



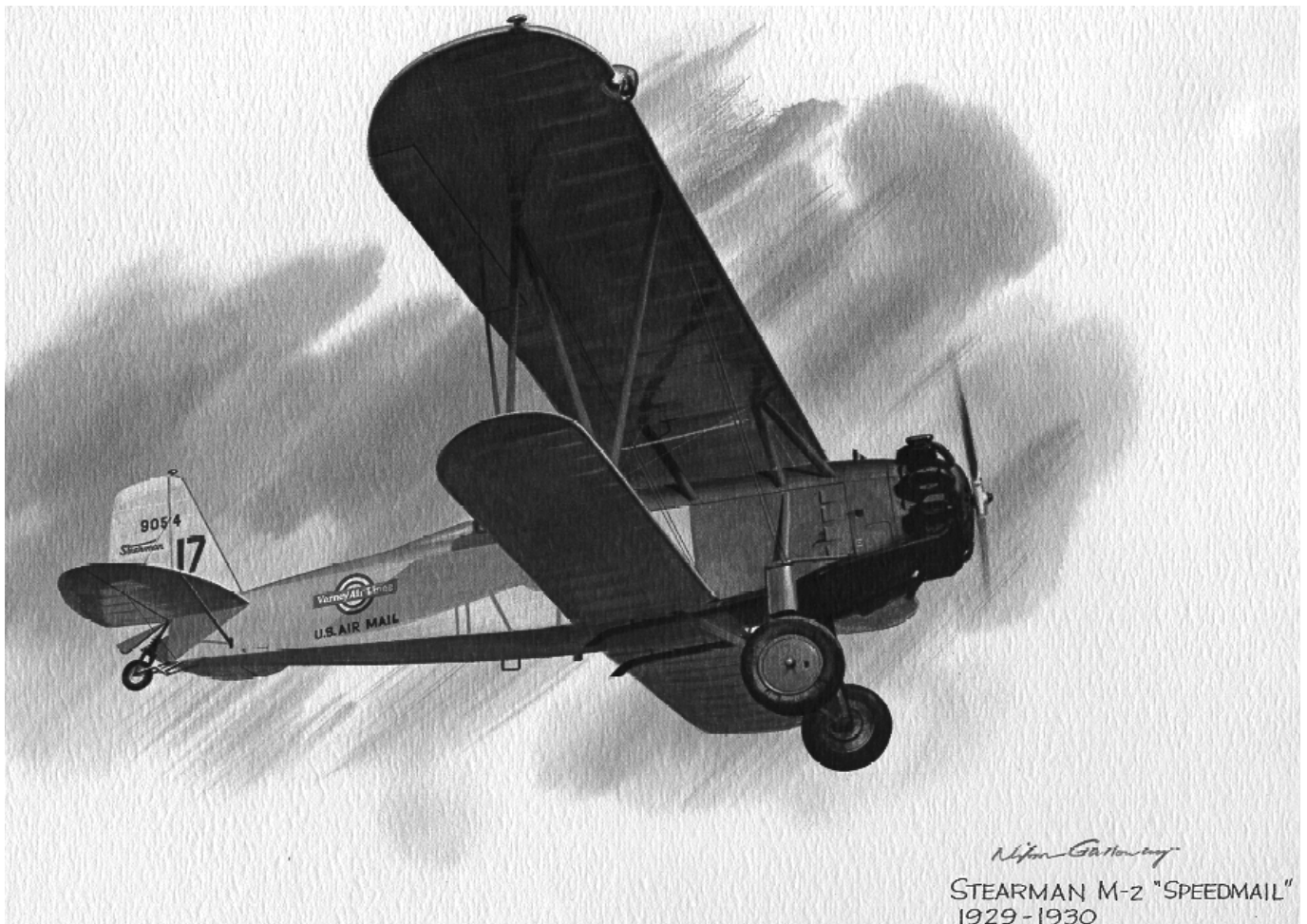
RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 6

(Journal 503)

June, 2001



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RUPANEWS

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The Post Office will forward the RUPANEWS for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let me know by one of the methods listed above and I will switch them.

Also

Check the RUPA Directory and make sure we have the correct information listed for you.

INFORMATION about Membership & Postage Fees:

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U. A. Historical Foundation

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Attn: Tom Angelos

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Denver CO 80207

Phone 303-780-5537

ABOUT THE COVER

The Stearman "Speedmail" M-2 was a typical Stearman design except for its size - nearly twice as large as the usual biplane. Developed in the latter part of 1928, the "Speedmail" was a typical "mailplane" with the pilot seated in an open cockpit, with two large cargo compartments forward in the fuselage.

Designed by Lloyd Stearman and V.P. of engineering, Mac Short at the Stearman plant in Wichita, the "Speedmail" was built to the specifications of Walter Varney of Varney Air Lines.

Varney was noting ever-increasing loads of mail and cargo and anticipated the need for an aircraft the size and speed of the "Speedmail" The M-2 had 91 cubic feet of cargo space and could haul 1,025 pounds at a cruising speed of 125 m.p.h.

A powerful Wright "Cyclone" powered the M-2, which was typical of all Streamans in ease of handling and dependability. Five of these big beauties flew the Varney air routes with outstanding dependability.

Technical Data: Type: Single engine biplane, mail and cargo; Accommodations: 1 Pilot, 1025 lbs mail and cargo; Power plant: Wright "Cyclone", 525 H.P.; Span: Upper 46', Lower 32; Length: 30'2"; Max Speed: 147 m.p.h.; Cruise range 725 miles; Registration: C-9054, #1004.

REGISTRATION FORM FOR RUPA CONVENTION 2001

The Convention will be held in Las Vegas, Nevada from the 24th to the 27th of September 2001. Obtaining accommodations is the sole responsibility of the member. Reservations may be made directly with **Harrah's Hotel and Casino** by calling **1-888-458-8471**. To obtain the special rate of \$81 per room per night, starting Sunday the 23rd thru Friday the 28th, you must use this code **S9 RUPA 1** when booking your reservation.

Interested members are encouraged to register early for events in which they wish to participate, so that the organizers may be assured that they will have the minimum number to hold the event. Some activities could be cancelled for lack of interest. If you register for an event that is subsequently cancelled, your money will be cheerfully returned. If you do not wish to register at this time, please indicate if you intend to participate by checking the space for entering the fee.

Name: _____ Spouse/Companion: _____

Convention Registration Fee: \$15 per person:..... \$ _____

Tennis: (Maximum 20 persons) Sept. 24, at Noon, *Flamingo Hilton*, \$20 per person, soft drink included. State level of play. _____ \$ _____

Golf: Sept. 25 & 26, 0545 pick up at *Harrahs*, breakfast stop enroute to course, (own cost) \$220 per person covers both days..... \$ _____

Tour of USAF Thunderbirds facilities at Nellis AFB: Sept. 25 & 26, 0915 depart *Harrahs* by bus, 1000 Tour starts, 1200 Lunch at "O" Club, 1330 return to Hotel. Cost, \$18 per person (includes transportation and lunch)..... \$ _____

Sporting clays: Sept. 26, 0815 depart *Harrahs* for Nellis AFB, 0900 briefing for shoot, 1200 depart Nellis for lunch, 1400 return to *Harrahs*. Cost approximately \$32 per Person per round will be paid at Nellis. \$5 to \$6 per box of 25-12 gage ammo. Separate arrangement for ammunition purchases. Lunch will be paid for individually at restaurant. Check on line if you plan to shoot..... _____

Lake Mead Lunch Cruise: Sept. 26, 1030 depart *Harrahs*, 1150 boarding ship, 1200 cruise Departs dock, 1330 ship returns to dock, 1430 return to *Harrahs*. Cost, \$38 per person. Includes transportation, cruise, lunch, \$3 park entrance fee/tax. 60 seats reserved, first come, first served..... \$ _____

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:

Fees 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 accommodated on account of security requirements. Names of attendees are submitted to the USAF well in advance of the event.

Send check, made out to RUPA, to Cleve Spring, 1104 Burke Ln, Foster City, CA 94404-3636

Editor's Notes

The first item of note for our members who plan to attend the Las Vegas Convention is for them to complete the reservation form on the previous page and submit it ,post-haste, to Cleve to ensure a place in whatever activity interests them. This also serves the function of providing numbers to our LAS organizers to aid them in their planning. In the July issue we plan to provide an entertainment guide for LAS so that those so inclined may make reservations for whatever function they wish to attend.—tours, shows , etc.

Of a more parochial , housekeeping, nature, readers will note that while we retain the traditional Flown West page for deceased pilots, the former obituaries section, which covers members and spouses, will now be called *In Memoriam*. This is occasioned by the Post Office, who are always anxious to ensure that we do not exceed our bounds as a tax-exempt publication by including too much advertising—even though we do not accept any paid advertising—who assumed that all obituaries must be paid ones, as in the commercial press. Thus we hope to avoid future bureaucratic heartache by a simple change of title. Finally, while I am delighted that so many more members are submitting their annual letters electronically, I hope that I will not be accused of looking a gift horse in the mouth if I ask that such new contributors please merely send their contributions as regular email and not try to lay it out, for I do that when I get it, and having to change from HTML or whatever, merely slows things down. On a similar subject, please, please, do not send me messages IN ALL CAPS. They take forever to straighten out—it's almost faster to type them over, and that defeats the first rule of computer transmission—things should be typed only once, hopefully by the initiator, then merely manipulated by subsequent editors. Incidentally, my new email address “jocksavage@home.com” is now operational. *Ed*

TAMPA SUNDOWNERS

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

On April 19th, the SUNDOWNERS gathered for their monthly coed luncheon at the *Countryside Country Club*. Suddenly, tragedy struck; Lil Borneman collapsed (see obituary). Following the confusion of this event we gathered in the dining room, where the atmosphere was very somber. Those attending our luncheon were:

Bob and Lam Van Housen
Ballard and Mary Leins
Ken and Mary Vanderhyde

Ray and Twila White
Woody and Diane Lynn
Matt and Irene Middlebrooks

Paul and Nell Fidler
Jim and Hilda Feneley
Jim Irwin

The situation for May is uncertain at this time. It may be necessary to seek new accommodations. In any event, we shall do our best to notify you all as of the time and place.

JF/RS/JI



JACKIE PANCOAST ABLE

Jackie Pancoast Abel was operated on Saturday , 5 May, at Hoag Hospital in Newport Beach for an Aneurysm in her brain. She is in the ICU and listed in critical condition. She called me and was concerned about the mail she might be receiving from you and others at United. Feel free to Email , call or what ever. I will be glad to print and deliver messages until she is able to get back on the computer. Her daughter Stephanie has been keeping me up to date, but I have not been able to get in touch with her this morning (5-7-01). She and her family chose to go with the stent insertion. One of two choices.

Sincerely.

Bob Schmiedeke schmid@surfside.net"

Please express to Jackie our best wishes for a speedy recovery and tell he not to concern herself about communications – there's very little that can't wait. Ed

ALPA Council 11 Annual Party

Saturday September 15 2001 Radisson Hotel, Alexandria, VA (703) 683-6000 (If you want to stay at the hotel, call before 8/14/2001 for the "special" \$109 rate)

Retirement seminars begin at 0900. Cash bars open at 1800. Dinner served at 1900. \$40 per person.

Your check and party reservation form must be received by September 10.

Make checks payable to ALPA Council 11 Annual Party. Send your name, address and phone number and list the names of all in your party in the manner that you want them to appear on the name tags.

Mail to: Tom Hunter, 13005 Montpelier Ct. Woodbridge, VA

The following is a list of eligible honorees for 2001. If you know of a member who is retiring and is not on this list; please give me a call: Tom Hunter 703-497-0918

BRADLEY, KR SMITHDEAL, WT,	KOOPMANN, WS,	FOUND, DG,
GOOD, DE,	WERTHEIMER, V	WHITE, JF,
RAINS, JC,	AUSTIN, TP,	KENNEDY, CP,
CLAYTON,	GM, GRUBE, LJ,	PORCH, FW,
COURAGE, DS,	MARSHBURN, TV	KRAMER, RM,
COOK, GL,	MORGAN, JJ,	JENKINS, WD,
FELIX,	GH, ROSCOE, RR,	BARBOUR, AH,
ROSENTHAL,	EJ, WILSON, WR,	GETMAN, DS,
LIGGETT, RB,	WILKINSON, BM,	LEIGHTY, DA,
LA SASSO, JT,	NANCE, RB,	MASHBURN, TL,
SUDMALIS, LS,	SWASKO. AP,	

DENVER "GOOD OLE BOYS"

Dick Wagner, Golden, CO

15 May 2001

We had 21 "Good Ole Boys" at our second luncheon at the American Legion, and look forward to next month's "Ladies Day". We welcome our solo Ladies as well, on June 19th. We meet the 3rd Tuesday of the month at the American Legion, Post #1, I-25 & Yale, one block east of I-25 on the south side of Yale. Come on down!

Those attending were: *H.W.Reid, John Thielen, Dave Johnson, John Holody, Pat Murphy, Ed Riehl, Ray Bowman, Casey Walker, Dick Wagner, Curly Baker, R.O. Stewart. Ralph Wright, Jerry Kennedy, Bill Pearce, Bill Hoygaard, Chuck Fellows, Joe Kenney, Bill Bates, Gary Gore, Jim Cox, Bill Fife.*

WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

It is time to mark your calendar for three events that are coming up sooner than you think.

The Eddie O'Donnell Luncheon (Stag) will convene on Wednesday July 18 at the *Belle Haven Country Club* south of Alexandria . Prime Rib will be featured on the menu and cost is \$25.

The weekend of September 15-16 is the Council 11 Annual Party and the Capital Picnic. By way of internet, I did find rooms at the Holiday Inn & Suites Alexandria Historic District (Old Colony Inn location) for \$89 with AAA membership.

RUPA Convention is September 24-27 in Las Vegas, NV. Good activities and lots of camaraderie. Best get your reservations and tickets early.

E.K. Williams

NEWSREAL

Good morning... This is Wednesday, May 9, 2001

United, United Express Raise Boarding Priority for Pleasure Travel

Earlier this year, United and United Express improved their reciprocal employee business travel policies. Now, the carriers are enhancing their reciprocal pleasure travel policies. Effective May 15, United employees traveling for pleasure on United Express, and vice versa, will be given a BP8C boarding priority, instead of the current BP9.

"The BP9 boarding priority put United and United Express employees in the same boarding category as travel agents and other airline employees," explains Valerie Driskill, senior staff representative-United Express. "We are moving United and United Express employees up to reflect the close relationship between our companies."

Employees from United will be boarded on United Express by time of check-in within the BP8C group, rather than by company seniority. The same is true of United Express employees traveling on United. For this reason, the date of travel will replace the employee's company seniority on the departure management card.

United companions traveling on United will be accommodated before any UAX standbys. Currently, boarding on United Express flights is by time of check-in within the BP-9 boarding priority.

United Express carriers include Air Wisconsin, Atlantic Coast and Sky West. As of May 1, Great Lakes switched from being a United Express carrier to having a code-share relationship with United. As a result, this new boarding priority policy does not apply to Great Lakes. However, United and Great Lakes are continuing their current reciprocal travel benefits through the end of this year.

Employees with questions about the enhanced boarding priority can access the profile S*UAL/EMPLOYEE-UAX TRAVEL or HOW BPSA in Apollo.

United Newsreal 5/9/01

TREASURE COAST LUNCHEON

Fourteen Sunbirds showed up and you always hear some new stories - some old ones too. Present were, *Richard Baese, Dick Hall, Felex Peyrefitte, Burt Olsen, Bill Hellerstedt, Andy Lambert, Bob Feidler, Jim Dowd, Jack Boisseau, Clay Grant, Terry Terrell, Clark Luther, Percy Wood, and Me.*

Miles Grant Country Club Will be closed on Monday, Tuesday and Wednesday until September, so unless we can find another "watering hole" we will probably close down until early September.

We're sorry to hear about Bill Kersh flyng west. We'll miss you, Bill.

Dave Arey - for Bob Shaet



1985 STRIKE COMMEMORATION PICNIC

A short note about our annual picnic on Thursday, May 17 commemorating the unpleasant but ultimately successful interlude many of us lived through, commencing May 17, 1985, with your good friend and mine, Dick Ferris.

For the second year in a row, we had a nice turnout of a mixture of active and retired United folk at Doheny State Beach in Dana Point, and swapped stories and lies about those wonderful times.

The get-together last year was the brainchild of one of our pilots, Ken Dey, who has since "flown west", but his idea persisted that we have some sort of a remembrance of the sometimes difficult paths we all have to travel in order to preserve the integrity of our "Noble Profession".

A list of those in attendance follows:

PETE AND MARYTE HANSEN,

CARLOS BERNARD,

JERRY AND RACHEL MEYER,

BOB AND CARMIE DUSAIR,

JOE AND CARYNN UDOVCH,

DENNY GISEA,

JACOBS,

ROBERT, SANDY AND JEREMY BELL,

BILL AND GAY SCHOLES ,

BILL AND MARSHA ROLLINS,

JIM CRONIN,

RICK AND ERIN GORDON.

GARY PACHECO,

JIM GRANT,

RICK AND MARIS HOEFER,

JEFF SKLAVER,

BILL MEYER,

BRUCE AND PEGGY DUNKLE AND RHIA

RUSTY AIMER,

MAL BROWN,

BOB, TAYWAN AND MARISA MCGOWAN,

ED AND LORRAINE JUDD,

Your Humble Correspondent,

Joe Udovich by direction from *Ted Simmons*

HIGH DESERT HAS-BEENS

Our merry little band met on May 3rd at *Sully's* in Redmond, OR. Bob Clark, Dick Ruitter, Ken Sandine & myself were present. Two of the regulars were out of town. We didn't get in much airline talk but the person with initials CN was mentioned a time or two. We resolve to get together next month at a new location.

Steve Laurance

oldualer@quik.com

LAS VEGAS HIGHROLLERS LUNCHEON

Clyde House (702) 896-8821 clydie@concentric.net

Our group met on 8 May at the *Memphis Championship Barbecue* and have decided to **change our meeting dates to the third Tuesday of each month until further notice**. Too many conflicts with the Thursday dates. So all you Las Vegas Ruparians listen up, our next meeting will be on the 19 of June at which time we will figure out if we want a summer break or a pool party here at my abode, along with a cook-out!!!! The following were in attendance:

Andy & Dawn Anderson, Barry & Ruth Dixon, Larry & Mary Doyle, John Drommond, Gerald Johnson, Hal & Shirley Morris, Hugh & Kathy Mattern, Hal Meyer, Dave Smith, Don & Betty Swirnow, and Yours truly Clyde House and Marie Loquet.

See you in June and have a great month...

LAX LUNCH AT BILLINGSLEYS - MAY 17, 2001

Those 19 of us in attendance at Billingsleys included:

Walt Albright,	Cliff Berg	Ken Kuecker	Ed Wiseman
Jim Day	Bob Cross	Bob Kohler	Rex May
Mike Herriott	Walt Tyler	Ben Harper	Judy Spizer
Bob Mosher	Jack Moore	Ken Williams	Herb Goodrich
Jack Hanson	Shirley Hanson	Dave Kirkendall	

Herb Goodrich called our attention to our next meeting at the *Hacienda*, where Rex May will be taking over from Dave Tank for that part of our luncheons. Dave did a fine job of taking care of us, and we will miss his leadership.

Jack Moore commented on the Email reminder system which seems to be working out quite well, and also told of Alex Merrick (a former Navigator for UAL) who suffered a stroke prior to Christmas time. No recent information is available on his condition for the moment.

Jack and Shirley Hanson brought in a photo album of pictures taken two months ago when Clay Lacy offered all of us rides in the DC-3 nicely painted in UAL colors.

We hope to see many of you at the Hacienda next meeting - June 21st.

Reservations are not required.

NEW LAX AREA REP.

REX MAY-6677 Vista Del Mar, Playa Del Rey, CA 90293

wrecksmay@aol.com

What's wrong with this picture? I attended the April 19 LAX RUPA lunch and I was the youngest retiree there. I am 69 years old. If we don't get more interest from some of you youngsters, the whole thing will fade away. I find the lunches both interesting and enjoyable.

Some pilots have mentioned that they don't attend because so many of the people who are there retired before 1985 and don't understand a lot of our views. I feel that they didn't walk in our shoes and therefore some of them don't share our attitude toward scabs. So what? A lot of these older gentlemen are the ones who taught us so much and dedicated time and effort for our marvelous retirement benefits.

Other pilots are reluctant because of the people attending who crossed our picket line. I feel that it self-defeating to miss something because of these individuals. There are very few of these pilots, and you are not required to embrace them.

Lastly, In a weak moment I let Jim Turner talk me into taking over as the LAX Representative for the South Bay, that meets on the even months. This meeting agreed. I may put out a contract on Jim. Dave Tank is stepping down after years of appreciated service.

Rex

RUPA North Coasters May 17, 2001

Once again, the walls at *TJ's Restaurant* in beautiful downtown Wooster (Ohio) were resounding with the noise and laughter of the friendliest chapter of RUPA. The dark skies and low ceilings prevented several fly-ins from arriving, but didn't dampen the spirits inside "our" restaurant. Dick Sanders canceled his flying plans, and arrived by road instead. He gave a short talk on the Stagger-wing Museum that is "managed" by UAL retired Capt. Jim Francis in Tullahoma, Tennessee---- and worth a visit!

Bob Olsen gave flight a try, but was turned back by the weather. We missed his presence and humor.

New retiree Mike Taylor-- who was turned loose by UAL only six weeks ago--- was welcomed into our ranks. Bruce Richards (who hails from Yarmouth Port, Mass. by way of ORD) joined us as a visitor.

But he was no stranger to the group, for when UAL moved the EWR domicile to CLE, Bruce was there (along with 270 others). We were reminded that today was another anniversary by Bill Dilzell. Do you remember?? Today is the 16th anniversary of the day when 5,000 UAL pilots told Ferris "NO!!" Those who were there will not forget 1985.

Also attending were: E.T. Miller, Ed Griffith, Bill and Dorothy Christie, Donald Karaikos, Ken Wheeler, Gene White, Al Cavallaro, Jack Heiszek, Harv and Sue Morris, and Dick and JoAnne Orr.
Next lunch: June 21st--same place--1 P.M. y'all come!

CHICAGO AREA LUNCHEON

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

Our May 2, 2001 Lunch was held at the *Itasca C.C.* and had 62 people in attendance:

Don & Joan Anderson	Ken & Muriel Bergsma	Bob Blackwell
Ted & Dolores Bochniarz	Orv & Betty Braun	Duane Bucksath
Ernie & Lorraine Burmeister	Al Ciciora	Frank Cleland
Phil & Phyllis Capuzelo	Vern Cummins	Bud Dietrich
Norm & Sandie Clemetsen	Roger Ehm	Tom Fasiang
Barry & Carol Davidson	George Foxe	Ray Gilliland
Bill & Bert Depner	Fred Hodge	Ed Hoffmann
Katie & Donald Gregg	Milt & Ina Jensen	R. W. Johnson
Kay McMurry	Bob McCutcheon	Byron McFarland
Carol Moore	Gene Mobley	John & Jan Moore
Howard & Margie Nelson	Claude Nickell	Dave Patterson
Jim & Darleen O'Donnell	Bob & Edith Olson	Ray Potsic
Dorothy Ratcliffe	Bob & Sheli Runser	Jack Starr
Bernie & Rachel Sterner	Bill Thompson	Sid Tiemann
Faye Schimiller	Helen Thomsen	Jerry Westfall

PHOENIX ROADRUNNERS

The Phoenix Roadrunner's met at *Dillon's Restaurant* in Peoria on Friday April 20th for the last Luncheon of the season. In attendance were:

Howard Blomstrom, May & Gordon Brown, Millie & Frenchy Bourgeois, Ginny Coleman, Angie & Jack Davis, Price Downey (Thanks for the cute jokes Price) Jan & Don Eiken, Ken Killmon, Arlene & J.O. Martin, Pat & Phil McDonald, Ruth Mallory (Guest of the Nelson's) Phyllis & Ed Nelson, Shirley & John Prestegaard, Mona & Karl Runkle, Lois & Roy Scroggs, Sheryl & Dave Swanbeck, Bob Steeneck, Joan & Don Toeppen.

With deep regret we reported that three of our member's have flown west; Tom Bergbower, Phil Johnson, & Bob Grady

A celebration of Life for Phil Johnson was held in Sun City West at Camino del Sol Chapel on April 10th. After Services, we were invited over to the home. We would like to thank the family for the nice gesture. 21 RUPA Member's & spouses were present.

A celebration of Bob Grady's Life was held at the *Lakes Club* in Sun City on April 28th. Fifteen RUPA Member's & Spouses attended. I memorial celebration was followed by a beautiful Buffet Luncheon.

We will resume our Luncheons in October. Millie & I will be in our Prescott Home for most of the summer. We hope to attend both the Barbecue In Palo Alto and the Convention in Las Vegas. Have a SAFE & HEALTHY SUMMER, *Frenchy & Millie*



SAN DIEGO CO. GROUP

A short report on the meeting at San Marcus ,held the second Tues, each month, We had 11 present. Don Trunick and wife Louis, Bill Paining, Hugh Wilson, Dale Elliot. Ken Corica, Phil Guerra, Monte and Robbie Duran, Bob Sarne, Joe Anderson

Every one seemed to enjoy the themselves, so we plan to continue the lunches .

Bob Bowman.

SEATTLE GOONEY BIRD'S 15th ANNUAL "CO-ED" BUFFET LUNCHEON MAY 17.

With a great group of 110, our 15th Annual Gooney Bird Co-ed Luncheon at. the *SEATAC Marriott*, was very successful. We had a nice response from the "single ladies" and had 15 from a wide radius of Seattle and even central Washington.

We were most fortunate to have Mr. Ken Higgins, Boeing's Vice President of Flight Operations and Validation, a very young looking 58-year-old and 36 years with Boeing. Quite an interesting career: from flight test engineer, he got his pilot's license in 1964. Completed his commercial the same year, then began to practice in Boeing's simulators in the middle of the night when they were not being used. A test pilot who needed a copilot for a taxi test discovered him there and asked him to fill a seat. The Captain let Ken taxi the plane for the test. He began to fill in more, learned more, and was finally assigned to the program as a type of apprentice. He is now the head honcho in flight test.

We watched a video, with his live narration, of airplanes going through maximum crosswind component landings without correcting inputs. Airplanes landing at 10' /sec descent without a flare or crosswind correction are pretty exciting landings, also a DC-9 tail fall off and the fuselage bend when the airplane slightly exceeded the 10' /sec descent rate.

Many details of the extremes they put those machines through, in dozens of configurations and speeds, are more than 150% of what we could ever have expected to do to them in airline service. Even where normal VMO is 370kts, they dive them at 480kts. Must be a bit of a thrill.

The buffet meal was great, and the response to the program was most rewarding.

Both Dick Wiesner and Ray Dapp once again announced their intention to bow out as Seattle Area Reps for RUPA. Ray, also, is desperately seeking someone to take over the annual "Co-ed" function, yearly telephone list, and attendance records. Several months of work, and getting old. Made the same plea last year and the response was underwhelming!

Those attending today were:

Eileen Anders (Andy)	Nettie Aucutt (Ed)	Sylvia & Roger Baird
Connie & Harv Beefy	Janice & Jon Bare	Joanne Bates (Frosty)
Harv & Connie Beery	Annie Bobs Benster (Dix)	Charlie & Bob Berkey
Muriel & Lee Biermann	Nancy & Jim Bleasdel	Kathleen & John Bley
Marilyn & Kieth Blue	Sherri & Torn Boatman	Nancy Bordeaux (Gordy)
Herb & Mary Breivik	Dottie Brown (George)	Nancy & George Brown
Billee & Jack Brown	Betty Bryan (Glyn)	Ruth & Norm Buethe
Sally Campbell (George)	Lee & Charlie Carson	Jim Chilton
John Cordell	Ella Ree Depue (Bill)	Mary & Clark Crawford
Carol & Doug Christensen	Lillian & Ed DuClos	Marian & Garry Dunn
Alex Dunn	Dottie Foster (Kerm Stick)	Wait Fallon
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Jane Wilson (Bill)

Aldoren & Russ Stephens
Barbara & Ron Taylor
Dona & Chuck Westpfahl
Russell & Wayne Wollard

Bob Stewart
Kathy & Dean Turner
Marilyn & Bob Wulff
Marie & Dick Wiesner

(Gooney Bird Host & RUPA Rep), and yours truly, Ray and Jackie Dapp, luncheon hosts.

THE SWALLOW

Dear Fellow U.A. Historical Foundation Board Members,

Yesterday, May 25, 2001, was an historic event. "Buck" and I met with the Tom Poberezeny, C.E.O. of the Experimental Aircraft Association (EAA) to discuss our support for their Swallow restoration. Tom was very supportive and enthusiastic of the Foundation's participation. He agreed that the Swallow should be restored to the Varney airmail paint configuration and that the OX5 engine would not be suitable for their plan to have the Swallow function as passenger carrying.

He welcomed our offer to provide financial support for the restoration and also to provide the Continental W670 engine.

Most exciting was his vision and offer to have the Swallow be available to United for special events and to fly it to there, such as at ORD.

He's proposed having a "Swallow Day" at Oshkosh, for employees and retirees, and make it an annual event. It was an incredible meeting!!!!

I went over to the restoration shop and met Gary who was working on the restoration. He's excited and will welcome anyone who can work alongside. Right now he's doing it alone. I took photos and will be sending them off to you in the next few days.

I asked Tom about the supposed "poor relationship" between UAL and EAA.

He commented that there isn't one!

What has happened was the lack of support from UAL Management that took place after changes with non-aviation officers. He welcomed our efforts to re-establish a United/EAA participation and spoke highly of Percy Wood's support.

It was truly a significant meeting and the beginning of opportunity for us.

We now need to:

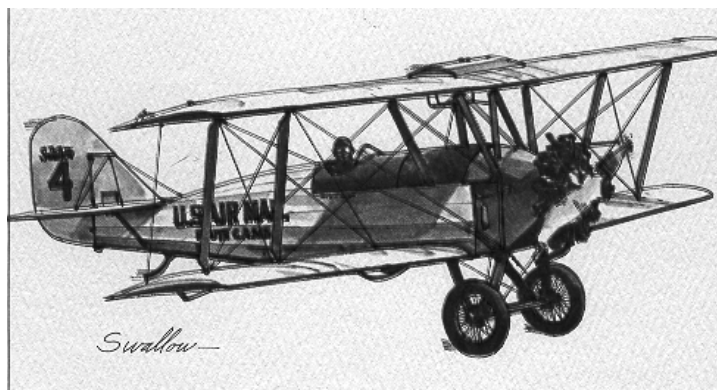
Proceed forward with Barb's contest idea and consider manning the table at AirVenture and to hand out the Hemisphere's magazines and garner support for the Foundation. (Lot's of UAL folks attend). The event is from July 24th to July 30th and we would need someone each day from 10:00 to 3:00. (the air show starts around 3:00). Now is the time to roll up your sleeves and help out!!

Your comments and participation will be welcomed!

Sincerely,

Don Jiskra, President

The foregoing was forwarded by Don Toeppen. Ed.



EDWARD P. AKIN—5500 Gold Hill Rd, Placerville, CA 95667

Dear Jock, Cleve and all: Another year has passed, so it's time for the postage fee again. All is well around here. Still farming a little, driving my truck some, showing some of my tractors at a few shows, and still flying the 737 on a part time basis for SkyKing, Inc. out of SAC. The boss has two 737's now and just bought a 727-100, which needs a "C" check and two fresh engines, so it will be awhile before it's ready. I'm thinking I should give up my window seat and sit sideways in it for next year. Out of my last four landings in the 737, 2 were at SJC on the same runway I soloed on 49 years ago. Kel Carson was with me on one, Barry Bickel on the other, how can I miss with help like that. **Ed**
P.S. I still hate flying at nite!

DONALD E. AND JEANNINE E. ANDERSON 57 – 88. DCA MIA JFK/LGA EWR SFO
On March 8, 2001, I completed my 73rd orbit of the sun and never got close enough to melt my wings. Our twin grandsons are now 8 1/2 and are very smart and very good looking.

We enjoy the *RUPANEWS*, and I read it cover-to-cover soon after it arrives. I've noticed that a lot of retirees complain about not recognizing many names anymore. This is true for me also, and I suggest that if the contributor puts his/her dates of hire/retire and domiciles at the beginning of his/her letter, it may ring a bell and I will remember that old S.O.B. or that smart aleck kid who used to make better landings than I did.

It really isn't necessary to put your address, phone or e-mail in your letter unless you have moved in the last year; that information is in the yearly roster. However, Jeannine thinks that it's helpful to see those addresses, etc. at the beginnings of those letters. Best regards; check to follow.

Don

JOSEPH E. ARMSTEAD—1153 Lincoln Dr, Mountain View, CA 94040

Cleve, It looks like we're all on the same vector to the "final-approach". It was good to see the amount of work that you put into RUPA. With that in mind, I'm jumping the gun and am forwarding my first year dues etc. five days prior to the official retirement day (May 1).

I realize that my application is going to be scrutinized with a fine toothcomb before it's acceptance. I guess I'll have to bribe you with a few stale, lighter-choice fish crew meals.

If that doesn't do it; I'll be forced to send you so much extraneous B.S. under the pretense that the membership might be interested, that your postal clerk will need a DC-10F to deliver it.

All kidding aside, it doesn't seem so bad, listening to you guys out to pasture. Hmmm, there's always the age 63 issue.

Take care, **Joe**

HAP" ARNOLD—2814 N. Baycliff Dr. McHenry, IL 50050

When I sent my check to RUPA last month, I promised Cleve a letter later. Here it is—MUCH later. I lost my little motivator (MARGIE) a year ago January 6, and after 58 years and 11 days of happy married life, I've forgotten HOW to be a bachelor. The April *RUPANEWS* was the spur that got me moving. The obit on Ralph Breyfogle and John Stefanki's article took me back over 50-odd years. Ralph and I roomed together while going through Co-pilot training in Denver. That's where I met "Spanky" too. We all had the engineer course at Cheyenne at the same time too. I would not have recognized "Spanky" from his RUPA picture, but then, I doubt if he would recognize ME now, 80 odd yrs does something to one. Hi John.

Thanks to all the RUPA crew. They keep a bright spot in us old codgers' life. **"Hap"**



HOWARD A. ARONSON—44 Horton Ln, New Canaan, CT 06840

Hi Cleve, Just a short note to say that all is well with my family and me. It has been almost two years into retirement – don't know where the time goes. Still flying general aviation aircraft, instructing at Sikorsky Airport, CT, as well as doing flying for the Civil Air Patrol. Quite a change to fly "low and slow."

We lost a good buddy recently in N.Y., Gene Sengstacken. I flew with him in DC-6, 7, and B727, a great pilot and a great guy. He will be missed.

Enclosed is my check for the mailings. The *RUPANEWS* looks great now, and I know it took a lot of work by all concerned. My thanks and gratitude for a job well done.

Sincerely, **Howie**

FELIPE AUWE-SANCHEZ

felipsan@olypen.com

Greetings: Assuming that most of my friends and acquaintances figuring in my e-mail list are interested, I somewhat presumptuously send blind-copies to all concerned with the usual tasteless comments concerning my past present and future activities.

By June 7, 2001 I will have been out of the "psych ward" of the U of W for one year. Although the time has disappeared incredibly fast, I have made tremendous personal progress in several ways. The debilitating depression that incapacitated me for four years has been identified, medicated, and resolved. Emotionally I feel more healthy, stable, and "normal", if you will, than I have for my entire life. As a result, my self-esteem has improved to the point where I am able to realize some lifelong aspirations.

I spent November of last year in Namibia, Africa, and already long to return. Perhaps I will do so this Fall. I spent two weekends with Massad Ayoob, one in theory, the other in practice, at the Firearms Academy of Seattle (FAS). If you are interested there is a web page for FAS. The instruction I received was excellent as MA is the worldwide recognized expert in this field, owns and directs the Lethal Force Institute in Vermont, is a Police Captain, and qualifies as an expert witness in matters related. And under his safe, astute tutelage I also qualified with a Glock 26 9 mm to

the standards required at LFI and FAS. Additionally, here in my home-gymnasium, I have alternated days between one to two hour sessions of aerobic exercise and bodybuilding. I have a step-machine, a treadmill, and a full set of free weights, benches, and machines. As a result I find my physical condition to be better than at any time in the last twenty years. This is important, as I plan to leave the 14th of this month for Spain where my goal is to hike the "Way of St. James" from the border of France near Roncesvalles, Spain across the Pyrenees and Northern Meseta to Santiago de Compostela and beyond to Tierre de Finiestre.

The entire distance is approximately 800 kilometers or 500 miles and has been used as a Christian pilgrimage from the 9th century, who at first evaded the infidel Moors in southern Spain and after the reconquest traversed the course as an act of faith. Supposedly the remains of St. James are interred in the Compostela Cathedral and as such the area is thought to be a site of great goodness and blessings.

No, I have not converted, but remain staunch in my atheism. My intent is to be alone, accomplish a formidable feat, examine the inner self, and join Shirley McClain and a host of others by walking into history. So I'll be gone for at least one month and one-half and more likely two. I cannot promise to write, call, send e-mails or the like as the accommodations are rustic, the towns small with some exceptions, my pack will be ultra-light, and I suspect I will be physically weary and dehydrated with all of the concomitant aches and pains associated with such a challenge at the obscene age of 66. I will be carrying a sleeping bag and only two changes of clothes. Whereas the water for ablutions is invariably cold in the rural parts of the Meseta, my bathing habits will be suitably circumspect. And sleeping facilities range from out of doors to stables to "refugios" and, with luck, low cost "hostales" or inns.

Upon return, of course, I will write once again and if possible attempt a resume of the "hegira" and distribute it accordingly. Please note that, as in Africa, I shall spend the time alone. One of the keys to my recovery has been the recognition that I must be apart from people and society, that never bored, I am content with my own thoughts

and feelings, and that "aloneness" is salutary rather than alienating. This transition has been difficult for Dora to reconcile, as she comes from a culture that favors socialization and she has no other family or close friends in this immediate area. But as the issue is one literally of life or death with me, she is slowly, painfully, coming to terms with my misanthropy and isolation. By the way, Dora and I will travel to Spain together and spend several days in Madrid with friends. Then I leave for the north and, tentatively, she has plans to visit the south and Cordoba. How long she stays, how she returns, and what she does in the meantime is totally her decision. I will be quite occupied with St. James as I struggle to wrest myself from his persuasive, spiritual grasp.

Then, later in the summer, I plan to travel to Key Largo and become qualified in scuba diving at one of the numerous schools located in that area.

Florida is not popular during the hot months so I expect low rates, few tourists, and warm waters. Then, as mentioned, in the fall I may return to Namibia. My guide and now friend, Brian Batson of Sun Safaris, PO Box 80226 Olympia, Windhoek, Namibia, phone/fax 011-264-61-251069, might be amenable to my presence as an unpaid assistant with his personalized tour service, and I am considering this also as an option. At least I may explore the possibility with him.

Well, as you can discern, with the passing of melancholy I have regained a tremendous amount of psycho-motor energy and once again, no, for the first time in over six decades, I feel truly alive.

Please pardon the inordinate quantity of "me" in this communication but "I" seems to be the subject I know best and one about which I am learning something new and novel each day. So until my return I wish you all a most pleasant spring and summer replete with health, luck, joy and devoid of crises, discomfort and anhedonia (sorry, but I love this term even if it is negative). Take care, work and play safe.

Felipe

JEFF BAILY - 590 Pine Creek Rd, Walnut Creek, CA 94598

Jock: 4 years gone ..really flew by. Maybe it's a sign that we're indeed having fun. Life is good. Retirement is good. Whoever invented this, we thank you (Maybe Rush Limbaugh?) This pub is

tops. Y'all work the duck principle to the max. The finished product looks so nice but a lot of leg-work below the surface. Look forward to reading it every month. Check via snail mail.

Jeff

ELIZABETH BARGER—1300 13th St. NW Apt. 408B, Cedar Rapids, IA 52405

Dear Cleve, I'm late sending postage, and apologize. I'm busy helping a friend move to a nursing home and she's reluctant to go. Sad, but necessary.

Was very sad to hear that Phil Johnson passed away. He was a great friend and will be missed by all.

I'm fine and had a pleasant time taking care of my grandchild while my daughter and her husband went to the Kentucky Derby. My love and best wishes to Betty Johnson, Toeppen's & Hugh's.

Betty

V.R. "BARNEY" BARNHOUSE, JR—17621 Wellington Ave, Tustin CA 92780

Dear Cleve, April is the birthday month for me, so enclosed is my postage check. Ed Ahart, Marty Vertson and I had lunch with the Dana Point group today and a good time was had by all. Ed and I will be working on our golf games and Marty will be tending to his money. Ha!

My email address is :barney1ual@earthlink.net"

Best wishes, **Barney**

BOB & PAM BLACKWELL 3621 Madison St; Oak Brook, Il. 60523 pamandbob@juno.com

It's hard to believe another year has gone by, and I've been out of the left seat seven years. My, how time flies.

We stay very busy. Pam is still flying Internationally for UAL, and I try to take care of the home front as best I can. I also try to spend as much time, as I can flying my C-182. My son got his ticket, so I try to fly with him, as much as possible.

We have a cottage, in southern MI, and spend lots of time there, during the warm months. We try to get to Mobile, AL, at least every three months, to visit my, soon-to-be-97- year-old Mom.

Mid March had us in Mobile, for my 50th High School Reunion. It was a great time, with over 350 attending, and what do you know? there were

NO old people there. Our thanks to all who make this publication possible, and RUPA such a great organization. Postage to Cleve.

Bob & Pam

WILLIAM BOURKE wcbourke@home.com
We have finally moved into our new domestic base camp on beautiful Vashon Island near Seattle and Tacoma. Although it will be a while before all the boxes are unpacked, we are grateful for a professional moving crew and relatively comfortable transition.

Effective immediately, please use our new addresses as follows:

email: Bill: wcbourke@home.com;

Teresa: tsbourke@home.com;

snail mail: 23702 99th Ave. SW, Vashon Island, WA 98070; Phone 206 463-1752; FAX 206 463-0052

Best love to all, **Bill & Teresa**

ALLEN & KAREN BOWMAN, 18083 Peregrine Lane, Mount Vernon, WA 98274 alkarbow@aol.com

Hi Jock: Thanks to everyone who keeps the *RUPANEWS* in production. All your efforts are much appreciated. The postal fee check is in the mail to Cleve.

Things are going great for Karen and me. The Lord has really blessed us. Retirement is good with all the traveling, cruises, life style, etc. Playing is much more enjoyable than working for a living. **Al**



"I'm folding my AAA map and I'm shutting my mouth"

IVORY BRUMMET— 302 Foursome Dr, Sequim, WA 98382

Dear Cleve, Time does fly when you're having fun! I apologize for being late with my dues. Every year I vow it will be different Next Year. We'll just have to wait and see.

Our traveling has been very limited the past year. We've been to Wisconsin a couple of times to visit Peggy's family and a few local sight-seeing trips. We enjoy our home and stay pretty close. I still have my Cessna 182 and enjoy flying 80 to 100 hours per year. The engine now has about 1800 hours logged on it, so we're having it replaced with a factory remanufactured zero time engine. Maybe we'll take a nice trip in the 182 this summer. We are enjoying good health and wish the same for all the RUPA group.

Thanks again to all those involved in getting the *RUPANEWS* out. Your efforts are appreciated. Best Wishes to All, **Ivory & Peggy**

FRANK BUTCHART, 215 Angela Dr., Los Altos, CA 94022

Another year gone by, and check to Cleve for the best bargain around. Thankfully, we're well, do some traveling and keep busy, but still have time to enjoy and appreciate the excellent results of your efforts.

Thanks to all, **Frank**

FRANK CALDERARO franksis@rcn.com

Almost two months late - must have forgot my birthday this year. Been on the dole now for nine years,. went by fast - Sis and I still healthy. Flew my last flight for Orbis last November. Jim Rosater and I took that beautiful airplane/ operating hospital from Varna, Bulgaria to Amedabad, India with a fuel stop at Larnaca, Cyprus. I had been flying for Orbis for over nine years and thought it was time to let some of those young "just a little over sixty" guys do the flying. This is the third time I announced my retirement - but this time I really mean it. Sis and I have done some traveling - won't bore you with the details but have to say we finally did the Panama Canal cruise and it was great. Spend a lot of time with kids, grandkids, and maintaining two houses and a boat. Keep saying I'm going to play some golf again, but just can't seem to get the time.

I was interested in Ken Everson's Caravelle Mystery. I flew Caravelles in Europe for Transavia back in 1971. United sold five to Transavia and they needed some captains for their summer tour season. Got a leave of absence (with some difficulty) and took my family to Holland and had a good time. Thought I might have flown the Mystery one, but Jim Francis' research on #114 proved it wasn't so. He did a great job on the research. Check's in the mail - appreciate all your hard work!

Frank

HAZEL E. CARLSON—2530 Mayapple Ct, Northbrook, IL 60062

I will be two years since Dick went to be with the Lord. I now have sold my home in Palos Heights where we lived 52 years and I have moved into a retirement home in Northbrook and have a beautiful duplex. I am using the pass privileges and I really wish there were a few companion passes for widows.

Enclosed is a check for postage and hope this covers. I enjoy the *RUPANEWS* although there are not many names I recognize.

Thank you for work. It is so appreciated. *Hazel*

REX CARLTON— 4471 Grand Teton Dr., Medina, OH 44256

Hi Cleve: As usual I am late getting my postage to you. It seems as though I always will be late so no use trying to change now. I am sending \$50 (2 years) now. This way I won't be late next year. Kathleen and I sold our home in Pleasanton and moved to Medina, Ohio in September. We took our money and ran. I promised her that we would not spend any winters in Ohio, so we left in November for our condo in Bradenton, Florida. I have six sisters and a brother who live in Medina., so we are not lonesome. I really miss our son, daughter-in-law and three grandkids who still live in Pleasanton. He is an Air Traffic Controller at Oakland Center. He hopes to retire in 3 years and move to Ohio.

Kathleen had arthroscopy surgery on her knee but it has not helped much so far. I turned 70 on April 6th. A friend who turned 70 said he could still do as much at 70 as he could at 40. It just proves he didn't do much when he was 40.

Looking forward to going to the North Coast

RUPA meetings. Don't know many pilots from this area other than Jack Heiszek and Dick Sanders.

I am doing OK physically, but we had a tough time with the move. Never again! Please send the *RUPANEWS* to our Medina address until November. *Rex*

JOHN H. CHAMPION—201 Cascade Dr, Indian Head, IL 60525

Dear Cleve, Even with some small problems, no major ones, we seem to have lost a year. Enclosed is a check for some catch up dues.

Thanks for you great work – I hope to be able to send a BD letter in August.

Best regards, **John**

RUSS COTTLE 351 Walsh Rd. Atherton, CA 94027

Tracy,SFO

38 1/2 yrs with a stable strong company, working with professional, interesting guys and gals, and flying the best from the 247 to the last nine years on the 747. Even flew that rinky dink Viscount during the '60's when current on pistons, turbo-props and turbojets. During the 40's they used to move the junior, single copilot or anyone they needed for military contracts.

Jean and I are still hanging in there. As long as things don't go wrong more than one at a time, I think I can handle it. I have some macular degeneration, and some advice. Next time you see your eye doctor, get an Amsler Recording Chart, A simple grid with a dot in the middle. Focus on the dot with one eye, and if the Lines on the grid are not straight, get back to the doctor. The wet type macular Degeneration can be stopped with laser if you are early enough.

We are celebrating our 57th wedding anniversary next month, life is good. Back to Idaho, May 15. Thanks to you fellows and gals who do all the work.

Russ



NORB CUDNOWSKI— 4120 Lorene Dr. #201, Estero, FL 33928 56/90 ORD, LAX ORD Email norbcaro@aol.com

Greetings to all, Eleven years into retirement and mostly all is well. Carole and I have about three more weeks in FL before we head north to the U. P. of MI for the summer. So far no tennis injuries for me, but Carole may need the knee surgery this time. Time will tell.

Our oldest daughter, Deb, who is an MD, has gone through a lot the last couple years. First a brain tumor, while six months pregnant, fortunately benign, then breast cancer. Fortunately the baby was born healthy and normal. Deb, has undergone surgery and chemotherapy and is doing as well as can be expected. She has a positive attitude and is back to work as a doctor.

We had a most enjoyable train ride through the Canadian Rockies with Gene and Elaine Conrad (ORDFO, ret.) and friends from the 339th FTR INTCPT SQDN. It is billed as "The most spectacular train trip in the world" and I believe it. Recommend it highly. If you do go try the "Gold Leaf" service which includes reclining seats with extended legroom under a glass dome, a gourmet dining room on the first level with complimentary wine and great service. For a complimentary brochure you can call 1-800-665-7245.

Had an enjoyable experience last week. My youngest son, Bill, bought me a ride in a T6 (Texan) (SNJ for the navy types). North American Top Gun travel around the country selling rides which include air combat courses and aerobatics. They are not cheap I had a half-hour ride (\$380.) Being a cheap Polish Pilot I would not have paid that much, especially when I remember that I was paid to fly that machine in my Air Force days. Anyway, after a few turns, he had me follow him through loops and aileron rolls. Then it was my turn. I did a few. A little rusty at first, then it was beginning to come back to me. About that time my half hour was up, and it was time to head for home. It was a beautiful day and it brought back a lot of memories. It had been 49 years since I had flown a T6 and about 46 years since I had done any aerobatics. It was fun, but I feel sitting in the left seat of a 747 is a better way to make a living in the flying business. I feel thankful to have experienced both. Best Regards, *Norb*

GORDON J. CUPPLES

Dear Cleve, Jock and Crew,

Enclosed my annual dues check. I really enjoy *RUPANEWS*.

Nice to see so many "Old-timers" I flew with as a new guy still kicking butt out there.

Roxana and I are enjoying retirement. We have been spending most of our time building our new home here in Reno. Golf is the activity we use to keep us humble and tormented. We haven't been to an airport in the 4 years since retirement. We drive and see the country we love from close up and personal. I saw all I want from altitude. Still haven't figured out how to drive to HNL but working on it.

The only flying I do anymore occurs at El Toro (now gone) or MCAS Miramar.

My son is a Marine Corps Hornet pilot and he keeps me current in the F-18 Sim. The good old days of flying fighters are gone. The new guys flying these hi-tech fighters with all the complex radar, weapons and threat warning systems, spend about 8 hours of studying, briefing and debriefing for every hour of flight.

Our briefings used to be like "kick the tire, light the fire, first guy airborne is leader, we'll brief on guard". The debriefings were done at the O Club in about 3 minutes. These new guys judge a fun time as a flight with a Brief/Debrief to Flight ratio of less than 2 ! We would have mutinied at even a 2:1 ratio.

Keep up the good work and thanks for your time and efforts on our behalf.

Semper FI

Gordon Cupples

gjcupples@earthlink.net

NEIL DANIELS. Los Altos, CA.

Dear Jock. Just a brief note. Only had two short trips this past year, both to Texas. Galveston in November, Dallas in May. Happy to be living in the Bay area.

Medical report: In January a stent was placed in the lower right artery of my heart. This follows the triple by-pass five years ago. My stamina has been reduced a lot My two mile a day walk is now only one mile, sometimes not that.

Celebrated birthday 81.

Happy to be alive! **Neil**.

RON DENK 26 Rotary Dr., Summit, NJ 07091--
rdenk@earthlink.net

It's that time of year again. Betty & I have had no trouble staying busy, particularly with a September wedding coming up for our elder daughter, Maria. Our younger daughter, Kathleen, graduated from New York University in December, a semester early, and is now gainfully employed by Random House. Hooray--- no more tuition payments.

A hobby that I've had for the last 45 years is collecting literature on the Polar Regions. Betty & I love to browse the antiquarian bookstores and I now have about 200 volumes on the subject. A book I recently read and would like to recommend is the biography "Bernt Balchen-Polar Aviator" by Carroll V. Glines, published in 1999. Balchen, besides being Byrd's pilot on the first flight over the South Pole, established Sondrestrom (BW-8), Greenland in 1941. He was later instrumental in choosing the site on North Star Bay for Thule AB. During the war he led a number of rescue missions on the Greenland Ice Cap and also worked behind the lines in his native Norway. After the war he helped establish DNL, the Norwegian airline, and later SAS. This man was involved in every facet of aviation from the mid 20's till his death in '73. I seem to remember seeing Gline's byline a number of times in the "Air Line Pilot". All in all, a very good read.

I became interested in the colder climes while in the Air Force flying C-54s out of Torbay, Newfoundland, into the far north for an enjoyable and interesting year and a half in the mid fifties. Rolling drums of POL out the door, from below 50 ft., into the snow at some remote site on the Ice Cap was almost as much fun as you could have without breaking some regulation. Yes--usually about 20% of them ruptured, but since we had no chutes, free dropping was the only option. Traffic delays at Alert, Eureka or Nord, or for that matter even at Thule or Frobisher? Ha, Ha! In early '57 we escorted C-47s from Thule to Fletcher's Ice Island (T-3) to establish that station for the International Geophysical Year. They didn't have the legs to make it nonstop, so we stopped at Eureka and refueled them from 50 gal. drums (previously cached) by hand pump, and that was really cool at 35 below. Talking about cool--the cockpit heater for the 54 was, as some of you may remember, lo-

cated in the nose wheel well which caused it to frequently freeze up and quit. It would get so cold that even while wearing full arctic survival gear we would sit in sleeping bags and pass the astro-dome heater around to warm our hands. Don't ask how we would have applied rudder had an engine failed--thank God, those R-2000s were pretty reliable. The entire operation was rather loose--witness the fact that the first and only time I was in a C-47 was as co-pilot on a supply mission from Sondrestom to a site at 9500 feet on the Greenland Ice Cap. Ground school consisted of a three-minute briefing on how to retract the skis and gear and the location of the JATO bottle switches. I was expecting a really smooth landing but the actuality was just the opposite because of the sastrugi (waves of snow) being hard as ice. The take off was just as rough. I was surprised when the boss shut the engines down in those low temperatures but much relieved when we were able to restart them twenty minutes later. The only problem was, the skis had frozen to the snow, and we had to use two of the JATO bottles just to start taxiing and two more to lift off even though we were empty. Our crew requirements may have been rather relaxed but we couldn't hold a candle to the civilian contract pilots flying the Dew Line out of Frobisher. Many of them were flying DC-3s, C-46s and Bristol Freighters solo. Why share the loot with a co-pilot? After the landscape became littered with aluminum, the Canadian DOT finally mandated a minimum two man crew. Enough of these cold weather tales.

Jim Biestek, as a result of his search for a listing of air museums (Feb. *RUPANEWS*), clued me in to the quintessential "Guide to Over 900 Aircraft Museums" by Michael Blaugher. (<http://members.aol.com/airmuseums/guidetoairmuseums.html>). Another gem for any pilot's library. For anyone interested in a listing of air shows there is www.airshows.org -- where you can pull up a schedule, by state, with the performers in each show listed. Since I replaced my old Macintosh last summer with a new Dell PC I've really enjoyed the web and all it has to offer. Almost makes one feel a few years younger. Regarding the article on "Good Ol' Fiber" in the April *RUPANEWS*, let me put in a plug for Kellogg's All-Bran-- Bran Buds cereal. This is, to my palate, the tastiest high fiber

cereal on the market. You may not find it in every supermarket but it is well worth the search. Check to Cleve.

Many thanks to you, Jock, and all who make this great organization go. **Ron**

My own fiber requirements have been met lately by taking a packet of Rexall Bioslife 2 in 10 oz. of juice every morning. It brought my cholesterol down from 220 to 175 in about three months, without drugs. The product is kind of expensive at \$52 for a box of 60 packets, but for me the results are worth it. Those who wish to may order it through Rexall.com on the net. Ed.

E.EUGENE EAGAN 419, Atkinson Dr. #1504, Honolulu, HI 96814

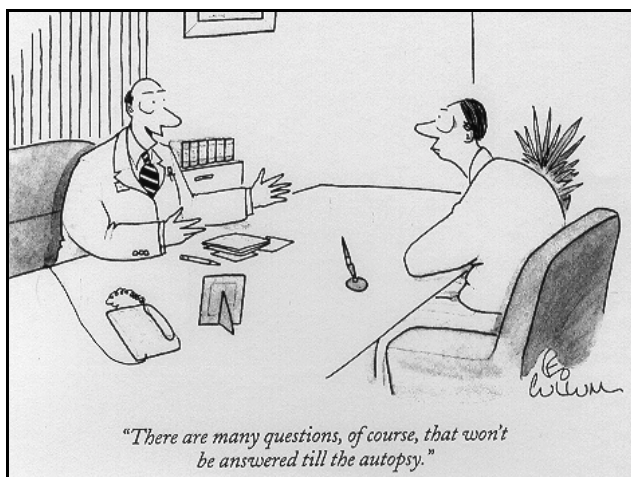
Dear Cleve: Well, my first year has slipped by all too quickly. My anniversary was March 1st. My time has been consumed with travel back and forth from HNL to LAX. Space A travel has not been too bad.

I want to thank you and all the workers for the effort that you expend in keeping RUPA running. As yet, I have not been a full participant in the monthly meetings etc., but I do plan to avail myself of some this year.

On a lighter note, I assume that most are like myself and cannot see oneself getting older. However, when a Japanese teenager (tourist) gets up to give you his seat on the local bus, one gets a rude awakening.

Thanks again, **Gene**

I must really be getting an anachronistic old fart, for in my youth all teenagers and younger offered their seats to any adult. Let's hope the tourist's manners rubbed off on the local youth—naw, that'd be too much to hope for. Ed.



TOM FOLWELL—206 Rainbow Dr, PMB10608, Livingston, TX 77399

Dear Cleve, Sorry I missed my birthday, and I mean missed. The morning of my 67th, I was rushed to the hospital with three aneurisms, one of which (the one in my chest) had burst. Quick action by my wife, the ambulance, and the Kerrville, TX, hospital saved my life so that I will see my 68th. I don't remember anything from February 28th till March 28th. I am in recovery, but this has curtailed our motor home travels for the next year, when we hope to be on the road again visiting more of the USA. **Tom**

ED AND JUDY GENTRY, Spruce Creek Fly In, Daytona Beach FL 32124.
4/56 TO 3/88 DCA, PIT, DCA, YIP, DCA, LAX, SFO, LAX.

No big news from Florida this year. We traded our twin Aero Commander for a single engine Bonanza and traded our first home here in Spruce Creek fly-in for a bigger one with a very large hangar (50x70)'. We continue to enjoy our lifestyle here in the flyin. There are about a dozen Ruparians here: mostly retired, but about three or four still active. There are a number of non-UAL airline pilots here, so we have a lot of camaraderie.

Judy soloed in our little Beech Skipper a few years ago, when she was sixty. I told her that I had heard of someone that old soloing, but I haven't personally known one. Have to watch her now, because she begins to think that she's the captain. I let her think that, but I always have the last word even though it is "yes ma'am". Kidding aside, the choice I made in 1955 to take her as my wife was the best decision I have ever made. The second best was coming to work for Capital airlines about three months after we married. Capital was subsequently merged into UAL in 1961, another lucky break, even though I had to go back to copilot for 5 years before getting back to captain. Thank goodness I never had to fly as flight engineer (or s/o).

We went to Havana on our honeymoon. It was a nice place back then. I was flying for Stuart petroleum co out of DCA and the boss/owner told me to take the Bonanza and go wherever I wanted, so Havana was the place. Judy turned 21 the day

we arrived back home. We got back to Cuba in 1979 aboard a cruise ship. What a change!! Havana was "run down" so badly that we had difficulty recognizing the little hotel where we stayed. It was right on del Prado about 1/2 block from el Malecon (the seawall). During the Carter administration there was a period (about a year) when we U.S. citizens were allowed to go to Cuba, and we did just that. We sailed into Havana harbor 23 years to the day that we had arrived on our honeymoon in 1955.

Update on family: daughter, Susan, is now a manager for British Airways (third in command) in LAX. Through her we were able to take the Concorde JFK to LHR. Even with our "airline discount" it was expensive. Our son, Ed jr, finally resumed flying after a 28 yr absence. He has his private license and he loves the Bonanza. He is an insurance broker, specializing in mortgage insurance and health plans. We have 4 grandchildren, 2 boys and 2 girls. They range in age from 7 to 21. March 31/01 I will be retired for 13 years. I dream of United only about once every three months now instead of weekly when I first retired. It's something when the copilots and second officers who flew with one are now retired. That's old. I'm now 72 and in reasonably good health. Hope it continues. Judy is in exceptionally good health. She plays tennis about four times a week. She's 67 now and can run like a deer. Quite a "gal".

It never ceases to amaze me the amount of work you folks do in getting out the RUPANEWS. Isn't that the way it's always been? a few working for the good of the many (as in ALPA). As Winston Churchill said "never in the field of human conflict has so much been owed by so many to so few". That's us to you.

I'll quit the rambling now and close owing so much to you guys. **Ed**

JAMES E. GOOLSBY, SR—HC 1 Box 153C, Crescent City, Fla. 32112 cjpilot710@.aol.com
Dear Cleve, My first year of year of retirement has been very memorable indeed! I got to make all the air shows I really wanted to fly in. I flew more formation time than the three years previous. Sent my wife on a two-week vacation to England and I went to Oshkosh. She then bought a boat (honest)

and made me first mate.

I'm doing my Walter Mitty fighter pilot imitation, yanking and banking, in my Chinese CJ-6a all over the place. Seem to have picked-up the nickname "Pappy" from my younger Yak Pilots Association fellow members. It seems they've never seen a real FAA Navigator's ticket. I no longer wakeup late in the morning afraid I've missed a trip and I don't have dreams of trying to taxi a -400 across a ramp of telephone poles anymore. I have not looked at ONE Jepp chart. I get to hang around a bunch of retirees like myself re-living long ago trips, and grouse about how easy the new kids have it.

Got over two bouts of tennis elbow (l & r) and I don't play tennis. I have not caught one, repeat one, cold this whole year. I realized a life long dream of flying in a B-17, and next week I start flying a B-24 for the fun it. And best of all, my daughter and her husband made me a grandfather to a beautiful boy (aka William The Conqueror) and a week later was informed by my daughter-in-law, that I would be assuming that same status this coming November! Ah "the fruit of my loins", it don't get any better than this!

FAQ? "Do you miss working?" I always answer. "I miss the airplanes and cockpit mates. I miss nothing else". Sincerely, *Jim*

"Do not meddle in the affairs of dragons. 'cus, like, you are crunchy and taste good with ketchup." Dilbert's Word of Wisdom



RICHARD E. GRAVER—PO Box 1943, Reno, NV 95476

Hi Cleve, That time of year already. Here's my check. Nothing new to report, except that my son is now flying left seat for UAL after 3½ years with the company. Best regards to all. *Dick*

BOB HARRELL

BOBHARREL2@aol.com

Dear Capt. Jock: June 8th is my birthday, so it's time for a few words.

In the April *RUPANEWS* there was a humorous collection of names that occurred on the airplane cabin wall where entering passengers could read the crew names.

Back around 1955, I was an F/O on a Convair trip. "Ed" Carroll was the Captain, so the names were Carroll, Harrell, and Carol Harrellson (Stew).

In the same issue was a picture of two of my favorite Captains I flew with back in the old days, Don Kile and Hugh Wilson. I saw Hugh recently at a luncheon in nearby San Marcos along with some other RUPA people.

Muriel and I are well, and finally going to Alaska in June on a fly/cruise/bus/train/fly trip. We're looking forward to that. We've toured all the other states over the years in our RV. This time we'll be lazy passengers. Best wishes to all the newsletter workers and anyone else who knows me.

Fraternally,

Robert (Bob) Harrell

JIM HARRISON, Annandale Va.

ibjim@erols.com

This month starts the eighth year of retirement. No complaints here, except that the days are too short. Wish those dog days of airline stagnation during the 70's had gone as fast. No complaints here.

My wife and I enjoy good health. We are enjoying a new grandson born last month. The miracle of new life is not taken so routinely as in the invincible years.

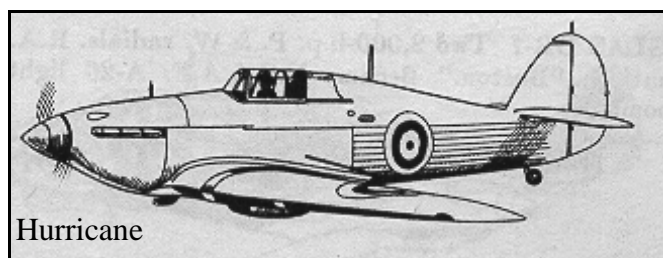
A large garden keeps me off the street corners during summer. I grow enough veggies to supply the needs of my sons' families, neighbors and some for the local charity. The raspberry patch is a star performer.

I have continued respect for those who make their living tilling the ground and depending on mother nature to cooperate. I keep it as low tech as possible.

My association of 18 years as a docent with the National Air and Space Museum is still very gratifying. The people at the Paul Garber Restoration Facility are good friends and top craftsmen. The anticipated move to the new Dulles facility is changing the nature of the operation at Garber. All restorations have ceased. The name of the game is conservation and cosmetic enhancement of the inventory. For

example: our crusty old P-38J is being gone over for corrosion control, some dents removed, cosmetics applied and the overall effect is a vintage WWII bird reminiscent of Guadalcanal. Pretty neat stuff. NASM Dulles will give you a flavor entirely different than the pristine look you are used to at other museums.

There was a roll out and photo-op of the last restorations a few weeks ago. The Aichi Sieran and the Hawker Hurricane MKIIC were photo'd and



Hurricane

documented. They will now be dismantled and packaged for transit. The Dulles Museum will open in December of 2003. There is good information about all of this on the NASM web site. Look up the Garber reference.

A long time UAL pilot friend and neighbor, Bill Dalkin, passed away recently. That demon prostate cancer was the cause. There is the slow kind and the rapid type. The latter type got Bill. Just two years into retirement. Beware. You never know.

The notable trip last year was on the Canadian Rocky Mountaineer Railway. It does a circle out of Vancouver to Jasper and Banff. Nice comfortable dome cars with dining on the lower level. First class service. Very enjoyable.

Cheers, **Jim**

(Thought I would throw this in if you want to use

it.)

Three sisters, 92, 94, and 96 years old, respectively, all lived together. One day the oldest drew a bath. She put one foot in the water, paused, and then called downstairs to her sisters, "Am I getting in the tub or out of the tub?"

The middle sister started up the stairs to help, and then paused and called back downstairs, "Was I going up or coming down?"

The youngest sister, who was sitting at the kitchen table having tea, said, "I guess I'll have to help. I hope I never get that forgetful!" and knocked on wood. She got up, then paused and called, "I'll come up as soon as I see who's at the door!"

ROBERT E. HEDGEPEETH 35 Clintwood Ave, Englewood FL 34223 bobneenie@ewol.com
Check has been sent to Cleve. Don't miss the rat race, except for all the good people I worked with. Don't know how I had time to go to work. Life seems to be just the right balance of service through our church, work, keeping up the house and leisure and travel. I pray the next seven years will be as good as the first seven years of retirement.

Thanks for the great job you, and all the others who work so hard to make to make the NEWS and organization great. Until next year.

Bob

ED HOFFMANN, Barrington, IL
EangG_Hoffmann@compuserve.com

Dear Jock: I add my thanks to all the others for the work you folks on the west coast do in putting out a great newsletter. Geri and I are both in relatively good health and have spent the past year doing a little traveling for pleasure and a lot of traveling between Chicago and Los Angeles to baby-sit our newest grandson.

I'm still soaring and towing with SkySoaring, a club located about 30 miles west of O'Hare. Made the mistake of letting myself get roped into becoming president of the club this year, which probably wouldn't have been too bad except that the club is in the third year of defending ourselves in a lawsuit filed by a disgruntled ex-member who wants control of the land so he can sell it. Guess where all the club money is going instead of being used for improvement of our aircraft. I hate lawyers!

Wanted to comment on a poem, "Flying the Line", submitted by Larry Black and published in the March newsletter. The author, Jim Skog, is a retired American pilot who is also a member of SkySoaring. Jim is a great guy, our Chief CFI and also the club's "Poet Laureate". On a moment's notice he will come up with a poem praising or roasting anyone, as the occasion demands. He's also a very talented pilot, considering that he is ex-American!

Check is in the mail to Cleve.

Ed

HOWARD HOLDER SEA SFO '60— '88
No computer yet, maybe next year.

Dear Jock, Cleve, & all United Pilots past and present, I can't remember (lots of stuff that I wrote last year (or even if I wrote), but a brief recap. Got in a four-day kayak trip around Memorial Day on the Smith River of Montana, with a late Spring wet snowstorm - three nice days and one of cold weather survival. Ten days later a hot weather trip on the San Juan of southern Utah. Alternated with my river buddy, ran the raft 5 days and kayaked 4 days. Got in a week long houseboat trip on lake Powell in the Fall. Great trips, I sure must like them. Planning to do the Yampa in June.

Just entered a new decade last week, but feel like 40, if I can remember what that feels like. Had a combined birthday and wine tasting party with a group of friends and family and a humongous bonfire on the beach. Can't believe 12 years of retirement have gone so fast.

Missed Oshkosh and the Corpus Christi Navcad Reunion last year. I did get to the Final Four in Minneapolis and see my old school WIN. What an agonizing long comeback from 22 in the first quarter to an 11 pt win over Maryland late in the game. Only other trip was to western N.C. to wind up three years as successor trustee for my mother's estate. Lots of work, but sure beats probate. Never did sell the old home place, just own it in common with brothers and sisters.

I don't recognize as many names in the *RUPANEWS* any more, but still enjoy reading all the letters. I really appreciate all the effort of those who make it possible. Well, enough for now, next year the polar bears of Churchill.

Check for Cleve, best to all, **Howard**

DOUGLAS M. HORNE—133 Miller Ave,
Portsmouth, NH 03801

Hello again from the Great Frozen Northeast, where we had more than enough snow, lobsters, and electricity. I know the check is late, but I had to wait until my fingers thawed out.

On a serious note; has anyone written an unbiased, or relatively so, examination of our ESOP? I just wonder if it worked as planned, achieved its goals; improved employee moral, reduced labor costs, better management, etc. And, are there any lasting effects from it? Having been there for the first half or so, before I retired, and noticing UAL's overall performance since, I have serious doubts that much has changed. Sort of the old saying: Brand New Bottle, Same Old Wine".

Anyone have any opinion?

Thanks for all the good work you put in for all of us. **Doug**

From what I can gather on the UAL/ALPA forum, about the only major benefit is the seat on the Board of Directors—so the masterchair says. Others take leave to doubt that it was worth the great cost. Ed.

N.C. "BOB" HORNE

Can't be late for #8, 80, that is. Still traveling cross country, but not as often.

I had to move into a retirement village because of BJ's health.

I think I recognized a couple of names in the Dana Point gang – will check and see if they will accept me.

Check in the mail to Cleve. Thanks to the members who make RUPANEWS possible.

Bob

WILLIAM A. HOYGAARD—12182 East Amherst Cir, Aurora, CO 80014

Dear Cleve, A few days after my birthday, but still in the same month. . . here is my check for the year.

Other than still needing to take coumadin (and the current approach is once a Pulmonary Embolism, always on coumadin) my health is good and I am staying active. My wife and I are looking forward to getting the camper out for the summer. Guess my lungs are "recovered" as we camped and hiked at 11,000 feet elevation last summer and I felt fine.

We went to London from Dulles on a B777. The service and comfort of the First Suite was pretty amazing. Then on to Belgium, via the Chunnel on the Eurostar, where a day at Waterloo was of great interest to a history buff like me! Hope we will be as lucky with getting first class seats when we go to Scandinavia in September! We will be looking into family history in Denmark.

I did fit into my blue uniform for United's 75th at DENTK on the day before my 76th. Enjoyed seeing guys I had not seen in years at that event.

The efforts of the folk who put out the RUPANEWS is greatly appreciated. And, I checked out the web page and will look at it again.

Regards, **Bill**

JOE E. JONES, EWR-MIA-ORD First year of retirement passed much too quickly....perhaps I was too busy doing all those jobs around the house I had deferred for the last ten years until I retired!

Jane and I will remain in Alabama, as we have accumulated too much junk to move!

Great job on the newsletter...checks in the mail.

Joe email: jones@hiwaay.net

JERRY JULSON—HCR 57, Box 147, Reed Point, MT 59069

RUPANEWS: The Big Sky Country is dry again, three years running. Yellowstone River lowest on record. Solar cabin working well with no letup on the view of three mountain ranges.

Latchstring is always out if you don't mind circumnavigating the horses, longhorns, and stepping over the dogs. **Jerry**

TOM KENNEY, Sun City West, Az
1945 -- 1981. MDW - MSY - ORF - DCA -
EWR - LAX/CHF - COPD - IBS - TIA.

80th birthday on 6/22/21

The acronyms after LAX indicate my present state of health: CHF = Congestive Heart Failure, COPD = Chronic Obstructive Pulmonary Disease, IBS = Irritable Bowel Syndrome, TIA = Transient Ischemic Attack. However, none of these are as bad as they sound, thanks to the wonders of modern medicine. Six different pills a day, plus a couple of inhalers keep things under control. I do golf three days a week, and tennis two. Hope I can keep it up.

Our yearly schedule has become pretty routine. To escape the summer heat, it's a couple of weeks in June in California, ditto for July, and the month of August in Sedona, AZ (quite a bit cooler at 4,500' elevation).

Thanks to all who get the *RUPANEWS* to us each month, and the check is in the mail to Cleve.

DON W. KINCAID— 314 Torrey Pines Pt, Naples, FL 34113 60/92 EWR,IAD,JFK,CLE, ORD Enjoying my ninth year of no PC's here on the Gulf Coast. Some golf, little tennis, working out and no vices, well maybe a couple. As most members, I appreciate the job done by the head weenies. Especially the health and benefit related issues. Check in the mail. Also add my E-mail address. Don

ANDRE E. LAMBERT—352 Heatherly Heights Rd, Saluda, NC 28773

Dear Cleve, Here's advice to the wise: A year and a half ago, I felt pain in my right armpit, not the left, when exercising. A shooting friend of mine, a chiropractor, took some x-rays and told me it was torn chest ligaments. I believed him because I did lift some very heavy stuff while winterizing the mountain house prior to moving south to Florida for the winter. I didn't heal during the winter, so last spring, back in the mountains, I told my local doctor. She set me up for a stress test and the rest is history. They found one heart artery half blocked and three others minimally blocked. I had quadruple bypass surgery on 9/5/00 and I'm now back at the gym and feeling better than I ever did. My cardiologist told me that pains on the left side are greatly overstated: one of his patients had a toothache when his heart acted up. Words to the wise: with strange aches, don't hesitate to take a stress test. It probably saved my life.

Cheers, **Andy**

ROD & MONET LION P.O. Box 367 Enumclaw, WA. 98022 captlion@nwlinc.com Another great year, Lots of fishing, crabbing, and R & R for me. Lots of travel for Monet. Monet just returning from France again, and me from a salmon trip to the Columbia. All successful.

Leaving the 15th of May for Branson, Mo. to visit older daughter and grandson. Next month to

Idaho to visit younger daughter and granddaughter. All healthy and happy. Thanks for all the hard work. Look forward to each issue to hear of old friends.

Hello's and our best to all.

Rod

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

Hi Jock & Cleve: I'm sending this via e-mail to you both. Check's in the mail.

Another year gone by. Six now since changing jobs and I'm still having a great time working with NASA and still enjoying good health. The NASA research program I've been managing has produced some very good results. We are finding that the new ideas and technology our team has developed over the past six years is now being implemented in current airline operations around the world, including United. The military is now interested as well, so looks like we still have more work to do.

I completed my work with the Space Shuttle Cockpit Council at Johnson Space Center a few months ago. I was gratified that one of my ideas was adopted (albeit with some modification) and will be incorporated into a new Space Shuttle Entry Traj (trajectory) display. There are an awful lot of approval processes to go through, so I am surprised it made the final cut. I have really enjoyed learning about the Shuttle operation. What an opportunity! Getting to go through school and fly the sim was truly a once-in-a-lifetime experience. And, I especially enjoyed meeting and working with the young Astronauts, Mission Controllers and real "Rocket Scientists" that also serve with the Council. They are the cream of the crop.

Another busy year. Made our usual trips to Carmel and the Islands with about two weeks between our place in Kauai and some time in Honolulu. We passed on a trip to Europe this past year, but are leaving for France in about three weeks. It's primarily a business trip for me with a week in the South of France for meetings with Air Bus in Toulouse, then two weeks in Paris. Kathy and I are planning to visit with some friends near Toulouse that we met during our vacation there two years ago. Then up to Pairs for meetings with a

large French aerospace company (SAGEM). We have invitations to a villa at the Paris Air Show as well. Should be fun. Sure nice doing the international travel on real tickets. I read the horror stories in RUPA and shudder. I'm going to miss that fringe benefit when I really do retire.

Lots of trips around the US this year, primarily for business. I've bumped into a number of guys that I used to fly with, all of them wearing captain's hats now, of course. And, my son, Ron, is now wearing a Delta uniform. He's a MD-88/90 pilot out of Dallas. Delta is just starting what United started a few years ago. Big hiring numbers with no end in sight and 36-month captains. Looks like he made a good decision. Delta's gain, United's loss.

Received an invitation to speak at the annual ALPA National Professional Standards conference in Phoenix in May. Will be nice to visit with some of our ALPA friends from other airlines that we don't often have an opportunity to see. It's also nice to see the annual ProStan conference that I helped to start still going strong long after my retirement.

Kathy and I worked the SFO ALPA retirement party sign-in table again this year. It's a nice way to do some of our share of the work and, at the same time, get to say hello to everyone who attends the party. It was another great success thanks to the expert guidance of Captain Bob Lawrence and his team who have donated so much of their time and energy to ALPA by organizing this event every year now for more than I can count. Bob finally gets to be an honoree himself at next year's party after his retirement a few months from now. Thanks for a great job, Bob. Again, my thanks to all of you who volunteer your time to get the *RUPANEWS* out to the rest of us. We look forward to receiving it every month. Maybe when I retire for real, I'll have enough time to do my share of the "stuffing."

Good luck and good health to all of us during the next year. Maybe I'll retire for real next year. Or, maybe not.

Bob & Kathy



MATTY (R. G.) MATHESON EWR, JFK, CLE, ORD, IAD

Five years of looking in the rear view mirror at my flying days, and where have they gone? I didn't know what I would be good at as a kid growing up, but I am a natural at this retirement thing. I have been on the pro bowl team ever since my rookie year. Since I have reached the magic age to be on Medicare, and social security income simultaneously, and having been put into the elderly category by my beloved government, I thought I would give an accounting of myself to all my UAL friends before I forgot who I was and what I have been doing. (For the English majors, what a terrible run on sentence.)

Anyway, life is good and I have been blessed with wonderful health and tons of stuff to do. The airplane has turned into a motorcycle, creative manual revisions into an art studio, PCs for a cabin in the mountains but still in Colorado, schedule bidding into control of my life to enjoy the grand kids, family, friends and time to do all the fun things. Reserve is what we have left in the check book at the end of the month and the hours of staring out the left window on international flights has been replaced with hours on golf courses and tennis courts. Work has become a four letter word. My wife, CD, is a great travel companion and adventure buddy. She is enjoying her retirement from UAL as much as I am enjoying mine.

Throw in some volunteer work, goofing off, and a couple of naps here and there and the days are rich and full. I have marked my calendar to call the payroll department on my 100th birthday and remind them that I am still kicking and to keep the pension checks rolling.

What a great thought that is!! I enjoy reading the exploits of my fellow retirees and I especially like seeing familiar names with updates on their happenings. The *RUPANEWS* doesn't show up in my mailbox without a lot of dedicated folks doing their part. Thanks to one and all for keeping my wonderful career with United a great memory with all the articles and personals published in the News.

Next "Matty" update in 2006 or when something really special happens.

Best Regards.....

Matty

HOWARD MAYES

Just a short note to let "you all" know I am still around and kicking.

West Virginia is still home to me and we have plenty of coal to fire the generators for the electric shortage others are talking about

Twenty-three years on the pasture and still missing the rat race

Regards to all

Howard Mayes

Hmayes@marchall.edu

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

Cleve & Crowd, 66 sounds and looks like UAL's address, Oh well. They do send the pension cheque. Colleen and I are enjoying the fine state of health that we hope our friends are.

Regards, **Brian**

CECIL H. MC LEOD—1535 Omni Blvd, Mt Pleasant, SC 29466 Cmcleodl@aol.com

Dear Cleve, Enclosed is my second annual postage fee. We will not expand on the details of retirement but as with everyone, family, cruises, fly-ins, Scottish games, friends, and many other wonderful activities continue to fill our life. The best gift of all is good health and the ability to enjoy what we love to do.

Hurricane Floyd prevented us from going to the retirement party and other events seem to coincide with the luncheons. We always enjoy the arrival of RUPANEWS and hearing about the exploits of other retirees. Sincerely, **Cecil**

ROBERT MCAFEE 546 Escondido Circle, Livermore, CA E mail: phylibob@pocketmail.com
Dear Cleve & Jock, I guess it's about time I dropped all you good people a little note to let you know I'm still around and kicking. I'm actually getting this note in on my birthday month, the big 72. My lovely wife, Phyllis, and I are both enjoying good health and are making good use of our 4th motor home, a new Expedition. As our mid-sections are expanding we decided we needed one with expanding slideouts.

We enjoy attending several motor home rallies all over the country and visiting friends, especially if they have electric cords and sewer dumps on their property. Our four daughters surprised us with a

Mexican Riviera cruise for our 50th anniversary. I guess they thought Mom needed a break after cooking for me for 50 years. All of the daughters, sons-in-law, and most of the grandkids were on board.

Remembering Captain Bill Rankin's comments on his trip to Normandy in the *RUPANEWS* a few years ago, we flew there in Oct. in first class on the 777. We rented a car in Calais and spent 9 wonderful days on the Atlantic Wall from Dunkirk to all the invasion beaches to Cherbourg including the American and German cemeteries at Omaha Beach. It was a very moving experience and one of our best trips.

All of you folders and stuffers are doing a fantastic job. We are looking forward to seeing many of you at the RUPA Convention in Las Vegas.

Bob

GERALDINE MENEFEE—313 San Juan Dr, Port Vue, PA 15133

Dear Cleve, Enclosed are the dues due June 1. Moving back to the Pittsburgh Area. Want to connect with family and old school and airline friends. May look for a warmer climate in the winter.

Enjoy the *RUPANEWS*. Son and grandson look forward to the airplane articles. Thanks for the efforts of you and your staff. New address above.

Gerry

AL J. MENTING—3753 Nathan Way, Palo Alto, CA 94303

Spent my 74th birthday aboard the *Noordam* Holland American Cruise Liner. The ship was being repositioned from Tampa to Lisbon via the Azores. Had a smooth 12-day crossing. Flew British Air to London and flew home UAL's 777 in first class. All in all it was a wonderful way to celebrate another year.

I visit John Wolfsheimer, three houses down from me, frequently, as he is physically curtailed to a great extent and would love hearing from any of his old friends. Sorry check is a couple weeks late but we were gone most of April.

Thanks for the newsletter, **Al**



DUKE MILLER, 46-075 Meheanu Pl. #3366
Kaneohe, HI 96744

Dear Jock: Just a note to let you know we are still kicking, and to thank everyone who puts in the work to keep the journal coming. Got back again this year for Boys Night Out, and Janine and I came back for the Council 34 Retirement Party. Still playing golf with our Kaneohe UAL group. Haven't gotten any better, but still enjoy it. Will head back to the Bay Area the end of May, still have some things we want to do at the house, and head up to Montana, to visit relatives. Planning on going to Australia in August to play golf. Check in the mail for Cleve.

Duke

BOB OLSON MDW-DEN-ORD-, '51-'85

Thanks for all the time and effort that all you volunteers put in to produce a quality publication. I don't see how you have any time to do the other things that you would like to do.

Edie and I are in Minnesota for our summer R&R. Am sending check to Cleve to keep *RUPANEWS* coming.

Best wishes, **Bob**

Frankly, time to do the things I want is at the mercy of the dreaded deadline. Which is why I'm sitting at my computer over the Memorial Day Weekend getting the copy ready for the printers on the 30th. Ed.

GARRETT R. PAULL—20360 Weld County Road #3, Berthoud, CO 80513

Dear Cleve and Jock: I've enclosed two years for the news, plus a few bucks for the kitty. I have just awakened around midnight after a vivid dream about "going to school" at TK. I thought I would sit right down and share some of those thoughts. 34 years of "going to school". It was a pleasant dream, not a nightmare. I dreamed, not about the classrooms and the study, but about the camaraderie and the guys that I worked with. As with most dreams, I could not identify the "guys", but I felt very comfortable with them and my surroundings. Strangely, I did not dream about flying, although, I truly love flying I dreamed about the Gotham, not the real Gotham, but the Gotham in my dream; I dreamed about the talk with my fellow pilots and the comfort that I felt with my surroundings. I guess that I dreamed

about being around Pilots and felt at peace. Strange.

I have missed flying but not the hassles that accompany the job. I don't miss going through the check points, I don't miss the unruly passengers, I don't miss having a different punch code for every door in the system, but I do miss sitting at breakfast and talking about "stuff".

To me, it is interesting that I would awaken at Midnight after a dream and write a note. I never write notes. I suppose, after 34 years of flying for United, it is not completely strange that I would dream about the past so I guess that I will not check with the Doctor, yet.

Note to Dick Russell: He said that he didn't recognize many names in *RUPANEWS*-as a new hire retiree I hope Dick will remember me; we flew together on the 8. Thanks, Cleve, Jock and all the guy that make *RUPANEWS* happen, thanks for the good work. **Garrett**

ED POGUE—596 Utica Ct, Sunnyvale, CA 94087

In November of 2000, our youngest son, Eric, and his fiancée went on a trip with Johanna and me to India. We chose this one because it included the Pushkar festival. Pushkar, in the state of Rajasthan, is where an annual camel festival is held, about 7,000 camels show up to be bought, sold, traded, and run in camel races. We were there two days and two nights, and we stayed in nice tents. It is quite a spectacle. India is a fascinating place to visit. *[7,000 camels! The nose boggles! Ed]*

We now have a second home in Palm Desert on a golf course, so we have spent a lot of time with that. Just returned from a furniture-buying trip to North Carolina.

In two days I will be a year older, so my annual dues check is enclosed. **Ed**

ALLAN PRATT

Jock,
Another year, another _____ (fill in the blank). My prediction, last year, of an operation every six months did not come to pass. Only a shoulder operation in December. At this rate, I'll run out of joints (remember when that was an innocent word?) in about four more years.

I finally officially retired from United on 1 March 2001. I had to remind them that I existed, but the process went relatively smoothly. The good news is that I fell under the new 1.5% multiplier and it made an incredible difference in yearly income. Thank you all!

My wife and I finally arranged to go on an Alaskan cruise with the Barrie and Sharon Nelson, Joye Johnson (a senior UAL F/A) and other friends. Worth every penny, even if I did have to fly on America West to get from PHX to YVR and back from ANC.

Since I hate Airports, that's about it for travel. If I can't drive there, I don't go. Hmm, that puts Las Vegas well within my driving range. See you all there!

Allan

ROBERT C. RAY JFK/ORD/LAX/SFO '68-'97

Dear Jock, Through modern miracles we are able to transmit this email via SSB directly from a somewhat remote anchorage off the west coast of Mexico. Cheryl and I are spending about half the year aboard our sailboat *New Passage* and enjoying every minute of it.

Year four of retirement continues to be wonderful. Many thanks to United and ALPA for our delightful lifestyle and opportunities. *RUPANEWS* is a pleasure to receive; well done to you and the staff! Regards, **Bob**

Thanks for the encomium, Bob. Actually I was thinking of emulating the rather eccentric layout style of that great yachtie magazine Latitude 38. I still can't find my way about it with any certainty. Ed.

P.G. (GERRY) REGAN— 8936 E. Emerald Dr, Sun Lakes, AZ 85248 AZGerryR@cs.com

Hi Cleve, Starting the third terrific year of planning my schedule on something other than a 30 day cycle! We played the snowbird routine for a couple of years between Colorado and Arizona but found that lifestyle to be too complicated and so opted, last fall, to become permanent Phoenix residents. Four grandkids living here was a definite plus! Haven't been through a desert summer yet, but plan to escape frequently. I'd like to add my voice to the chorus of compliments for all those who work so hard to publish this fine RUPA newsletter. **Gerry**

CLEVE RICE

:Crice727@cs.com

Jock and Cleve: Sorry this is a little late. I did get my check to Cleve on time. I am keeping busy with The American Legion in Idaho. I met a wonderful lady over a year ago and we were married in October. After being a widower for two years that changed my life some. I do enjoy reading the *RUPANEWS* and keeping up with friends. I would like you to remove Marcella from the directory and add Laretta.

Hope everyone has a very good year.

Cleve Rice

JACK RODERICK—1540 Millview Dr, Batavia, IL 60510

Dear Cleve, Almost forgot, but here are my dues. Busy month, as my daughter graduated from Purdue yesterday.

I retired, finally, June 30 after 32 years: Never received an invitation to the ORD retirement dinner in October. Was it because I am a CLE Crazy or just an oversight? Probably the latter.

Still selling out-of-print aviation books and playing with model airplanes and trains.

My best to all for the great job and hard work with the *RUPANEWS*. **Jack**

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

Life is still good here at the beautiful Pauma Valley golf course, although we are getting more Indian casinos around us.

My bride and I spent my birthday playing golf at Pebble Beach. A gift from our kids for my 70th a great experience, but I won't be rushing back at those prices.

Our big trip this year is a tour of Italy in October with about 20 friends, airline and otherwise.

I always enjoy the *RUPANEWS*. Many thanks to those who make it possible. **Ron**

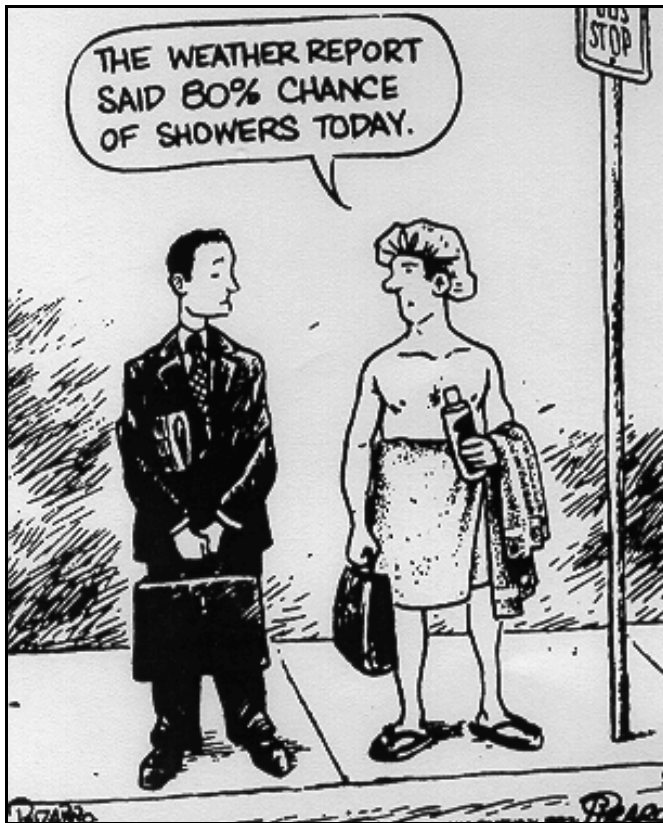
ROBERT L. SHOWALTER—5687 Yerba Anita Dr, San Diego CA. 92115

Dear Cleve, Another year gone by already, Oh My! At least I remembered the annual postage.

Attended a San Diego County get together last week that Bob Bowman put together (Quail's Inn, San Marcos) and enjoyed seeing old friends.

We'll try to make it a regular thing.

All's well from here. Finally became a Grandpa in my 65th year!
Thanks again for all your hard work.



ROBERT G. SINCLAIR—576 Buttonwood Dr, Danville, CA 94506

Cleve, Enclosed "mailing check" and it's early. It's always good to catch a little news from various individuals. Thanks for your efforts. I keep busy with a cabin in Colorado and one in California. Leaving for a week of white bass fishing in the Ozarks. Life is grand. My best to all.

Bob

STAN SMILAN

SSsmilan@aol.com

Dear Jock: Surgery went well. Lost 25 pounds from chemotherapy.

Heading home to Florida in another couple of weeks. Johns Hopkins Hospital in Baltimore was a good choice because of the surgeon's experience and frequency in doing the procedure.

s/Stan Smilan

RICHARD E. STEBBINS—154 Marks Dr, Hollister, CA 95023

Dear Cleve, Dick continues to fight the repercussions of his stroke that occurred in 1999. It's an uphill battle, but he continues to persevere. We were married March 17. A wonderful, happy and a fun-filled day for us both. **Dick & Dorothy**

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

Hi Cleve, Only a month late this time so maybe next year I'll get it right. Anyway I've enclosed my check for another year.

Once again we spent the summer on the boat cruising the waters of the northern part of Vancouver Island. Marilyn and Dick Hampton also cruised with us this summer. We all had a great time enjoying the beautiful scenery, sunsets and fine wine.

Spent a week at Whistler in September. The weather and fall foliage were spectacular, however we won't talk about the golf scores!

November found us in Australia/New Zealand. After giving Marilyn and Dick Hampton a million reasons why we couldn't join them for their 25th Anniversary, we managed to surprise them the first day of the cruise! Our 14-day cruise departed Sydney and we disembarked in Auckland.

We went to Maui for three weeks in January. Always nice to escape the Northwest during this time of year and enjoy the Maui sun. Once again, however we won't discuss or golf game.

Thanks for the *RUPANEWS* publication!

Bob

ROBERT LEE SWOFFORD

On the nineteenth I will be seventy nine. I don't dream about flying as much as I used to. Jane and I are in reasonably good health. I have an irregular heart beat but a pill a day works great. Anyway I feel good. Don't do a hell of a lot, but that is not too different from before.

Had a nice event last week. My oldest son is a 747 400 check pilot and my second son just finished 747-400 school. So off they went to London, Delhi, London, and back to Chicago. I wasn't able to go with them, but met them as they got off at Chicago. What a thrill to see them. I don't believe such a thing has happened before.

Mighty Proud Dad I tell you,

Robert Lee Swofford

NORWIN SYNNESTVEDT, 3463 Surrey Rd.,
Huntingdon Valley, PA 19006

Hi Jock, Thanks for the great job of producing the *RUPANEWS* and thanks to all others for their hard work. Bunny and I are well. I plan to sail *Sheratan* to Northeast Harbor Maine this summer.

J. FRED THOMAS 8932 Biscayne Ct. 1318E
Huntington Beach, CA 92646-8733 LGA, MDW/
ORD, LAX

We are ambulatory, but little else to report. The biggie for the year was a 28-day cruise last October on Princess from San Francisco to Sydney via Honolulu, Maui, Majuro Atoll Marshall Islands, Saipan, Guam, Rabaul, Espiritu and Port Vila, Vanuatu (Formerly New Hebrides) and Brisbane. Lots of water out there, but generally as smooth as the proverbial millpond.

We didn't know it when we booked, but the cruise was a sort of reunion cruise for a great many WW II vets who served in the Pacific. As a result, we visited many historic landing and battle sites where those vets fought. However, we weren't able to visit Guadalcanal, account the natives had a war going.

At a general meeting of all the veterans, we were pleased to find our old friend, George Krosse and his wife. So, everyone wasn't a stranger. There were at least two other UAL couples aboard, but we didn't get their names. There was a historian aboard who gave a couple of lectures each day about the areas we would be visiting, so it was educational, especially to an ETO type. Also, there was a lot of general camaraderie. All in all, a great cruise, regardless of the time en route.

If we survive, our plans for travel this year are to make our way to Norwich, England, the last of October and attend the dedication of the new Second Air Division Air Force Memorial Room which is a part of the new Central Library of Norwich. The whole combination burned to the ground August 1, 1994. Finally, a newer, larger and more modern building will have been finished. The date is not the greatest to visit England, but it wasn't our call.

Otherwise, we expect the usual. The visiting of the kin; the inevitable holidays that seem to come every few days; the annual IRS hassle, and the everloving flood of junk mail and charity appeals. Thanks to all of you who do the good work.

TERRY K. TRUE—1746 Bellflower Cir, Libertyville, IL 60048

Dear Cleve, I didn't quite make it by my birthday, but at least you should receive the enclosed check during my birth month.

It's been two years since I put the cap with the "scrambled eggs" in the closet. (I never really liked wearing hats anyway, and had more than one encounter with an overzealous flight manager that insisted that I put the damn thing on just to walk around the corner to the Credit Union office.) I am one of several retirees who wasn't ready to quit flying just because I reached the magic age of 60. I spent four months after retirement commuting from ORD to SFO to work in the NASA ASRS program as an analyst. There is a great bunch of dedicated people working there, including a number of UAL retirees. I learned a lot of things that I had forgotten about aviation from analyzing those reports. The commute was a killer, though, and most of the other analysts lived within driving distance of Moffett Field.

I was fortunate to find a corporate charter company in the local area that was willing to take a chance on an ex-airline type with no corporate experience. They only ask that I work 10 days a month, and they are willing to give me blocks of time off to use the several time-shares that we have. After a year and a half, I'm typed in the Hawker 800, and am flying SIC in the Citation Excel. I realize that being on call, and flying 12-14 hours a day isn't for everyone, but I'm having a ball.

On the home front, Jerry and I sunk most of my "B" fund into our dream house. I wouldn't recommend using the fund in that manner, due to the tremendous tax hit, but at least the money is tied up in something that I can see. We built just 5 miles north of where we raised our children, which makes it more enjoyable for them to come home and for us to stay in touch with friends in the area. Both children are fifth year college seniors, with Chad graduating this month and Teryn with another year to go. Do any kids complete college in 4 years anymore?

Jerry is in her fourth year as a UAL flight attendant. She completed her international qualification and purser training when many of her contemporaries were hesitant to do so. As a result,

she has been able to fly international and even gets a line occasionally. She really loves her job and doesn't have to worry about the "retired husband" syndrome, since we frequently only see each other three or four times a week.

On the whole, life is good. I'll keep flying as long as I can keep the first class physical. After that I'll probably take a desk job with the same corporation.

Thanks for your efforts in keeping the *RUPANEWS* going.

Sincerely, **Terry** ORD (LAX for 6 months to hold a schedule on the 400)

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

Dear Cleve, Just looked at the calendar and realized that it was time for the annual stipend and a short note. Enclosed, please find a check for postage and a little extra for the "emergency fund." The past year has been successful for SA travel as a retiree and we are about to try again the end of this month on a trip to Tuscany and Germany. It has also been one of good health for both of us and we intend to keep it that way through out 2001 and beyond.

Our little grandson has been a source of great enjoyment for us, and he will be joined by another sibling in early September. We keep busy seeing him and the kids, skiing trips, skeet shooting hunting trips and other projects that make the time seem to pass much faster than when I was working.

Articles in the *RUPANEWS* concerning medical insurance and travel topics are greatly appreciated and I hope they will continue to appear regularly. Not so appreciated was the performance of our wonderful ESOP and the company's stock. Those two items were responsible, essentially, for my working one year plus for UAL for free.

Thanks to all of you for all the hard work and time you put in the newsletter. It's a wonderful job and is truly appreciated. Some times I wonder how you find enough days in the week to keep up with it. Take care.

Sincerely, **Frank**



DONALD B. WELSH—12884 E. 2nd Ave, Aurora, CO 80011

Greetings Cleve: Another birthday, and I feel the same as I did several years ago. Outside of a stroke four years ago, from which I fully recovered, working four or five days at Wings Over The Rockies Museum, and an occasional trip just for kicks, nothing new has happened.

I enjoy reading about what others are doing and I appreciate the work that it takes to keep the news rolling.

Regards to all, **Don**

JOE WEST

Hi Jock. Re : the "True Scotsman" forward I sent . It was mostly because I have a daughter living over there in Gargunock. Boy, I can see that doing this a little might just lead to some of my hilarious typos. Also when I flew in Korea, in the T-6 (Navy- SNJ, & British Harvard.), we were airborne forward air controllers. We were directing air strikes in close to friendly troops. , and they called us mosquitoes. We had some pretty good men in the back seat as observers. They were chosen from the ground troops because they knew what to look for on the ground. Most of them developed in to good controllers after they got over being airsick. from the maneuvering we had to do to avoid the ground fire. After about their 2nd mission, I couldn't make the good ones sick. One observer I worked with had served in the Black Watch regiment. His last name was WILSON. we naturally called him "Scotty", and I came home from Korea, and promptly forgot his given name- if I ever knew it. Most of our mosquito pilots really liked to fly with him , because of his brogue on the radio, and the fighter bomber pilots especially hearing him direct their strike, was something they looked forward to . I learned from our records keeper (we still have re- unions.) that his first name was Ken, and he died in Scotland in 1994. The observers wanted us to teach them to fly, so they could get it safely back on the ground if their pilot ever got hit & disabled. It was a little hairy giving Scotty lessons, but I enjoyed it. He just loved to find one of the ground units he was acquainted with, and give them a working over. He could handle the aircraft well in the air, but I had some doubts if he would ever be able to land normally. We had 32 2.5 inch smoke rockets un-

der the wing, and they got fired on many of those lessons. Once I got a secondary fire and explosion from an innocent looking Korean hut.

By Golly, I'm up later than intended. - supposed to take it easy & get good rest because I'm recovering from hernia repair surgery.- best say "Guid Nicht" , and head for bed. { and,yes, I have a Harry Lauder tape I like to play very often } Sincerely, **Joe West.**

Thanks for the Scots humor, Joe. Ah, yes Korea! I was in the RAF at the time, and our effort was limited to a few exchange pilots with the USAF. But I do recall a certain Black Watch private whose name escapes me, who got the Victoria Cross (Britain's highest award for valor) for single-handedly holding off a Chinese attack at Chosin (I think). Rumor had it that he had gotten into the quartermaster supplies and made short work of their beer—when he ran out of ammo, he threw empty beer bottles at the attackers. They made him a corporal following that, but he soon lost his stripe for getting drunk on duty. Ed.

TIMOTHY J. WESTON—11248 Skyview Ln. SE, Yelm, WA 98597 captjweston@cs.com Hi Cleve, Managed to get my dues off to you before the ol' birth date. Myma and I are doing nicely in the health department. We are going on a short vacation next month to celebrate our 40th anniversary. Years mount up but are enjoyable. My parents are both alive well and in their late 80's so their longevity may help.

Two years of retirement make for one great vacation. Wouldn't change it at all. The Baron is up and running with two new engines, the PA-12 restoration is enroute, and the Rearwin gets flown when the weather is nice. Too many projects, too little time. Still manage to quaff an ale or two. Angel Flight work has been gratifying and the best part of it is I get to fly.

Trying to keep the email accounts straight is time consuming.

Email address for this year is: captjweston@cs.com. Please update my email address.

Thanks, **Tim**



TED WILKINSON '65/'00 DCA, DEN, ORD

Another story

Jock,

The story labeled "Super Jape" in the March issue reminded me of an occurrence I had back in the winter of '85. I was a new 727 cap. and had an 8-L-5 assignment that terminated in MIA, with a layover and deadhead home to DEN. They had routed me thru ORD as that was supposed to get me home about 40 min earlier than a nonstop flight which departed MIA more than two hours later. I was on reserve, and they wanted me back as soon as possible, of course. Turned out that due to a snow storm in ORD, the departure kept getting pushed further and further back, so pretty soon, I noticed that I'd get back to DEN earlier if I deadheaded on the nonstop. So, I just walked across the hall and asked if they had room for me on that flight, which they did, and without calling the crew desk, I presented my ticket and got a seat.

As it turned out, the F/As were the same ones as the flight I had flown down the night before, so although I wasn't in uniform they recognized me. I was seated in the very last row of coach, on the aisle, and when departure time came and went, with no evidence that we were about to depart, I questioned the F/A as to why we were still there. She said she'd heard that we were waiting for one of the crewmembers to show up, and shortly she returned and said "We're waiting for the captain, do you want to fly this?"

Now, I should point out that the lady sitting next to me was a real "white knuckle flyer" whom her husband was constantly reassuring, and thinking back on this event, I realize that I missed the opportunity of a lifetime when I didn't jump up out of my seat, and shout "Wow, I've always wanted to fly one of these things, show me the cockpit". In actuality, what I did was to respond, "Yes, I'll fly it if they want", and then observing the aforementioned lady looking like she was strangling, I mentioned that I really was a pilot for UAL, and that it wasn't as bad as it looked.

At any event, I went downstairs and called the crew desk and they were more than agreeable and we got the trip out without further delay. As a postscript, I managed to make one of the better landings that I ever made on the 727.

But then, I assume that the previously mentioned lady was probably praying for me every mile of the way.

When most everyone had deplaned, she stopped where I was standing outside the cockpit, and told me that she was more than a little apprehensive about me leaving a passenger seat to fly the plane, which in terms of understatement was the approximate equivalent of an acknowledgment that the Pope is probably Catholic.

Fraternally, **Ted**

HUGH M. WILSON Fallbrook, CA

To Jock and All: Another birthday about to roll around and this is the big 80. We are about to leave for Florida for a granddaughter's high school graduation and the baptism of our first great-grandchild, a girl.

Noted a letter from Bob Wells in the last *RUPANEWS*. It reminded me of a story about Bob and I. I guess it was about 50 years ago now that this happened. I was a co-pilot flying out of New York on a night flight to Chicago. I almost didn't take the trip because I wasn't feeling quite right.

Anyway, enroute the captain thought hot chocolate would be nice instead of coffee. It didn't set with me at all, and while descending across Lake Michigan I upchucked to the right of the co-pilot's over the declutch levers of this DC6. The first time this ever happened in an airplane for me before or since. Anyway, Bob was the co-pilot that came on board to take the trip on to the west coast. Needless to say, he reminded me about it many times over the years, (Best wishes, Bob)

Helen and I are doing well. Just harvested some avocados, still doing some trap and skeet shooting and flying. We are hosting our Marine Air Group reunion in San Diego a year from now, God willing and the creek don't rise.

Best regards, **Hugh**

LYNDEN E. WORDELL—2637 E. Atlantic Blvd. #149, Pompano Beach, FL 33062

Dear Cleve, I can hardly believe that almost a year has past since my last working flight on United and my *RUPANEWS* postage is due. Retirement is great. I am now a Captain of my fishing boat. Martha and I have our first grandchild. We have been on an Alaskan Cruise and visiting friends. It is great to have the time to do what you

want.

I enjoy reading the *RUPANEWS*.

Sincerely, **Lyn**

DL "LARRY" WRIGHT, Los Altos, CA, mostly SFO 68-95.

Coming up now on six years of retirement. Still have not felt any great urge to travel long distances on airplanes or boats. Maybe one of these days the mood will strike me. Until then, small trips on UAL (first class maybe 30%) and the automobile satisfy our travel needs.

Last August we attended the Marine Vietnam Helicopter reunion in San Diego. While we were there we had a chance to visit with Joe Matuna in nearby Alpine. After the reunion we took a little side trip on down into Baja, California. We went about seventy miles south of the border, angled across the peninsula back up the eastern side and then up the Imperial Valley for our return home. It was an interesting drive but there is a considerable amount of (real) desert on the eastern side of the peninsula.

In September we headed east to attend my mother-in-law's birthday in Pensacola, FL. It was a somewhat circuitous routing to visit spots of interest and friends along the way. Yosemite, Ely, Colorado Springs, Dodge City, Springfield, Branson, Little Rock, Jackson, Mobile. We didn't hit a lot of Interstates but we did see plenty of the country.

After the birthday, we turned left, headed up through Alabama, into Tennessee, stopping by the Jack Daniel's Distillery at Lynchburg. It was a very interesting tour but to my great disappointment, they did not have a tasting room. (It's a dry county.)

From there we made our way through Tennessee, visiting friends in the western part, then up across Kentucky to Dayton to the Air Force Museum. Lots of nice airplanes but would you expect anything less from the Air Force?

We continued north through Michigan, until we crossed the Mackinac Bridge then turned left again across Wisconsin, Minnesota, North Dakota, down into Helena to visit relatives. From there over to Missoula and down the Bitterroot Valley, the scene of some of the devastating forest fires last year...over the mountains to Boise, a couple days stay at our cabin in Fox, Oregon, and

on home again.

We travel to and from the place in Oregon quite regularly. This April we headed off to Oregon planning to via the Tulip Festival held annually in Skagit Valley, WA. We drove up the coast through the redwoods, angling back over to the Interstate at Medford. While visiting a friend, we were told that there was another tulip festival in Woodburn, OR. We went there and found that you don't have to go all the way to WA to see beautiful tulip fields. You can also see Dahlias in August in Woodburn.

Both sites are well worth a visit.

This time, while staying at our Fox cabin, we were treated to the sight of fifty elk coming up the driveway for a visit. Earlier in the spring, we had seen seventeen, but this was truly a sight to behold.

Larry

Well, Larry, with so much travel, it's a wonder you found the time to keep an oversight on the RUPANEWS post office mailing requirements – for which our thanks. Ed.

VICY MORRIS YOUNG

HI Jock, "Classy" is good word choice for what you do with RUPANEWS!

Thought I might add a footnote, possibly not worth publication, but perhaps of interest to those now recalling the Caravelles of UA. I have noted with great interest the mystery of the one in France and recently exchanged notes with someone so familiar with that event, ie, sale of the Caravelle fleet to Sterling in Denmark.

Although my first husband was the late Capt. Bob Zelsdorf, LAXFO, my second husband was also a pilot. Dick Young stayed close to 39 years when he was shot down by cancer.

The summer after Dick and I married in 1973, a year after Sterling had bought the aircraft, I learned a great deal about that plane. Dick had wisely brought in Capt. Glen Allred from Denver to help sell the surplus planes. Dick had become Director of Contract Services for United, and that involved plane sales. We attended the Sept. Air Show at Farnborough, England one year and the Paris Air Show the next year.

At the 1973 Sept. show I was introduced to the two people who had started and owned Sterling. One was an SAS Captain and his quite unlikely

partner was an unassuming Lutheran minister who had led church tours, leading to their mutual charter airline business.

Within ten minutes after meeting the minister, in the midst of a huge social event, he leaned over and asked: "My dear, will you do something for me, please?" Startled but never at a loss from odd questions, only part of stewardess training, I replied that I would if I could.

His question: "Would you ask Dick to take back the Goddamned Caravelles?"

They did prosper, and I am sure Glen would agree it was actually a moneymaking project, at least for a period at Sterling. Incidentally, the simulator was sold to Olympic in Greece, and we had time to visit once and see it for old times' sake. Another "Young" we frequently ran into on flights, and for pass confusion, worked for Boeing and was based in Athens. He shared the young Alexander Onassis loved to fly that sim and was frequently at the airport. The scion of Ari frequently slept on the couch of the other Young couple, as they were second parents to him. Sadly, they were at the airdrome in Athens the day he had the fatal crash.

Anyone else having recollections of odd collections of names from aircraft door nameplates, please send them along to me at: Clipped Wings Historian, UAHF Board of Directors, Vicy Morris Young, 1117 Via Grande, Cathedral City, CA 92234-4300. I would enjoy printing such a compilation in our *Clipped Wings Quarterly*.

Outside view: That foldin' & stuffin' group has too much fun doing their jobs, but I am one more who thanks all for such a great publication.

Continued success to all in RUPA.

Vicy Young

MORRIS ERNIGH 4232 Manna Ct., Cortez, FL 34215 casa@compuserve.com

Hi Cleve: Here are membership monies and one year's postage.

Thanks for all the good hard work you do keeping us together.

I'm recently retired, April Fool's Day, and like everyone, I'm missing it somewhat. I really miss the folks who taught me to fly, those who helped me fly, and those who kept the airline running. I feel I'm leaving the airline in good hands, as everyone I worked with in the last few years was

extremely qualified and able.

Sherry and I intend to stay here in Cortez to enjoy the water, the salt air, the sunsets and warm weather.

We do volunteer work for Mote Marine Aquarium, which is the Center for Shark Research, here in the U.S., and we also help to protect sea-turtles during the nesting season. Last year we had over 10,000 nestlings on Anna Maria Island!

As I had been based in LAX, MIA, CLE, and JFK over my career, I have many friends and acquaintances all over the country. I want to take your space to wish them all well and to let them know I will be looking for them in the pages of this esteemed journal.

Thanks again for all your work and dedication.

Sincerely, **Morris**

Your letter is out of sequence, Morris, because whatever happened to it in transmission rendered it unmanipulable, so I had to put it aside for re-typing. Ed.

OLD MIRACLE DRUG

ASPIRIN - helps prevent life-threatening diseases and chronic conditions

The all-time miracle drug is even more miraculous than once thought. But acetylsalicylic acid, which we know as aspirin, hasn't changed.

A synthetic anti-inflammatory compound derived from willow bark, aspirin is still a reliable over-the-counter treatment for headache, fever and flu, muscle strains, joint swelling and aches and pains. But its range of medical benefits keeps growing. It's now well known as a way to prevent and treat heart attack and stroke. And new research shows that it can help fight several other ailments, including gum disease, Alzheimer's and cancer.

Caution: Regular aspirin use must be monitored by a physician. Aspirin therapy can cause nausea, heartburn and indigestion as well as severe intestinal bleeding.

HEART ATTACK PREVENTION

Aspirin reduces inflammation -and, therefore, pain, swelling and fever-by decreasing production of prostaglandin's.

These powerful biochemicals trigger the inflammatory response and cause platelets - disk-like cellular fragments in the blood-to clump together, causing clotting. By reducing platelet clumping, aspirin can prevent or dissolve clots that cause

heart attack or stroke.

In people at high risk for heart disease-including smokers and those with high blood pressure, high cholesterol, diabetes or a family history of heart disease - daily aspirin use may reduce the incidence of nonfatal heart attack by 32%. Aspirin may also help prevent heart attack in men over age 50 who are at low risk for heart disease.

Typical dosage: One 81 mg (baby) aspirin a day.

DURING HEART ATTACK

Anyone having a heart attack should immediately call 911 and then take aspirin. In a recent study of more than 17,000 heart attack sufferers, those given aspirin the day of the attack-and daily over the next month-had a 23% lower risk of dying from heart disease.

Typical dosage: One 325-mg (adult) tablet if you have any of these heart attack symptoms...

- Chest pressure, squeezing or pain that lasts more than a few minutes or stops and comes back.
- Pain that spreads to the shoulder, neck or arm-usually on the left side.
- Chest discomfort with lightheadedness, fainting, sweating, nausea or shortness of breath.

PREVENTING SECOND ATTACKS

Ninety percent of patients treated during an attack receive aspirin. But only 50% take it after leaving the hospital. That's unfortunate. Ongoing aspirin therapy reduces deaths from circulatory disease-mainly heart attack, stroke or high blood pressure by 16%. Anyone who has had a heart attack-or has recurrent heart related chest pain (angina) - should take aspirin daily.

Typical dosage: One 81-mg tablet daily.

ANGIOPLASTY AND BYPASS SURGERY

Aspirin also reduces potential problems associated with angioplasty-the procedure in which a balloon tipped catheter inserted into a coronary artery is used to clear blockages. Aspirin therapy before and after this procedure helps prevent heart attack and death and helps keep clots from forming in the arteries afterward.

Recent finding: Taking aspirin in the hours after coronary bypass surgery cuts in half the risk of arteries reclosing.

ASPIRIN VS. STROKE

Aspirin may increase risk for hemorrhagic stroke-the type caused by bleeding into the brain. And there's no evidence that it prevents a first ischemic

stroke – the far more common type of stroke caused by a blood clot in the brain’s arteries. However, aspirin can prevent second ischemic stroke. Patients who are given aspirin within 48 hours of initial stroke symptoms decrease their risk of dying or suffering a second stroke. They also decrease their risk of significant disability. In an analysis of more than 9,000 people who had suffered a stroke or transient ischemic attack - a mini-stroke involving one or more symptoms of stroke - aspirin reduced risk of having a second stroke by 13%.

Typical dosage: 81 mg daily.

MORE BENEFITS

Recently, scientists discovered aspirin's potential for preventing and treating other serious problems. The dosages for the following conditions vary. Consult your doctor if you have...

- **Migraine.** Migraineurs who take aspirin have fewer migraines than those who don't take it. Recent study: Migraine sufferers who took 500 mg of aspirin daily had a 29% reduction in the frequency and severity of migraines.

- **Gum disease.** Aspirin helps prevent gum disease by blocking inflammation. If you already have gum disease, discuss aspirin use with your dentist. Alzheimer's disease. Brain inflammation plays a key role in Alzheimer's. By decreasing inflammation, aspirin may slow progression of the disease. In a recent study of 444 Alzheimer's patients, those who regularly took aspirin performed better on language, memory, recall and other cognitive tests.

- **Cancer.** Recent studies show that regular use of aspirin reduces risk for colon cancer by 50% ... breast cancer by 33%...esophageal cancer by 25%...and ovarian cancer by 25%.

If you're at high risk for any of these malignancies, ask your doctor if you should begin aspirin therapy.

WHO SHOULD BE WARY?

If any of the following apply to you, consult your doctor before starting aspirin therapy...

- **Gastrointestinal problems.** Over time, taking a single baby aspirin daily could damage your stomach lining. Taking an enteric coated aspirin may prevent or reduce these side effects, but the dosage may need to be increased to achieve the same benefits.

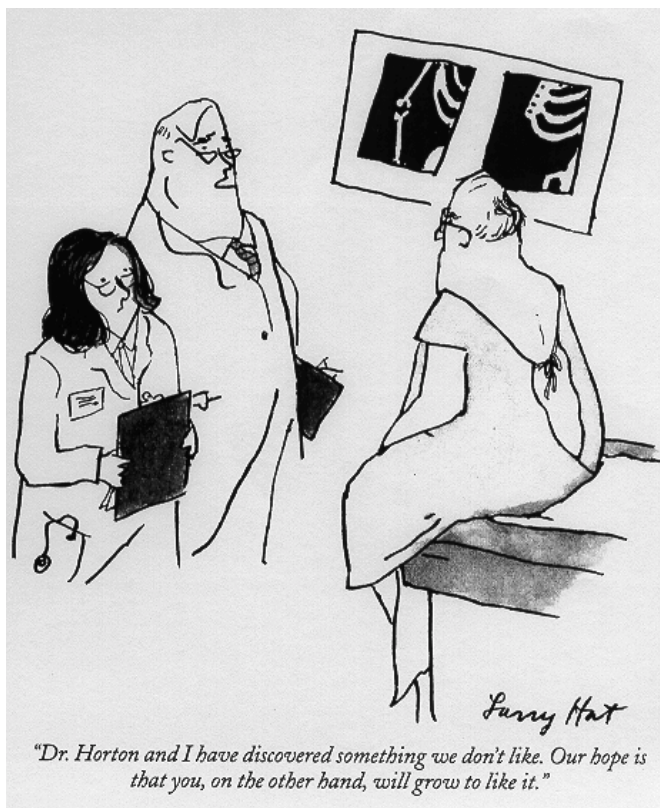
- ***Asthma.** Asthmatics are often intolerant of aspirin. It can give them asthma attacks, chronic nasal congestion or hives. Some asthmatics who react badly to aspirin but still need it can take it in gradually increasing doses.

- **Surgery.** Since aspirin increases bleeding, stop taking it seven days before major surgery - including serious dental procedures. Discuss this with your surgeon or dentist.

- **High risk for hemorrhagic stroke.** Regular aspirin users have a slightly increased risk for hemorrhagic stroke-12 more strokes per 100,000 people. However, the risk is higher for those also taking a blood-thinner or vitamin E (which inhibits blood clotting).

- **Children and teens.** Young people with a viral infection who take aspirin can develop Reye's syndrome, a potentially fatal neurological disease. Never use aspirin to treat fever or pain in someone under age 18.

Bottom Line Health September 2000



AGING

Do you realize that the only time in our lives when we like to get old is when we're kids? If you're less than ten years old, you're so excited about aging that you think in fractions. "How old are you?" "I'm four and a half." You're never 36 and a half....you're four and a half going on 5. You get into your teens; now they can't hold you back. You jump to the next number. "How old are you?" "I'm gonna be 16." You could be 12, but you're gonna be 16. Eventually. Then the great day of your life; you become 21. Even the words sound like a ceremony. You BECOME 21....Yes!!!!

Then you turn 30. What happened there? Makes you sound like bad milk. He TURNED; we had to throw him out. What's wrong? What changed? You BECOME 21; you TURN 30.

Then you're PUSHING 40....stay over there. You REACH 50. You BECOME 21; you TURN 30; You're PUSHING 40; you REACH 50; then you MAKE IT to 60.

By then you've built up so much speed, you HIT 70. After that, it's a day by day thing. You HIT Wednesday...You get into your 80's; you HIT lunch, you HIT 4:30. My Grandmother won't even buy green bananas. "Well, it's an investment, you know, and maybe a bad one."

And it doesn't end there....

Into the 90's, you start going backwards. "I was JUST 92."

Then a strange thing happens; if you make it over 100, you become a little kid again. "I'm 100 and a half."

Happy aging!

And remember-growing old is only mind over matter: if you don't mind—it don't matter . . .

NEW AVIATION DICTIONARY

Airspeed - Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Bank - The folks who hold the lien on most pilots' cars.

Carburetor Icing - A phenomenon happening to Aero club pilots at exactly the same time they run out of gas.

Cone of Confusion - An area about the size of New Jersey, located near the final approach beacon at an airport.

Crab - The squadron Ops Officer.

Dead Reckoning - You reckon correctly, or you are.

Engine Failure - A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall - Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance - Half the distance from an airplane to the nearest emergency landing field.

Hydroplane - An airplane designed to land on a wet runway, 20,000 feet long.

IFR - A method of flying by needle and ripcord.

Lean Mixture - Nonalcoholic beer.

Nanosecond - Time delay built into the stall warning system.

Parasitic Drag - A pilot who bums a ride and complains about the service.

Range - Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture - What you order at the other guy's promotion party.

Roger - Used when you're not sure what else to say.

Roll - The first design priority for a fully loaded KC-135A.

Service Ceiling - Altitude at which cabin crews can serve drinks.

Spoilers - The Federal Aviation Administration.

Stall - Technique used to explain to the bank why your car payment is late.

AAADD - Age-Activated Attention Deficit Disorder

To my friends who can identify with this disorder, AND to the young ones who make fun of me and my deficits: I just wanted to let you know that I have recently been diagnosed with the above condition. The scientific world is frantically searching for a cure.

This is an ailment many of us suffer from and may not as yet been diagnosed. However, now you may be able to discuss it with your loved ones and try to explain what really happened to you all those times you tried so hard to accomplish something and didn't.

I call it the "But First Syndrome". You know, it's when I decide to do the laundry, I start down the hall and notice the newspaper on the table. OK, I'm going to do the laundry...BUT FIRST I'm going to read the newspaper.

After that, I notice the mail on the table. OK, I'll just put the newspaper in the recycle stack.. BUT FIRST I'll look through the pile of mail and see if there are any bills to be paid. Yes. Now where is the checkbook? Oops.. there's the empty glass from yesterday on the coffee table. I'm going to look for that checkbook...BUT FIRST I need to put the glass in the sink. I head for the kitchen, look out the window, notice my poor flowers need a drink of water, I put the glass in the sink and there's the remote for the TV on the kitchen counter. What's it doing here? I'll just put it away...BUT FIRST I need to water those plants.

I head for the door and...Aaaagh! stepped on the cat. Cat needs to be fed. Okay, I'll put the remote away and water the plants...BUT FIRST I need to feed the cat.

END OF DAY:

Laundry is not done, newspapers are still on the floor, glass is still in the sink, bills are not paid, checkbook is still lost, and the cat ate the remote control...And, when I try to figure out how come nothing got done today, I'm baffled because...I KNOW I WAS BUSY ALL DAY!

I realize this condition is serious...I'd get help... BUT FIRST...I think I'll check my e-mail! >>



GERMAN AIRCRAFT TERMINOLOGY

AIRCRAFT -- Der Fliegenwagen

JET TRANSPORT -- Der Muchen Overgrossen Biggenmother Das Ist Fliegen Highenfaster Mit All Der Mach Und Flightenlevels. (Built by Boeing)

PROPELLER -- Der Airfloggen Pushenthruuster

ENGINE -- Der Noisenmaken Pistonpusher Das Turnens Der Airfloggenfan Pushenthruuster

JET ENGINE -- Der Schreemen Skullschplitten Firespitten Smokenmaken Airpushenbacken Thrustermaker Mit Compressorsqueezen Und Turbinespinnen Bladenrotors. (Made by Pratt and Whitney)

CONTROL COLUMN -- Der Pushenpullen Bankenyanken Schtick

RUDDER PEDALS -- Der Tailschwigen Yaw-maken Werks

PILOT -- Der Pushenpullen Bankenyanken Tailschwigen Werker

PASSENGER -- Der Dumpkopf Das Est Strap-pened En Der Baacken Mit Der Other Dumbkopfs Das Est Expecten To Leave Undgo On Sched-uledtimen Und Arriven Mit Der Luggagebags Somplaceneisen

STUDENT PILOT -- Der Dumbkopf Das Learnen Fliegen Un Hoppen To Jobenfinden Mit Der Airlinens

FLIGHT INSTRUCTOR -- Der Timenbuilder Mit Less Den 1000 Hrs Multienginefliegen. Teachen Dumbkopfs To Fliegen Vile Waiten-wachen Fer Der Letter Mit Der Joboffering Frum United

AIRLINE TRANSPORT PILOT -- Das Grosse Overpaiden Und Under Werken Whinencom-plainer Biggen Schmuck Dat Fliegen Mit Das Big Airlinen

IN MEMORIAM

LILLIAN BORNEMAN

On April 19, 2001, a Great Lady, the wife of the former founder of the SUNDOWNERS, Bill Borneman departed our presence. Lillian Borneman, while attending the monthly co-ed luncheon of the Tampa Bay RUPA group, collapsed. Lil has been the glue that kept our group, the SUNDOWNERS, intact since Bill passed away about three years ago. She made our accommodations at the Country Club and served as our official hostess. Lil had played golf in the morning and as always showed up at our luncheon at precisely at 11:30. A few minutes later, she collapsed and fell to the floor while conversing with one of our SUNDOWNERS. Despite the efforts of six Emergency Medical Service personnel, she could not be revived and was taken to a nearby hospital in an ambulance. It was learned a few hours later that she had died. She will be missed by all who knew her and loved her, but she is now with her beloved husband, Captain Bill Borneman. JSF/JI
Jim Fenely

GLADYS E. BALL

With sadness I write to share the news that our mom, Gladys E. Ball passed away Sat. May 5. She met dad, the late Capt. Albert Ball, when she worked as secretary to United's Station Manager, Harold Sweeney in Portland Oregon, in 1942. They told us a story about Mr. Sweeney inviting them to pick filbert nuts at his farm near Portland. Many times through the years mom talked about how much she enjoyed working for United. When they moved to the San Francisco bay area, she joined the pilot's wives and I remember her sitting at the typewriter making up a song for one of the events.

My personal memories range from passing out chewing gum to passengers as a child to guessing the point of no return on a trip to Hawaii with dad in the cockpit. We've been fortunate to meet many of the wonderful, adventurous pioneers who built an airline.

George, Charlie, and I have a lifetime of memories of our sweet mom. In every way she expressed her Christian faith.

With best regards from her daughter, *Ann Warner* I've enclosed a copy of the obituary from the Santa Cruz Sentinel.

GLADYS E. BALL

Gladys E. Ball died at her Aptos home Saturday, May 6th., She was 86.

Mrs. Ball was born in Mentorville, Minn., and lived in Aptos since 1969.

She graduated from high school in St. Croix Falls, Wis., and from Polk County Normal Teachers College.

Mrs. Ball taught school for several years in a one-room school house before moving to Oregon in 1940, where she worked as a secretary for the station manager for United Airlines. She married Capt. Albert Ball on New Year's Eve, 1944, and the couple moved to Palo Alto in 1946 and then to Aptos.

She was a member of the Order of Eastern Star, in Palo Alto, and was an active member of Twin Lakes Church.

She is survived by sons, George Ball, of Port St Lucie, Fla., and Charles Ball, of Aptos; a daughter, Ann Warner, of Sherwood, Ore.; a sister, Evelyn Ferneding, of Oseola, Wis.; a brother, Al Schnagl, of Menlo Park; four grandchildren and

REG FROOM

Dear Friends; It is with great sorrow that I must send this message. Reg Froom's daughter has just called me and advised us that her father, Reg passed away this morning [7 May, 2001]. She said that he had been on chemo in a local hospital with some form of lymphoma for the last 4 months, but came home to rest just a week ago. Reg and I were very good friends, having met in UAL Pilot training Class 74 in June of 1964. Reg was a number or two senior to me throughout our 31 years with UAL. Please pass the word among his many friends

BILL KERSH

Captain William "Bill" O. Kersh, My love, my life, my rock, was given to our Lord on March 30, 2001. What a wonderful partner he was to be with! Bill accepted the ups and downs as apart of life. He remained loving, tolerant, positive, and fun loving through out his life. After a time of ill-

ness, he died peacefully, surrounded by family. Bill was a 33-year veteran of Capitol and United Airlines, a Navy veteran and Mason. Bill's gentle, patient nature and humble integrity was and will continue to be a source of strength and guidance for his family. His wry sense of humor and quiet, unassuming manner, throughout his life reflected the grace within him.

As a child he "flew" the Sycamores trees in his Momoa's yard. Bill realized his dream, by becoming a commercial airline pilot. He has soared and made his final flight to the Lord. "I have slipped the surly bonds of earth. . . Put out my hand, and touched the face of God."

He's remembered by his wife of 52 years, Agnes; two sons, William Kersh and wife Stephanie, Michael Kersh and wife Evie; 2 daughters, Kathlynn Cagle and Cynthia Lane; 6 grandchildren, Christopher Cagle and wife Tammy, Melissa Cagle, David Kersh, Parker Kersh, Nicholas Vosatka; 1 great-grandchild, Courtney Cagle; very special friends, Rick Bullard and W.E. Myrick.

WILLIAM "Bill" O. KERSH

Retired captain Bill Kersh died on March 30th, 2001.

How he loved his job, flying was fulfilling his childhood dream. He'd been retired just over 10 years. He looked forward to getting the *RUPANEWS* and hearing about everyone, everywhere.

The last few months, he couldn't turn the pages – hard for him to read – so I turned the pages, reading aloud the articles to him. I now look forward to seeing your publication come.

One day at a time is how I'm getting through the loss of my almost 53 years of marriage – June 3rd. They were wonderful, full, enjoyable years with the love of my life – met at 16, engaged at 17, married at 18. We grew up together and were the best of friends.

I miss him beyond words, to say how much – half of me is not here.

Sincerely, Mrs. *W.O. Agnes Kersh*

THELMA F. MOFFETT, 76, a long time resident of Lovettsville, Va. Died Thursday May 3, 2001 in Frederick, Maryland.

Mrs. Moffett is survived by her husband Capt. Raymond Gilbert Moffett of Lovettsville, Va.; one

son: Robert H. and wife Janet Moffett of Landenberg, Pennsylvania; one brother: Gerald Frame of Sutton, West Virginia; two grandchildren: Erin and Garrett Moffett, and a host of other relatives and friends. Mrs. Thelma F. Moffett was born in Sutton, West Virginia to the late Lanta and Thelma Frame on August 14, 1924.

Donations may be made to the American Cancer Society, P.O. Box 699, Vienna, Virginia 22183-0699.

"MURPH"

HH & JANET MEYER Littleton CO 52/85 SFO DEN MIA SFO ORD DEN

I am Hal Meyer's wife. Hal has agreed to let me write this year's birthday letter. He'd rather be flying his Piper Arrow anyway, and I have a story I want to share with you. At this point I think I should include that I was raised in a small town in rural Georgia. This information will help you to understand that the names and phrases I'm about to use are not malicious.

I've recently been re-hired as a flight attendant. In 1970 when I was hired the first time around, I was based in DC. I started flying just about the time that Murph came over from the pilot's crew desk to the stew crew desk. I learned fast to watch out for Murph's constant pranks and jokes. My name at that time was Janet Rose Godwin. Murph called me Junior (my initials JR).

Although I was very inexperienced, I had to work the A stew position on a charter DC 8 planned out of Mobile, Alabama.

We ferried the plane into Mobile to pick up our passengers. As we were descending into Mobile, I watched, spellbound, as the windshield cracked from side to side. Of course, the charter cancelled. United had no facilities in Mobile.

Once we were safely on the ground, I observed the pilots go to a pay phone and call their crew desk collect! I thought, "If they can, I can." I called collect, Murph answered. He responded to the operator that he didn't know anybody by the name of Janet Godwin, and he hung up on me! I slowly turned 180 degrees to face my crew of scared sheep and wailed, "He hung up on me!" I spun back around to the pay phone, grabbed it off the hook with all the force I could summon, and dialed again. This time he hung up without a word to the operator. I

growled into the phone for a new connection. I spoke through clenched teeth before the operator could say my name, "Murph, don't you dare hang up on me again." I could actually hear the mischievous twinkle in his demented eyes when he chimed, "Junior, is that you?" I made a mocking movement to the wall. I remained silent.

Finally, he gave me instructions to go to the ticket counter to pick up our off line deadhead tickets waiting there. He had already sent a meter. Then he chuckled into the phone, "I wondered how long it would take you to figure out what to do." My only reply was another baring of my teeth. I have other memories of this devil, but most of them are not decent enough to put on paper. I'm now once again on probation in the DC domicile. I have asked around, and I learned that Murph remained in DC after retirement. I had planned to take the old cuss out for lunch, but he didn't wait for me.

He died in February.

GABRIELLE PETERSON, wife of Mel Petyerson, died 8th February, 2001.

RICHARD RANDLE

This is to inform you that Richard "Rich" Randle died March 9, 2001, from injuries sustained in an accident on Highway One near Pigeon Point. He had picked me up at the SFO Airport and we were on our way home when we had an accident with a semi truck. He was killed instantly.

March 31st we had a Memorial for Rich at our home in Bonny Doon that was fitting for a man who loved aviation from a small boy. His ashes were scattered over our property by a T34 flown by his buddy with the CAP (with which he was very active) and a fly-by from two P-51's ended a beautiful memorial service.

Georgia Randle grrandle@juno.com

ROBERT JOSEPH SCHILD

Robert J. Schild went to be with the Lord Sunday, May 6, 2001. Throughout his five years of suffering from Alzheimer's disease he bore his affliction patiently, trusting in the care of his heavenly Father. Because of his trust in the Lord Jesus Christ, he is now in God's presence, free of suffering.

Robert was born in Berwyn, Illinois, in 1924, one

of two sons of August and Jeanette (nee Colta) Schild. He served honorably in the Navy during World War II, graduating from the Naval Training Center in Pensacola, Florida, at the age of 21, assigned to a TBN torpedo bomber squadron. After the war and a few years working as an accountant, he began his 33 year career as a commercial pilot with United Air Lines, flying out of Chicago's O'Hare Airport. He retired in 1984. Robert loved airplanes and flying, and distinguished himself at UAL by serving in the Air Line Pilots Association, working endlessly on scheduling committees, and flying several airplane types. During the last years of his career he lived in Escondido, California, and flew the DC10. All who flew with him respected him; all who knew him enjoyed his company.

Robert was used of God to bring the Reformation to Ida family. Though born into a Roman Catholic family, he was invited to attend a Lutheran church by a neighborhood friend. He accepted, and remained a faithful member of the Lutheran church throughout his life, serving at times as a deacon, and raising his children in the Protestant faith. Robert is survived by his wife, Dorothy (Dollie; nee Nemicic), who patiently waits to join him in heaven as she suffers from lung cancer, by his three believing children, David, Kathleen, and Daniel, and by eight grandchildren.

A memorial service was held Saturday, May 12, 2001, 1:00p.m. at Grace Lutheran Church, Escondido, California.

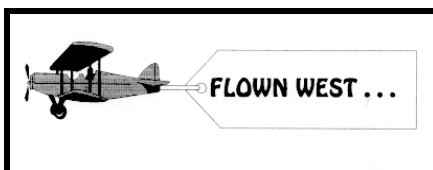
Normal

BOB SCHILD died Sunday, May 6th.

Bob and I went way back. We were in the same bat at Iowa preflight, primary at Grosse Ile, Michigan, advanced at Pensacola, and finally at TBF operational at Fort Lauderdale, Florida. While in Chicago, Bob and Dolly moved within a city block of our home in Villa Park just between Bernie and Rachel Sterner and us. Many adult beverages were consumed by the six of us. Bob had been in a nursing home suffering from Alzheimer's for over a year before he died.

George Krosse

JOYCE VANDERWEST passed away March 23, wife of John T. Vanderwest.



FRED H. SIEMS	JFK	24 FEB '01
ORRIS A. WINTERS	SEA	5 MAR '01
RICHARD E. RANDLE	SFO	9 MAR '01
WILLIAM H. DALKIN, III	DCA	25 MAR '01
KEN DEY* (ACTIVE)	LAX	30 MAR '01
WILLIAN O. KERSH	DCA	30 MAR '01
CALVIN D. COLEMAN*	SEA	1 MAY '01
ROBERT J. SCHILD	LAX	6 MAY '01
REGINALD I. FROOM	SEA	7 MAY '01
ROBERT C. BERGIN*	SFO (Nav)	18 may '01



HIGH FLIGHT

By John Gillespie Magee, Jr.

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

RUPA'S SOCIAL CALENDAR

Regularly Scheduled Lunches

- 1st Tue. San Diego Co. -*Quails' Inn, San Marcos* - 760-723-9008
2nd Mon. SW FL Outlaws – *Olive Garden, Ft. Myers* – 941-793-5251
2nd Tue. FL Treasure Coast Sunbirds – *Summer Break* – 561-747-2796
2nd Thu. SE FL Gold Coast – *Flaming Pit* – 561-272-1860
2nd Fri. PHX Roadrunners – *Summer Break*– 480-948-1612
3rd Tue. DEN Good Ole Boys – *American Legion Post 1* - 303-279-4348
3rd Tue. LAS High Rollers— *Location to be advised*— 702-658-6168
3rd Tue NE FL—*Spruce Creek CC* - 904-760-9736
3rd Thu Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX – *Hacienda, (Even Mth.) Billingsley's (Odd)* - 310-821-6207
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 Tue 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

- 24 Sep RUPA Biennial Convention, *Harrah's Hotel, Las Vegas.*
5 Oct Chicago Retirement Party—*Westin O'Hare Hotel.*

Deadline— June 20th.

Mailing— July 5th



PERIODICALS

RUPANEWS

1104 BURKE LANE
FOSTER CITY CA 94404

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