a Happy Easter, and oft extended gratitude to all the contributors who print this great publication. Check is in the mail to Cleve.

**Marty Morehead** (am I more famous as Moose's widow or Jim's Mom?) Martymorehead@cs.com (561)338-0570 Fax 561-361-7872

**TED OSINSKI** Palm Beach Gdns, FL.

Having finished my IRS obligations I can now send my annual report. Still enjoy flying my Maule and hope to get to Alaska, but obstacles keep occurring. Last year had to move in-laws to assisted living, along with hip replacement, cataracts, & pacemaker for them.

April 17th, mother-in-law is getting a new knee to complement her hip. Rehab is approx 7 weeks which puts my trip on hold again. Enjoy the RUPA luncheons, spearheaded by Bob Schaet, and the camaraderie.

Had Kidney surgery in December, which went well. Had an ongoing intermittent urinary infection for last 35 years, which no one could get a handle on, 'till I got a new internist. Along with a urologist they found problem with a renal scan and fixed it ?

Question mark is I felt good for the past 35 years & feel the same after surgery. So far specimen shows no signs of infection, although I still have to make my one pit stop during the night.

Regards, **Ted Osinski**

**GENE PETERSON** carvgene@gis.net

Good day to all:

Looking back over the last year, I can highlight a few things.

Recently we just got back from the council 52 retirement party. I'm sure that everyone had as good a time as I did. Met lots of old friends and honored about 14-16 guys that I flew with back during my career. It is hard to believe that so many of them are retiring now. But then?

We have had a busy season on Cape Cod. Last summer was especially busy, with lots of family visiting. One stretch lasted for almost a month. But that is what you get when you move to a vacation area.

We worked hard getting some more of the plantings in and various flowers and shrubs relocated. The place is beginning to look like we live here now. We are also cleaning up the woods to make it look less like a jungle and more like an open woods.

We have bull briars here that are terrible as they have thorns that are about 3/8" long.

We didn't travel by United a great deal, but were successful at getting first class 7 out of 8 legs, going to Denver/Colorado Springs and then back to DEN and down to ABQ and home again to Boston.

In January, I went to Atlanta with a group from our church to do a Habitat for Humanity project in Anniston, Alabama. We had 22 folks go. I flew on UAL via IAD and again made first class on all four legs. We were on time too.

Currently we are enjoying the production of our solar panels. We are getting about 5.5 KW on the sunny days and part of that we sell back to the power company as it is in excess of what we use during the day.

Hope the folks in California can keep the lights on.

I have managed to find a shooting range that is quite close, so I have been enjoying sharpening my handgun shooting. I have met a local Sgt. in the police, and he has been giving me some pointers that have helped a great deal, and the scores have improved accordingly.

Reloading is a must, but I enjoy that as well.

Haven't been doing a great deal of wood carving, but hope to get back into that also when the weather improves.

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I really enjoy the *RUPANEWS* and read it cover to cover. The folders and stuffers really deserve a tremendous pat on the back for all the work they do. Thank you.

The check is going off tomorrow.

God bless,

**Gene & Joann Peterson**

**OAK PORTER** PO Box 3835 Sunriver  
OR.97707 oakporter@wizard.com

Dear Jock; This month rolls around away too often, It seems like I just wrote this letter, but I guess we are all seeing the time fly by fast when we are having fun, 16 years into retirement, can't believe it.

Fern and I are doing pretty well health-wise, Fern had a bout with an infected foot last summer, but is all well now. I was chef, cook and bottle washer there for a while, we sold our house in Sunriver and built another one with a four-car garage near the river by the Crosswater golf course, now I have room for all my toys or at least almost all, I have to park the motor home along side the garage.

We really enjoyed the cruise and are sorry that there weren't more Ruparians there. Sure hope to go on a cruise through the Panama Canal next year.

We are planning on a motorhome trip to Kimberly BC in July for a golf tournament, looking forward to that. We haven't used any passes this last year, but I guess it has been hard to get on anyway so much for that.

We are looking forward to the convention in Las Vegas in September, and do hope we get a good number of golfers to sign up - we have two very good golf courses to play this year. The information is in the *RUPANEWS*, so sign up early so we know how many golfers to plan on.

Thanks to all who make this *RUPANEWS* possible, I know it is a lot of hard work. Check is in the Snail Mail to Cleve.

**Oak & Fern**

**JIMMY L. PRICE**—3462 S. Clandara Ave, Las Vegas, NV 89121 boatless@aol.com

Dear Cleve, Just a couple of months late for this year. Not bad for me. Three plus years into retirement and everything is somewhat normal. Carol and I have been doing considerable travel, both in

the air and auto. It's good to get the newsletter and hear from everyone. You and the fellow officers and volunteers do a nice job.

Thanks, **Jim**

**BILL & GAIL RANKIN**—306 Cove Rd,  
Queenstown, MD 21658

Dear Jock & Cleve: Just returned from 5 days of testing my sense of humor on some of the golf courses in the Pinehurst, NC, area. Managed to make contact with one of the old long-time New York types, Tom Hurst, who has been into Pinehurst for years. Enroute to that outing, also made contact with another New York DC-6 alumnus, Mario Nizich.

Escaped from the cold northeast once again in February to spend the month at the airport community of Spruce Creek, adjacent to Daytona Beach. As usual, enjoyed the local RUPA luncheon.

While in Florida managed to get to Miami participate in a reunion of my former airline, i.e. before UAL, PanAmerican Grace Airways known as Panagra. Having been Furloughed from Panagra in 1954 (seniority #120) it was fantastic to see old DC-3 captains that I had worked with flying the Andes during that era. Memories of going into places like Quito, Ecuador (9,500), La Paz, Bolivia (13,300), and the dirt strips in the jungle of Eastern Bolivia came back loud and clear. A general consensus was next year the reunion would return to Lima, Peru our old base.

Thanks again for your great efforts in making the *RUPANEWS* a first class publication.

Warm regards, **Bill & Gail**

**HARLEY BROWN** 17050 Arnold Dr. #F-209,  
Riverside, CA 92518

*RETURN TO GERMANY - Or the Perils of Standby Travel*

by Lt. Col. Harley Brown, USAF (Ret)  
*Last year [1994], the Gemeinschaft der Jagdfliieger (German Fighter Pilots Association) extended an invitation to AFAA [American Fighter Aces Association] President Dick May inviting all members of the AFAR to attend their 1994 reunion to be held in Geisenheim, Germany on October 7-9. Twenty-one American Aces accepted, along with wives and members of the Friends, making a contingent of 60 in all. The fol-*

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*lowing is the account of the trip by the Aces' own Harley Brown. Harley is a retired United Airlines captain and has "standby" flight privileges- Editor AFAA Magazine*

Arriving at San Francisco Airport, Peggie and I approached the United Airlines ticket desk. I glanced down, a habit I acquired throughout the years looking at girls' legs, and spotted a coin. I picked it up and saw it was an English pound, worth \$1.61. (England still has its money system in pounds and still weighs people in stones.) I thought, "Boy, our lucky day and a good omen for our trip to London." Had I known what was in store for us the next three days I would have left it on the floor, executed a 180-degree turn and gone home!

We proceeded to list for the next flight and checked our hold luggage. An hour later we were strolling around the lobby and Peggie said, "My Lord", (one of her favorite expressions when things go wrong) "your fly is open!" I quickly reached down to close it. To my dismay the fastener wasn't at the bottom, it was at the top of the zipper.

I got a sinking feeling and suddenly realized our baggage with my other two pair of pants was traveling in tunnels underneath us toward who knows where. I buttoned my coat and headed for the nearest rest room. I lowered the fastener as far as I could, and slowly pulled it up. A miracle – it worked! I spent the rest of the day sucking in my stomach to relieve pressure on the zipper.

United has two non-stops flights a day from SFO to London. Friday, we found out, is a poor day for stand-bys. After missing the first flight Saturday, we checked with British Airway and Lufthansa, both over-sold for the next two days. We continued standing by with United and got on the last flight Sunday evening. Most of our friends traveling overseas get in business class. Not Peggie and I; she ended up at the rear and I at the front of economy class.

Arriving in London the next morning, we were greeted with the usual heavy rain. We rented a car and bravely headed out driving on the wrong side of the road, in a heavy rain, with bleary eyes and no sleep the past 28 hours.

On the motorways in England, most signs are on the left side of the road. The big, heavy lorries

(trucks) usually stay in the left lane, thereby hiding road signs from the two inner lanes. This, with the heavy rain, caused us to miss our first turnoff to head north. Instead of driving 25 miles for accommodations, we drove 96 miles to our first sleeping quarters.

We spent five days visiting Peggie's sister-in-law, we spent a few days at the Lake District in Windermere, and five days visiting our good friends Rose and Bill Sharpe who is a professor and a historian for the 20th Fighter Group, with which I flew with during World War II. One night they were driving us to the Cumberland Hotel for a fine dinner when Bill turned on the radio. A few minutes later the announcer, Mike Howell, gave a welcome to Colonel Brown and his World War II bride, Peggie, from England, visiting here before going to Germany. That Bill and Rose are always full of surprises!

The morning we were to head for the airport, Jack Frost had our green car completely covered in a white coat of frost, so we had trouble finding our car in the parking lot – an omen of troubles to come. As we had discount tickets on Lufthansa, we were in our usual stand-by mode.

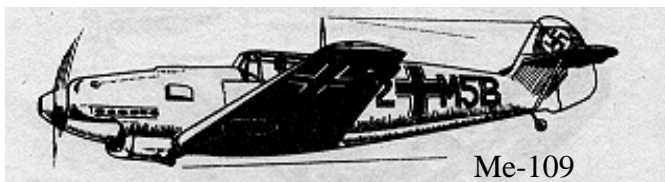
After missing three flights, we checked with British Airways, who were over-sold. Then checked with British Midland who said we might get on the 4 P.M. flight. After three trips back and forth, we ended up at British Midland at 3:00 o'clock. They then informed us we needed our tickets stamped by Lufthansa before they could accept them. A fine time telling us now, as I had one hour to rush back to Terminal 2 then back to 1, going through two customs and two check points. By the time I got the tickets stamped I had 20 minutes to get back through the whole maze. The flight to Frankfurt was very bumpy. Reminded me of my P-51 days in World War II, as I kept trying to miss all the flack coming up from Frankfurt. The landing was so hard it jarred my teeth. My passengers must have enjoyed all my grease job landings (most of the time) I gave them during my 29 years with United.

We arrived in Wiesbaden two days before our tour started, so, as stand-bys, we had no reservations. On calling the *Wiesbaden Arms Hotel*, they informed us every hotel in the area was full. We checked the information desk and they said only

one hotel had a few rooms available. This was a holiday weekend in Germany. I asked the rate and they said \$455. I asked, "What - a week?" They said, "No - a night."

We then tried to rent a car, but of course none were available. I then called the military base. They were full, but informed me that the *Ambassador Arms Hotel*, a military-run establishment off the base, had a few rooms available. I checked with them and they said the room rate was \$60. I said, "I have my wife with me and I want the room for the night, not just two hours." He said it was \$60 for the whole night and he could put us up for two nights.

Our taxi ride there took 15 minutes and cost \$40. We began to find out how expensive Germany is! The Ambassador being a military hotel, and the way the prices were, I expected a small room with two army cots. We opened the door, and to my surprise there was a nice suite with two bedrooms. Every blind hog finds an acorn once in a while! Two days later, on October 6th, we took a taxi to the *American Arms Hotel*, another U.S. Army-operated hotel near the center of Wiesbaden where our tour group was booked. After a 30-minute ride costing \$75, we arrived there with nearly an empty wallet. Fortunately we had prepaid the tour of eight days, thereby giving my poor wallet a rest. The Army's reputation went down a couple of notches, however, when we discovered that each two rooms shared a bath. Oh, well, it was a good way to really get to know one another.



Me-109

Following breakfast on the 7th, we departed the hotel for Geisenheim, 25 kilometers southwest of Wiesbaden, where the reunion of the German Fighter Pilots Association was to take place. Arriving at the *Ruthmann Hotel*, we were met by Anton Weiler, president of the German Fighter Pilots, and Guenther Rall (with 275 victories, the top living fighter ace), who presented us all with neckties emblazoned with Me-109s. Others in the

reception party included Walter Krupinski (194 victories), Franz Ellas, vice-president of their Association and Horst Amberg, secretary.

After some socializing, we were ushered into the dining room for lunch, as we were being seated, all heads turned towards the doorway where Adolph Galland and his wife Heidi, appeared. Galland, who was head of the German fighter command at age 29, is now 82 years old. His wife is much younger and is a beautiful lady. No wonder he smiles most of the time!

Following introductory remarks by Anton Weiler, Adolph Galland gave a welcoming speech. Fritz Payne was thoughtful enough to obtain the text of his remarks, which follows:

“American Fighter Aces:

We are greeting our friends from the American Fighter Aces Association with Hello. Welcome to Germany, welcome to our annual fighter pilots meeting here on the River Rhein. We are happy to have you with us and we thank you very much for coming. May you have some happy days with us. You have come a long way in an impressive number and we want to thank all of you. Contrary to 50 years ago, when you were intruding our airspace in such an immense superior number - without any invitation from our side - you are today cordially welcomed; especially since you brought your charming brides! It is a shame that we had to shoot and to kill each other in a terrible war before we could become friends. But, you know, better late than never!

We did not make the decision for the war but we had to fight it for our countries. In our case, this was Germany, and by no means "Nazi-Germany". Perhaps you don't know that no professional soldier was entitled to vote in elections. We did not miss this. We were happy to fly many hours, so much as we wanted.

Our Luftwaffe was less than five years old when the war started. All the mistakes and errors we made are well known. "The main error was to believe that Germany could win the war against the USA and Russia. I never did follow this belief. But we, the fighting generation, really did not consider any other possibility than to continue. Being confronted with this dark background and in the desolated situation it was remarkable that the fighting spirit did not quit completely in our

fighter arm. Your superiority in numbers and performance around the time of D-Day was higher than 20:1.

Taking all this into consideration, you may ask me for an explanation for the high number of German personal aerial victories. The fact is that there were an unbelievably high number of enemy aircraft over all fronts and our fighter pilots continued to fight from the beginning to the end. No question - decorations, especially the different ranks of the "Ritterkreuz", were at all times an important and powerful stimulation.

I am happy that we don't have a fighter aces association in Germany. We include all members and services which helped us to fight.

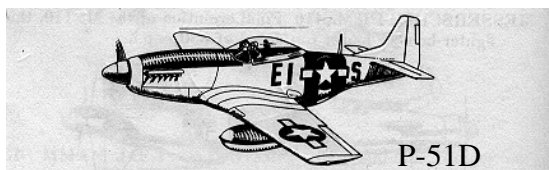
We have built a memorial on our own account and, since we had a little problem in which direction the eagles should fly, we decided for the north! - This was the only direction in which we did not have major enemies! We also dedicated our memorial - "To the fallen fighter pilots." This includes all our former enemies and our allies.

To you as representatives of the great American Fighter Aces Association, three times our "Horrido! - Horrido! - Horrido!"

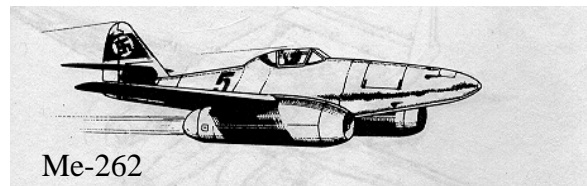
As Galland shouted out each "Horrido", the German fighter pilots would answer back, "Yo-ho!" Then they all chanted, "Huh-suh-suh Fass die sau am schwanz." Which, loosely translated, means "grab the pig by the tail."

During lunch we talked about different fights and dates and we would marvel about how lucky we all were to survive. That got me to thinking about my luck. With over four years of military flying, then four years of crop dusting, followed by 29 years with United Airlines, that's 38 years of flying and over 28,000 hours without scratching an airplane or blowing a tire. What a lucky bloke am I!

The evening was billed as "Fighter Pilots Night." We returned to the *Ruthmann Hotel* to spend the evening with Galland, Rall, Krupinski and a host of other German fighter aces. Clayton Gross was particularly delighted to meet one Kurt Lobge-



sang. Clayton and Lobgesang met in the air over Germany on April 14, 1945 when Clayton was



flying a P-51 and Lobgesang an Me-262.

On that fateful day, Clayton shot down the young German pilot and never knew what happened to him.

Saturday, October 8th, we returned to Geisenheim for wine tasting. Once again met by our German hosts, we were treated to seven different kinds of wine, from the very dry Riesling to the very sweet after-dinner wine, Auslese.

Later that afternoon, we traveled to a beautiful clearing outside of Geisenheim on the banks of the Rhine river for a ceremony commemorating all fighter pilots. There, beneath an obelisk topped by two stylized eagles in flight, as described by General Galland, gathered a crowd of several hundred, including active duty and former Luftwaffe fighter pilots, our own American fighter aces, and a delegation from the Czech Republic, Great Britain and France.

The ceremony was opened by a World War II Luftwaffe veteran laying a wreath of flowers at the base of the monument. Next followed AFAR president George Chandler and a USAF colonel, who laid a wreath to commemorate fallen American pilots - then came delegations from the Czech Republic, Britain and France. Anton Weiler then gave a speech which was translated into English and French for the visiting foreigners in the crowd, following which the attending Luftwaffe band played the national anthems of the Czech Republic, the United States, France, England and Germany in turn. A most impressive ceremony! While the wives and Friends of the Aces returned to the hotel to dress for dinner, we gathered at the town hall in Geisenheim for a reception with the mayor. After a short walk from the town hall to the *Germania Haal* restaurant, we met the rest of the American delegation for the main banquet of the reunion. Following the dinner, Anton Weiler made a few opening remarks, after which Guenther Rall called George Chandler forward

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and presented him with a memento from the German Fighter Pilots Association - a beautiful bronze eagle with the inscription, "Gemeinschaft der Jagtflieger, Geisenheim, 7-9 Oktober 1994, presented to the American Fighter Aces Association".

Sunday morning, 9th October dawned bright, calm, and warm. We were bussed once more to Geisenheim, where we boarded a tourist boat for a cruise on the river Rhine. On the boat, we were met by perhaps 100 of the German fighter pilots and their wives. The slow cruise, coupled with beautiful fall weather, allowed everyone to take photos of the many castles located along the river. Midway through the cruise, Anton Weiler and George Chandler gathered their respective groups for a photo of the combined German/American fighter aces. Following that, George Chandler had the opportunity to present the gifts that had been brought to give to the Germans. First came a beautiful etched glass sand casting portraying a FW-190, Me-109 and Me-262, inscribed, "Presented to the Gemeinschaft der Jagdflieger by the American Fighter Aces Association, 7-8 October 1994, in recognition of our mutual respect, honor, and love of country." The sand casting was made and donated by Randy and Linda Smith of Escondido, California, and was brought to Germany by past-president Dick May. As Anton Weiler was admiring the first gift, Chandler brought forward a copy of the American Fighter Aces Album, signed by all the American aces on the tour.

Before Weiler could respond, Chandler said, "Wait, there's more," and brought from his pocket an American Fighter Aces watch, which he presented to Weiler personally. The remainder of the boat ride was just as pleasant, providing a good opportunity for conversation between us and our erstwhile foes of 50 years ago.

An early morning bus ride took us to the bahnhof (train station), and the start of a five-hour train ride to Berlin. Reserved seats, comfortable coaches, and a smooth ride. Just like airline travel - except there was no baggage car and the luggage had to be hauled on and off. Arriving in Berlin at 4:15 P.M., we traveled down the Unter Den Linden, east through the Brandenburg Gate, to the *Radisson Hotel*. Situated just across from

an historic church, the *Radisson* provided true first-class accommodations including a private bath in every room!

We then spent three days and nights touring east and west Berlin. We had a full day at Preschen Air Base located just eight miles east of the Polish border. The Luftwaffe provided a bus for us, complete with a first lieutenant guide. As we drove through the eastern outskirts of Berlin, we passed about two miles of a section of the Berlin Wall which hadn't been torn down. Nearly every inch was covered with graffiti.

After a bumpy, three-hour ride over an autobahn that had seen little attention since the start of the Russian occupation in 1945, we arrived at Preschen Air Base, a former German Democratic Republic base. The home of JG-73, it is equipped with the Russian-built Mig-29 -- a very sexy-looking aircraft! Arriving just before noon, we quickly disembarked. (The lengthy ride had been a real test of our bladders - fortunately, we all passed!)

Following an operations briefing, we were taken to the Officers' Club for a fine lunch. We were then bussed to the flight line where we were shown the Mig-29, Tornado and the older F-4 Phantom. Our tour ended with a flight demonstration of the Tornado and Mig-29. After a short speech of appreciation to our Luftwaffe hosts by George Chandler, we departed the base for Berlin (but not before one more pit stop!)

Leaving the *Radisson Hotel* on the 13th, we started back home.

With all the stand-by trouble we had coming over we should get home without a hitch, right?

Wrong! We planned Berlin to London non-stop on United. During our month in Europe, United stopped all short hauls. Luckily we had purchased back-up discount tickets on Lufthansa. Late in the afternoon, after missing two flights, we got on Lufthansa but instead of non-stop to London we revisited good old Frankfurt again, then on to London.

Hoping for good luck on United from London non-stop to SFO we arrived too late for that flight. Rather than stay overnight in London, we got on a flight to Kennedy. Of course we arrived there too late for the SFO flight

Rather than stay overnight in rough old New



York, we decided on the LAX flight that departed at 10:00 PM. *A miracle-* we finally got out of economy class, me in first class, Peggie in business. After walking several hundred miles in airports, lugging all our suitcases, Peggie decided I needed a rest, so she let me go first class.

We arrived in LAX at 2:00 AM and went to a hotel. After a day-and-a-half with no sleep, we practically died in bed thinking, "One easy leg on to SFO "

Murphy's Law was still with us. That last easy leg to SFO was the usual nightmare that had plagued us the whole trip. After missing four shuttle flights, we got on in economy again. Peggie front end, me the rear. Taxiing out from the ramp the captain announced an hour-and-a-half delay due to a strong windstorm in SFO. - Woe are we!!

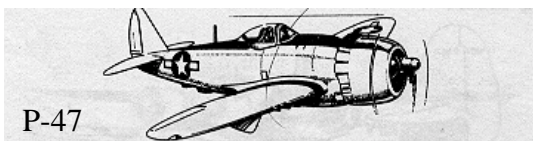
After arriving in SFO, for the last time, we went to "lost and found" and found our luggage waiting for us with a smile. And smile it should, as it always had a pleasant straight-through flight while we were having all our stand-by difficulties.

With all our good and bad times, we finally arrived at our home in Clear Lake. There is no place like home sweet home! The only trouble was, with all our jet lag, my body clock was all screwed up. I still go to bed hungry and go to the dinner table wanting to make love!!!

*Might I make a guess that you were cleaning out your closets and decided to send us this contribution, Harley, for after seven years it is approaching historic status, and certainly I have requested such material for publication.*

*As one who was too young to fight in WWII, but certainly old enough to remember being bombed (I was eight years old in 1941 during the Blitz.) I read with interest General Galland's (I assume by now the late General Galland's) comments about their being overwhelmed by 20 to one and being non-political. It is a matter of historical fact that the Luftwaffe of those days was the most pro-nazi of all the German armed forces – excepting, I suppose, the SS. It is curious how historical revisionism works to preserve particular mind-sets.*

*Your travel tribulations could have been written today – some things never change. Ed.*



**EDWARD P. ROONEY**—2420 KINGS lake Blvd, Naples, FL 34112

Dear Cleve, It doesn't seem possible, but my first year of retirement is at an end. Where does the time go? Sometimes it just feels like a long string of vacation days and I'll be stepping into my uniform, again. (Shudder!) Fortunately, those feelings don't last too long.

My wife, Judi, & I thoroughly enjoy the freedom to plan holidays and other events strictly on our own terms.

Life is good in sunny Naples, Florida! We both love our *RUPANEWS*.

Best wishes, **Ed**

**ANTON SATORIUS, SR.**—17250 Berlin Station RD, Berlin Center, OH 44401

Greetings to all, I guess the best news I have right now is that winter is finally coming to an end. It's been a nasty one this year. Should be used to it by now, this is our 10th year in Ohio.

We've been keeping close tabs on Capt. Bill Riley. Right now, they are still assessing the damage done by the stroke. He is, thankfully, walking and talking and doing therapy.

Enclosed is postage money. Look forward to reading the newsletter each month. You fellas really do a great job. Happy Easter greetings to all. Regards, **Tony**

**JOHN SCHMITZ** johna@cmc.net

As most of you know, I am going into the hospital for a complete right shoulder replacement next Tuesday the 24th.

I will be there 4 to 6 days, then my arm will be in a sling for 6 weeks.

So, I am disconnecting from Internet for a while. I will then decide whether to get a new computer and reconnect, or will I decide to slow down my life and not reconnect at all !!

Time will tell ! I will be at Enloe Hospital, W. 5th Ave. Chico 530-332-7300.

Love you all, **John**

**WALT E. SCHROETER**—13300 S.W. Fox Run, Lake Oswego, OR 97034

Dear Cleve, Just a short note on my 83rd year on earth. Still trying to act younger than my age. Playing tennis two or three times a week with other old "duffers."

Many of us are benefiting from the Dr. Kidera approach of preventive medicine. If we had a medical problem, he tried to deal with it early on.

Regards, **Walt**

**KENNETH A. SCHROEDER, JR**—4062 Canyon Dr, rapid City, SD 57702

Dear Cleve, One year of retirement and dearly looking for a better year!

Son was stabbed Thanksgiving, he's better.

Spanking new wife experienced breast cancer; is enduring reconstruction and getting better. Put my 14-month-old female lab down with seizures just before Christmas. Broke off two teeth. Cash runs out before the month does.

We are heading for Pensacola and Key West so I can show my UAL Sky Goddess how great I used to be. My enduring thanks for all your efforts.

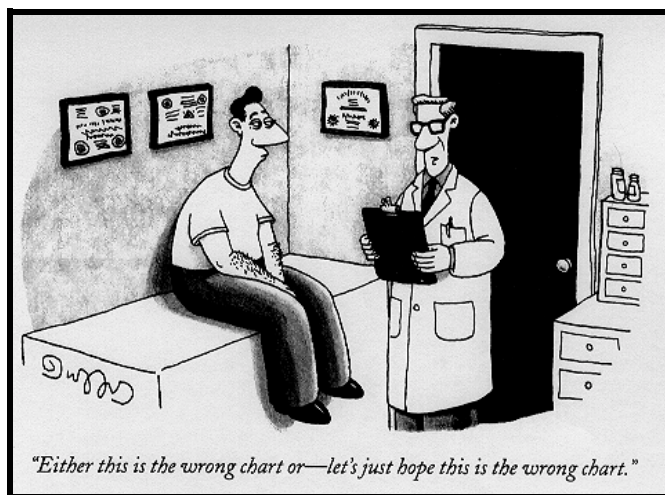
Regards, **Ken**

**PAUL SENGIR**

Hi Jock, I changed the setting so I hope you can open this one. 8 years of retirement and I'm late again about five months late and no excuse. I just keep putting things off until tomorrow. Any way I did send the Postage check in last week and due to the computer glitch this is a week later.

Nothing much exciting happening around here. Dottie and I are both in pretty good health. We only make about one trip per year and this year it was to Tahiti.

Beautiful but very hot and humid The rest of the time I play golf 3 to five times a week and Dottie does her volunteer work. Thanks to all who put out the *RUPANEWS*. We really enjoy reading every issue. **Paul**



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

crllamalot@compuserve.com

Dear Cleve, Going to stay busy at home this year. Started building an AirCam kit plane in February. Logged 230 hours of work so far and have a long way to go.

Regards, **Ralph**

**RONALD E. TAYLOR**

Howdy, It's been a good year, busy keeping up with our family. A couple of trips to Maui, Sedona, and a wonderful cruise on Holland America--Athens to Miami, along with Dick and Lori Anderson, and Ray and Jackie Dapp.

Now Bobbie and I are in the process of leaving Sedona, where we have been since the start of the year, and heading back to Gig Harbor for the summer. We came down to find sunshine, instead it has been rather unusual, with several snow storms, and cool temperatures, while missing the really unusually fair weather in the northwest (and the earthquake), that's a twist.

Anyway, once again thanks to all of you doing such a fantastic job for RUPA.

Best regards, **Ron**

**BILL & TERRY TAYLOR** 100 Vinita Lane Loudon, TN 37774

I guess I've passed a milestone of retirement. Today I cleaned out the hall coat closet, and took my old UAL raincoat to Goodwill. How many times did it shelter me as I waited for a cab, trugged across the ramp, or searched for my car in the employees' parking lot? It wasn't my original issue 'horse blanket', but it served me well for many years, including 4-hr shifts of "special marching" in May 1985. Farewell, old friend.

The days are getting warmer in east Tennessee, and it will soon be Daylight Savings Time. I had to start mowing the grass in March. Why do I have a better crop of emerging weeds than I do spring bulbs, which I deliberately planted? But it's good to have Spring back again.

And then there's the stock market. Don't want to go there; too painful. I can always paper over the bathroom with the ESOP stock, I guess.

Thanks again for *RUPANEWS*; it's great. Good health to all.

**Bill**

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**JOAN & DON TOEPPEN** CG, MDW, ORD.  
44-77.

Another year, another dollar-spent! Still enjoying the life without snow, with letters and e-mail, visits, and phone calls from our "Band of Brothers" throughout the world. The *RUPANEWS* fills in any blanks.

Many thanks to those who offered Joan words of encouragement and prayers as she went through the double hip replacement operations. Doctor says she can again bend down to tie her shoes come September. She will ever have to live with Parkinson's and the results of glaucoma after the hips are back to normal.

Continue to enjoy our local RUPA luncheons, RUAEA breakfasts, and when in Prescott, the Tall Pines RUAEA lunches.

On the health front, Millie Bourgeois has cast aside the protective sheath for her shoulder, and Wayne Hughes is now able to walk with a cane. On the negative side, we lost our Brother, Phil Johnson, and Bob Grady is now consigned to Hospice.

The Retirement Foundation is about to add a couple more pilot widows to our list. As Cliff Sanderson pointed out in the *RUPANEWS*, we still have a half dozen original Board Members on the roster. Most served during the founding in 1984/85. About time the younger generations take over before the old fuddy duddies ruin the thing!

Your United Historical Foundation is about to help EAA in the restoration of their Swallow bi-plane, which, in recognition of United's 75th Anniversary, will be painted in Varney Airlines livery. Contributions are appreciated, and will give the donor a 501-(c)-(3) IRS deduction. Give a lot, and pay no income tax! Don't we all wish it was that simple!

Best wishes to all from the Arizona area for the year ahead.

**Don**

**HARRY S. TYREE, JR.**—6 Windsor Circle Dr,  
Bluefield, VA 24605

Dear Cleve, Thanks to you, Bill and all those who keep this wonderful "pub" coming our way!

Sorry to be late with the check, but as I tell everyone "on time" does not appear in the vocabulary of an airline pilot! All is well after two years on the ground (if you don't count the mild heart at-

tack and the onset of diabetes.) Both are under control and life is good. I'm so busy I don't know how I ever found time to go to work.

My best to you and all those who so assist RUPA. **Harry**

**JAMES O. WALLACE** Jow80@cs.com

Dear Jock, Sorry to be late again. Excuses are easy to find, but I won't bother.

During the past year I have made some changes. The big event was getting married to a long-time friend. This also resulted in a change of address, which will follow. Following the ceremony we spent summer and fall doing lots of traveling by air, auto and RV. In so doing we were visiting, getting family acquainted and lots of golf.

All was going well until a slow-down popped up when my bride, Gladys, had a light stroke. This of course resulted in many visits to Doctors, Clinics and Hospitals. I am happy to say Gladys is getting along fine now and we are back on the golf course.

I had to take my turn with doctors and clinic, due to skin cancers. Most of them were fairly simple to take care of. However, one on my nose required a special surgeon and a procedure called Mohs. It is all over with now, and I'm healing well. I expect the scars and marks will hang around.

While all our medical events were in progress, we did manage to acquire a condo in Sun City, AZ and we will leave the Midwest during the cool months.

Please add Gladys to the records. Your efforts are very much appreciated. Our address now is P.O. Box 126 Paton, IA 50217 Telephone 515 968 4153 <e-mail jow80@cs.com >

Check to Cleve, **Joe**

**ROBERT E. WELLS** 18160 Cottonwood Rd.  
#399, Sunriver, OR 97707

Cleve: Thought I had better check in and let my friends know I am still amongst the living. Have completed 22 years of retirement and still hanging in there. Betty and I are both enjoying good health and are still able to indulge in our favorite pastimes, such as tennis, golf skiing and traveling. We had a great trip to Egypt in November, and just recently returned from three weeks on the island of Kauai. Now that the snow is off the

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ground I am looking forward to the coming golf season. Regards **Bob**

**VINCENT J. WORMSER**—9827 SE 42nd Pl, Mercer Island, WA 98040

Many thanks to you guys doing the *RUPANEWS* – we enjoy the reading.

*22 years out* of the cockpit and enjoying boating in San Juans and Canadian waters and living on Lake Washington.

Hello to old friends and best of health to you all.

**Vince**

### **Planning Your Exit**

*By Marvin Lipman, M.D.*

Several years ago I was asked to see an 85-year-old gentleman admitted through the emergency room. Now semiconscious from a high fever, with a diagnosis of pneumonia, he had recently been moved from Florida to our area by his daughter. This man's pneumonia was only the latest in a series of medical catastrophes. On dialysis for three years due to diabetes related kidney disease, he had recently been diagnosed with lung cancer that had spread to his bones and brain. He had no useful memory and hadn't recognized his daughter for some time.

What happened next to this patient is an object lesson in how not to end one's life. Through a combination of poor advance planning and conflicted feelings on the part of his children, he died a needlessly protracted and uncomfortable death. I'm telling you this story not to depress you, but to show what can happen if you give in to the impulse not to think about your own demise. The payoff for a few hours of psychic discomfort is possibly sparing yourself and your loved ones a lot of future anguish.

#### *Hard Choices*

It would be nice if people died the way they do in the movies, painlessly dwindling in their own beds, surrounded by loving relatives. In real life, dying often doesn't follow such a neat trajectory. That's just the situation our patient was in. The first decision the daughter faced was whether she wanted her father resuscitated if his heart or breathing stopped. The chances of his leaving the hospital alive after resuscitation were less than three in a hundred, I estimated.

I also asked her to consider withholding dialysis

and antibiotic treatment for the pneumonia. His cancer would kill him in a few months. Death from pneumonia and kidney failure was likely to come more quickly and painlessly.

#### *Family Complications*

The daughter felt she couldn't make such momentous decisions without involving her brother, who lived in California and hadn't seen his father for ten years. "They never got along well," she said. Reached by phone, the brother insisted that "everything possible" be done.

We started antibiotics for the man's pneumonia. Three days later, he developed an abnormal heart rhythm that would have killed him on the spot except for the intervention of the cardiac-arrest team. He wound up on a respirator, with virtually no brain function left. After three more days, the abnormal heart rhythm recurred; this time, despite the resuscitation team's efforts, he died.

#### *Taking Control of Dying*

One recent survey found that patients are very concerned about how they die. No one wants to be in pain or struggling for air, nauseated, delirious, or sustained by invasive, uncomfortable machines. Yet many people have not made it known exactly how they would like to be treated if unable to communicate their wishes to the health-care team.

#### *Two Documents You Need*

The first item you need is a living will that states your medical-care wishes in the event of your incapacitation. You can get sample forms from your state or local health department or hospital, or from the group Partnership for Caring – Advance Directive Packet, including state form, free on internet ([www.partnershipforcaring.org/ad.htm](http://www.partnershipforcaring.org/ad.htm)), \$5 by mail. Write 325 Oliver St. Baltimore MD 21202. Call 800-989-9455.

The more specific you are about your wishes, the better the chance they'll be honored.

It's equally important to grant durable power of attorney for health care to someone you wish to act as your health-care proxy. You'll need this if you're one of the 40 percent of Americans who are cognitively impaired near their time of death, according to one study. The living will, no matter how specific, can't cover every situation that might arise. Your health-care proxy will likely be a spouse or an adult child but can be anyone close to you who is aware of your feelings and beliefs.

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### *Who Needs to Know*

Give copies of both documents to your lawyer, your doctor, and your healthcare proxy. Don't stash them in a safe deposit box, which can take weeks to be opened if you're incapacitated. If you're hospitalized, you or your health-care proxy should make sure copies of the documents are attached to your medical chart. One study found that nearly half of physicians were unaware that their dying patients had asked not to be resuscitated.

Don't wait until you're on your deathbed to take care of all this. These papers are best drawn up when you're well and can think straight.

*Consumer Reports On Health April 2001*

### **WHAT TO DO IF YOU LOSE YOUR PURSE OR WALLET:**

We've all heard horror stories about fraud that's committed using your name, address, SS#, credit, etc. Unfortunately I (author of this piece) have firsthand knowledge, because my wallet was stolen last month and within a week the thief(s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more.

But here's some critical information to limit the damage in case this happens to you or someone you know.

As everyone always advises, cancel your credit cards immediately, but the key is having the toll free numbers and your card numbers handy, so you know who to call. Keep those where you can find them easily (having to hunt for them is additional stress you WON'T need at that point!). On a personal note, I remember losing a MC and until I got the toll-free number from information, etc. I was a wreck.

File a police report immediately in the jurisdiction where it was stolen, this proves to credit providers you were diligent, and is a first step toward an investigation (if there ever is one). But here's what is perhaps most important: I never ever thought to do this. Call the three national credit reporting organizations immediately to place a fraud alert on your name and SS#. I had never heard of doing that until advised by a bank that

called to tell me an application for credit was made over the Internet in my name.

The alert means any company that checks your credit knows your information was stolen and they have to contact you by phone to authorize new credit. By the time I was advised to do this - almost two weeks after the theft - all the damage had been done (there are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert).

Since then, no additional damage has been done, and the thieves threw my wallet away this weekend (someone turned it in). It seems to have stopped them in their tracks. The numbers are:

Equifax 1-800 525-6285

Experian (formerly TRW) 1-800-301-7195

Trans Union 1-800-680-7289

Social Security Administration also has a fraud line at 1-800-269-0271

We pass along jokes, we pass along just about everything....do think about passing this information along .... it could help someone else.

*Submitted by Floyd Alfson*

### **FOCUS ON SUPPLEMENTS**

*Supplements for Seniors:*

Earlier this year, USDA scientists released a new Food Guide Pyramid for people over 70 that surprisingly recommended a trio of dietary supplements. In doing so, the researchers acknowledged that seniors may not obtain enough calcium, vitamin D, and vitamin B12 through diet alone. These deficiencies can occur because older people typically don't eat as well or absorb nutrients from their food as efficiently as younger people. But adequate intake of certain nutrients is critical in helping seniors to ward off or slow the progression of heart disease, cancer, and osteoporosis. While certain supplements are recommended to everyone, I think it's particularly important for seniors to supplement their diet. People over 65 should expand upon the USDA supplementation regimen to include the following:

A multivitamin with minerals (or a multimineral formula) for insurance. A multi offers good general protection for seniors, who are more likely to be short on trace minerals because of poor digestion or a less varied diet. They are also convenient and may help reduce the sheer number of pills taken.

Multivitamin	1 capsule
Vitamin C	80IU
Vitamin E	250 to 500 mg
Selenium	200 mcg
Carotenoids	25,000IU (Vitamin A) or 15
Calcium	1,500 mg capsule
Vitamin D	800IU

Antioxidants. These nutrients including vitamin C, E, mixed carotenes (chemical cousins of vitamin A), and selenium reduce the risk of degenerative conditions such as heart disease and cancer. Studies in elderly people also suggest that vitamin E strengthens the immune system. Seniors can follow the Supplement Recommendations for People over 65

Use a basic, no-frills product. Special senior varieties are not necessarily better. Look for a no or low iron (under 8 mg) variety. If you take a multi, remember to lower the dosages of the other supplements you take.

Nonchewable forms (to protect tooth enamel). Take 125 to 250 mg twice a day with meals to avoid stomach upset.

Mixed natural tocopherols. Take with a meal containing some fat (vitamin E is fat soluble).

Organic, yeast bound forms. Take this mineral with vitamin E to enhance absorption.

Mixed carotenes, containing beta carotene, alpha carotene, lutein, lycopene, and others. Take with a meal containing some fat.

B100 containing 400 mcg of folic acid, 100 mcg of B12, and other B vitamins. Take with a meal.

Calcium citrate is best for seniors, who tend to have insufficient stomach acid to absorb calcium carbonate. Take in divided doses of 500 mg at each meal. Because calcium is constipating, take with 750 to 1,000 mg per day of magnesium to maintain normal bowel function. (Magnesium has a mild laxative effect.)

*Bottom Line Health March 2001*



## The New Alphabet for Older People

A is for arthritis  
 B is for bad back  
 C is for the chest pains. Corned beef? Cardiac?  
 D is for dental decay and decline  
 E is for eyesight--can't read that top line  
 F is for fissures and fluid retention  
 G is for gas (which I'd rather not mention)  
 And other gastrointestinal glitches  
 H is high blood pressure  
 I is for itches  
 J is for joints that are failing to flex  
 L for libido--what happened to sex?  
 Wait! I forgot about K for bad knees  
 (I've got a few gaps in my M-memory)  
 N is for nerve (pinched) and neck (stiff) and neurosis  
 O is for osteo-  
 P is for porosis  
 Q is for queasiness. Fatal? Just flu?  
 R is for reflux--one meal becomes two  
 S is for sleepless nights counting my fears  
 T is for tinnitus--bells in my ears  
 U is for difficulties urinary  
 V is for vertigo  
 W is worry  
 About what the X--as in X ray--will find  
 But through the word terminal rushes to mind, I am proud, as each  
 Y - year - goes by, to reveal  
 A reservoir of undiminished  
 Z - zeal---  
 For checking the symptoms my body's deployed,  
 And keeping my twenty-six doctors employed.  
*Anon on the internet*

## Murphy's Laws For Frequent Flyers

1. No flight ever leaves on time unless you are running late and need the delay to make the flight.
2. If you are running late for a flight, it will depart from the farthest gate within the terminal.
3. If you arrive very early for a flight, it inevitably will be delayed.
4. Flights never leave from Gate #1 at any terminal in the world.
5. If you must work on your flight, you will experience turbulence as soon as you touch pen to paper.
6. If you are assigned a middle seat, you can

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determine who has the seats on the aisle and the window while you are still in the boarding area. Just look for the two largest passengers.

7. Only passengers seated in window seats ever have to get up to go to the lavatory.

8. The crying baby on board your flight is always seated next to you.

9. The best-looking woman on your flight is never seated next to you.

10. The less carry-on luggage space available on an aircraft, the more carry-on luggage passengers will bring aboard.

*Submitted by Marty Morehead*

### **The Struggle**

In the beginning God created the Heavens and the Earth. And the Earth was without form, and void, and darkness was upon the face of the deep.

And Satan said, "It doesn't get any better than this."

And God said, "Let there be light," and there was light. And God said, "Let the earth bring forth grass, the herb yielding seed, and the fruit tree yielding fruit," and God saw that it was good.

And Satan said, "There goes the neighborhood."

And God said, "Let us make Man in our image, after our likeness, and let them have dominion over the fish of the sea, and over the fowl of the air and over the cattle, and over all the Earth, and over every creeping thing that creepeth upon the Earth." And so God created Man in his own image; male and female created He them. And God looked upon Man and Woman and saw that they were lean and fit.

And Satan said, "I know how I can get back in this game."

And God populated the earth with broccoli and cauliflower and spinach, green and yellow vegetables of all kinds, so Man and Woman would live long and healthy lives.

And Satan created McDonald's. And McDonald's brought forth the 99-cent double cheese-

burger. And Satan said to Man, "You want fries with that?" And Man said, "Supersize them." And Man gained five pounds.

And God created the healthful yogurt, that woman might keep her figure that man found so fair.

And Satan brought forth chocolate. And Woman gained five pounds.

And God said, "Try my crispy fresh salad."

And Satan brought forth Ben and Jerry's. And Woman gained 10 pounds.

And God said, "I have sent thee heart-healthy vegetables and olive oil with which to cook them."

And Satan brought forth chicken-fried steak so big it needed its own platter. And Man gained 10 pounds and his bad cholesterol went through the roof.

And God brought forth running shoes and Man resolved to lose those extra pounds.

And Satan brought forth cable TV with remote control so Man would not have to toil to change channels between ESPN and ESPN2. And Man gained another 20 pounds.

And God brought forth the potato, a vegetable naturally low in fat and brimming with nutrition.

And Satan peeled off the healthful skin and sliced the starchy center into chips and deep-fat fried them. And he created sour cream dip also.

And Man clutched his remote control and ate the potato chips swaddled in cholesterol.

And Satan saw and said, "It is good."

And Man went into cardiac arrest.

And God sighed and created quadruple bypass surgery.

And then Satan created HMOs.

*Anonymous, from the internet*

## A FRIEND HAS PASSED

By William L. Swain - 1927

Dedicated to the late Captain Harry A. Chandler, by a friend who knew him to be a very gallant gentleman, a true adventurer of the air and a splendid citizen.

Captain Harry A. Chandler, America's premier aviator, who died at his post, trying to save the lives of the passengers in the ill-fated Fokker plane on Saturday afternoon, September 17, 1927.

*Goodbye, beloved pal of ours,  
Sail to the Great Unknown,  
Straight to the Gates of Heaven,  
Straight to the Great White Throne.*

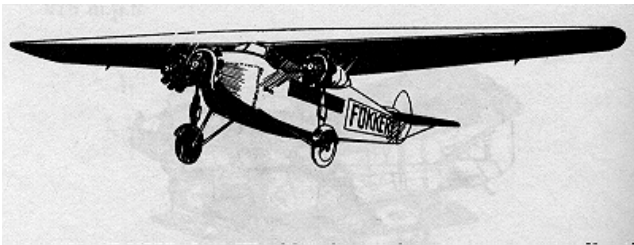
*We shan't forget your cheery smile,  
That crossed our path each day,  
Nor how you played the game of Life  
In a man's man kind of way.*

*We know that when danger neared,  
You did the best you knew.  
And only God can give the reason  
For the kind of a ship you "drew."*

*The night mail will still go West  
And when we hear the roar of the plane  
We'll stop to think of you, old pal,  
Who flew in fog and snow and rain.*

*So, farewell, old friend, speed on your way,  
Winging into the silent blue  
For we revere your friendship more  
That we know the soul of you.*

Submitted by: Philo W. Lund



### NOTE NEW EMAIL ADDRESSES

**Cleve Spring**                      **clevespring@home.com**

**Jock Savage**                        **jockdavage@home.com**



## OBITUARIES

### MRS. GRETCHEN BEST

Ladies and Gentlemen,

I regret to inform you of the death of Gretchen Best, wife of Ray Best, this morning, Tuesday, April 3, 2001.

Cards may be sent to: Mr. Raymond P. Best, 7505 Milway Drive, Alexandria, VA 22306-2526

Fraternally,

*Jerry Goebel*

### GEORGE G CAMPBELL

George died Friday, March 16, at Evergreen Hospital in Kirkland, WA. George is survived by his wife Sally, sons Doug (Shannon)Miami, Jim, San Francisco, and Bill, Seattle. George was born in Portland, OR on March 5, 1916. He attended the University of Oregon and from there was accepted in the Civilian Pilot Training Program in Portland in 1939. George began his 35 year United Airlines career on Dec 22, 1941. His United training began in Tracy, CA and was completed in Cheyenne, WY. George flew the DC3, DC4, DC6, DC7, DC8, Convair 240, 340, 440, and the 747. He felt so fortunate to love what he did for a living. There was a memorial service and reception to celebrate George's life at the Museum of Flight, Seattle. Remembrances suggested to the Virginia Mason Foundation, PO Box 1930, DI-MF, Seattle, WA 98111 or a charity of choice.

### ROBERT F. EARLY

Dear Cleve, Sorry to report that Capt. Bob Early flew West on January 31, 2001. I attended a memorial service for Bob, in February, with fellow New Yorkers (EWR), Jan Conover, Jim Brady, Jim Pifer, Jerry Schlickter, Ron & Betty Denk, J.J. Sylvester, Ron Widner and EWRSW Mary Bush. *Ray Amato 1851 Old Freehold Rd. #1, Toms River, NJ 08755*



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**LYNN R. "BOB" GRADY** 2/16/19- 4/18/2001

Bob Grady was born in Vidalia, Illinois and moved to La Grange at an early age. He attended North Western University but transferred to Marietta, Ohio to pursue flight training after which he was subsequently accepted in the first class of "Tracy Aces" in the fall of 1940. He graduated and was assigned to the line in the Spring of 1941. He flew most of his career out of LAX and progressed as Captain through the Douglas line of aircraft from DC-3 to DC-8. In 1973 he was amongst the first to be checked out on the Boeing 747 and flew that aircraft in schedule LAX-HNL until his retirement in Feb. of 1979.

He is survived by his wife, Penny, a brother, Jack and by two daughters, Ms. Penny Cunningham and Ms. Roberta Roberts and seven grandchildren. Following cremation, a memorial service was held in Sun City, Az. On April 28.

Bob was an ardent golfer, great conversationalist, and appreciated good food and fine wine more than most. His many friends will miss his broad smile and joie de vivre!

*Regards, Karl Runkle*

**PHIL JOHNSON** Mar. 3, 1920-April 07, 2001

I first met Phil Johnson when we both attended an advanced Civil Pilot Training school at the C.A.A. Flight Standardization Center in Houston, Texas during the summer of 1942. Here we received a "cram" instrument and multi-engine training course and graduated with instrument ratings and certification on the DC-3. None of the ten of us in that class had more than 400 total flying hours, but we anticipated assignment to the Ferry Command. Instead we were each given \$100.00 travel and subsistence ration and told to report to United Airlines in Cheyenne, Wyo. in one week. After two weeks of training in airline procedures, we were assigned to the line in mid-September, 1942.

Phil initially flew out of San Fran but in less than a year was a successful bidder on the Pacific Military Operation and also flew on the Alaska Military operation. He subsequently was promoted to Captain and flew DC-3, 4, 6,7, 8 and Boeing 747 until normal retirement, at which time he opted for two more years service as Flight Engineer. In 1944, while flying on the West Coast, Phil met

Stewardess Betty Holland and they were married on October 15, 1944. Thus began 56 years of devotion to each other.

In November of last year Phil suffered Cardiovascular and other health problems to which he finally succumbed on April 17, 2001.

He is survived by his wife, Betty, and sons, Philip and Martin, a captain with American Airlines, their spouses and 3 grandchildren and one great-grandchild.

A Memorial Service was conducted in Sun City West, Az. on April 10 attended by more than 70 friends and family. Interment was April 12 in Sheridan, Arkansas.

*Regards, Karl Runkle*

**BILL KERSH**

Dear Dick,

I find no other way to tell you this news but that Bill went to be with The Lord this March 30th. It was due to complications resulting from the 31 radiation treatments for the rare inoperable malignant brain tumor in the sensory part of the brain, on the right side.

Swelling from the edema caused so many things to happen, hampering Bill's health and recovery. He fought long and hard for over three years with this thing. The tumor was dead, killed by chemo and radiation, but radiation and the resulting side-effects caused his death.

There was a family Memorial service in April and it really comforted our family. Please pass on the news to others. I have yet to send out any written news to any of the airline organizations he was a part of and through which he enjoying reading and hearing about all that was going on. We were old Capital people as well.

We would have celebrated our fifty-third anniversary this June 3rd. How I so desperately miss my wonderful other half. I feel as though I'm walking about without a balance within me. Keep me in your prayers. These days are so rough with which to contend. He liked to receive the mail you sent him, it

kept him up to date up with the latest in aviation news happenings.

God bless you and your family. Sincerely yours,  
*Agnes O. Kersh*

Dear Agnes:

Your E-Mail was quite a shock to us. I knew that

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Bill was under treatment and accepted the fact that he might be temporarily unable to respond to E-Mail, but kept hoping that I would hear from him. As you know, Bill and I had been friends for many years and hired on to Capital about the same time.

Our thoughts and prayers are with you. I know what a loss this is to you and we share your grief. Please keep in contact with the thought that Wilma and I stand ready to assist.

Best regards,

*Dick Russell*

"Because I fly, I envy no man on earth!"

**MRS LILLIAN BORNEMAN**, widow of Capt. F. William Borneman, suddenly, on April 19th 2001 in Clearwater, FL.

### **JOHN J. RUDDY III**

To all our dear friends;

At 12:10am this morning, Tuesday Apr. 17th, our son John J. Ruddy III, reached the end of his very difficult journey through the shadows of the valley of death. He died at Fairfax Hospital after a three-year battle with repeated rejection cycles associated with his bone marrow transplant of March 1998. John had been an avid rock climber since his youth and faced these last three years with the same tenacity which was such a part of his climbing.

Just a few days ago, he finally decided, with the same determination, this was a mountain he no longer wanted to climb.

The past three years have been enormously difficult for his wife, Donna, and their two young daughters. His death was no easier a challenge. Thanks for all your prayers and loving support..  
*Theresa, Bud and the family.*

### **ROBERT SOTELO**

Beloved husband, father and grandfather, Bob Sotelo passed away Monday July 17th, 2000. Born October 10th, 1936, Bob grew up in California before serving time in both in Hawaii and Japan as a U.S. Navy pilot. He married Sylvia Mayhew in 1960 and raised his family in Bellevue, WA. In 1988 he and Marla Schenkel were married and moved to the home he loved so much on Whidbey Island. He was a pilot for United Air-

lines for 31 years, a career he loved, retiring in 1996.

He enjoyed spending time with his children and grandchildren, playing golf, and sun-bathing in Hawaii, where he was a member of the Elks Club. He had a kind, gentle nature and was loved by all who knew him. He is survived by his wife, Marla Sotelo, daughters Cindy Huse and husband James, Laurie De Santis and her husband Jeff; step-children Peggy Feenan and husband Pete, Priscilla Romero and her husband Ruben, Scott Birchfield, Christine Williams and her husband Mark, and Teri Schenkel; sisters, Helen Arguella, Alice Chapman, and Angie Walters; brothers, Manual Herrera, David Herrera, and Joey Hernandez; seven grandchildren and two great-granddaughters. Remembrances may be made in Robert Sotelo's name to Evergreen Hospice and Health Care Foundation, Kingsgate Place, Suite 200, 12910 Totem Lake Blvd. N.E. Kirkland, WA 98034.

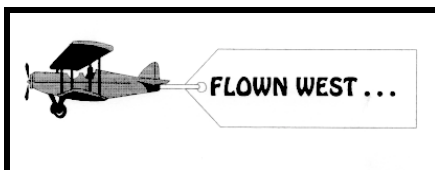
### **ROGER TAYLOR**

Mr. Roger H. "Bat" Taylor, Sr., 100, of Winston-Salem, died Monday, March 12, 2001, at Arbor Acres. He was born Sept. 19, 1900, in Erie, Pa. to O. Harry and Carrie Belle Taylor and was a graduate of Culver Military Academy and the University of Pennsylvania.

A pioneer in aviation, he started out with his own airline, then flying for TWA, and then Pennsylvania Central Airline which later became Capital Airlines and merged with United Airlines.

He was one of the first pilots forced to retire by the government at the age of 60 and was then hired by the Federal Aviation Agency and was an air carrier inspector for 14 years. Mr. Taylor was preceded in death by his wife, Marian J. Taylor in 1992. He is survived by a son, Roger H. Taylor Jr. (Virginia) of Polk City, Fla.; five grandsons, Stuart B. Taylor II (Marji) of Winston-Salem, Bruce R. Taylor (Shirley) of Mary Esther, Fla., David H. Taylor (Debbie) of Greenville, S.C., Roger H. Taylor III (Karen) of Brookville, Fla. and Craig B. Taylor of Mary Esther, Fla. and seven great grandchildren. In lieu of flowers, the family request memorials be made to Alzheimer's Association, Southern Piedmont Chapter, 3420 Shamrock Drive, Charlotte, NC

*Winston-Salem Journal, March 14, 2001*



ROBERT SOTELO	SEA	17 JUL 2000
ROBERT F. EARLY	EWR	31 JAN 2001
ROBERT H. TAYLOR	IAD	12 MAR 2001
GEORGE G. CAMPBELL	SEA	16 MAR 2001
WILLIAM O. KERSH		30 MAR 2001
RICHARD W. HENDEL	LAX	31 MAR 2001
PHILLIP JOHNSON		7 APR 2001
LYNN P. "BOB" GRADY	LAX	18 APR 2001



## HIGH FLIGHT

By John Gillespie Magee, Jr.

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

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## RUPA'S SOCIAL CALENDAR

### Regularly Scheduled Lunches

- 1st Tue. San Diego Co. - *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 - *Summer Break* - 561-272-1860  
2nd Fri. PHX Roadrunners - *Anzio Landing, Mesa* - 480-948-1612  
3rd Tue. DEN Good Ole Boys - *American Legion Post #1* - 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 High Rollers— *Memphis Championship BBQ*— 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— May 23rd

Mailing— June 6th



**PERIODICALS**

## **RUPANEWS**

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